25) Ignition-Activated Anti-Carjacking Protection: Default OFF.
26) Door-Activated Anti-Carjacking Protection: Default OFF.
27) Open Door Warning Upon Arming: Default OFF.
28) PANIC Button Operates "Panic" or Additional Output: Default "Panic" (UNLOCK).
29) Transmitter-Activated Anti-Carjacking Protection: Default OFF.

If 10 seconds expire without programming activity (i.e.- not pressing the LOCK or UNLOCK buttons or pressing the valet switch to select another feature), the system will exit the Features Programming Mode, which is indicated by the horn or siren sounding twice. If two failed attempts are made to enter the Features Programming Mode, two minutes must expire before another attempt can be made. Please see the Owner's Guide for more details.

ULTIMATE FLEXIBILITY IN VEHICLE SECURITY

Executive
Keyless Entry & Security®
Model ONE

Installation Supplement

ClassicOne & UltraOne

Version 1.3

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Contents

3) Automatic Rearming: Default OFF.
4) Starter Interrupt Circuit: Default ON.
5) Automatic Starter Interrupt: Default OFF.
6) Ignition Activated Override: Default OFF.
7) Doors Lock With Last Door Arming: Default OFF.
8) Doors Lock With Automatic Rearming: Default OFF.
9) Doors Lock With Ignition: Default ON.
10) Ignition OFF Unlock #1: Default ON.
11) Ignition OFF Unlock #2: Default ON.
12) Open Door Bypass To Previous Three Features: Default ON.
13) Confirmation Chirps: Default ON.
14) Confirmation Chirps In Valet Mode: Default OFF.
15) Activated Alarm Cycle: Default 60 Seconds (LOCK).
16) Lights On Upon Disarm: Default OFF (LOCK).
17) Disarm Alarm Upon Trunk Release: Default ON.
18) Doorlock Pulse Time: Default .8 second (LOCK).
19) Double Unlock Pulse: Default OFF.
20) Arming Delay: Default 3 Seconds (LOCK).
21) Pulse Horn/Steady Siren Output: Default Pulsed Horn (LOCK).
22) Loud or Soft Confirmation Chirps: Default Loud (LOCK).
23) Total Closure Lock Output: Default OFF.
24) Alarm Functions Bypass: Default OFF.

Programmable Features

The Model One has 29 features, of which one is the Selectable Coded Override. **Please see the Owner's Guide for further details describing each Programmable Feature, and also for instructions on how to program transmitters.** These features can be configured as desired by the Features Programming Mode.

To access the Features Programming Mode, follow these steps:

Step 1 - Within 5 seconds of turning the ignition "off", momentarily press the valet switch 5 times. The system will respond by briefly sounding the horn or siren.

Step 2 - Access the desired feature by pressing the valet switch the number of times equal to the feature number.

Step 3 - Change the chosen feature by pressing the transmitter's LOCK button to turn the feature "on" (indicated by one horn chirp), or pressing the UNLOCK button to turn the feature "off" (indicated by two horn chirps).

Continue by accessing the next feature with valet switch presses, followed by using the transmitter to change the setting, repeating until all features are programmed as desired.

The 29 Programmable Features and their factory-set default settings are as follows:

1) Selectable Coded Override: Default 1 & 0 (please see the Owner's Manual).
2) Last Door Arming: Default OFF.

Important!

Executive Model One products are designed for installation using Omega Quick Interconnect Harnesses, which plug directly into the vehicle's existing wiring harnesses. Detailed vehicle-specific instructions are included with each Quick Interconnect Harness. This Installation Supplement explains the installation and connection of the Model One's ancillary or optional items.

Also described is how to make proper wiring connections if utilizing universal wiring harnesses in place of Quick Interconnect Harnesses.

Instructions for programming transmitters may be found in the Owner's Guide.

Installation

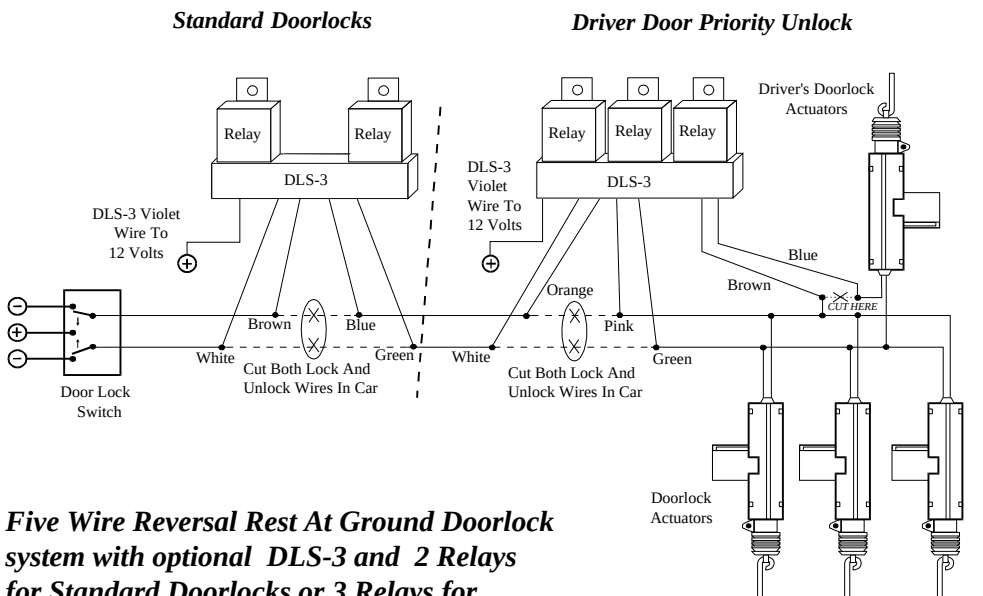
Mounting The Control Module: The Control Module contains the crucial electronics required for the Executive Model One system's operation. Always mount this module in the vehicle's interior compartment, in a secure location that is not easily accessible. Ensure that moisture, vibration and temperature extremes are minimized. Acceptable locations include mounting behind the dash, behind the glovebox or other interior panels.

Optional Electronic Siren: See page 13.

Wiring Connections: Quick Interconnect Harnesses provide the necessary wiring connections, and each has its own detailed, illustrated instructions. If using a universal harness, all wires should be securely connected to the appropriate vehicle wires with the proper terminals, connectors, or by soldering and insulating with quality vinyl electrical tape or heat shrink tubing. All wiring should be carefully routed to avoid the possibility of chaffing or otherwise being damaged.

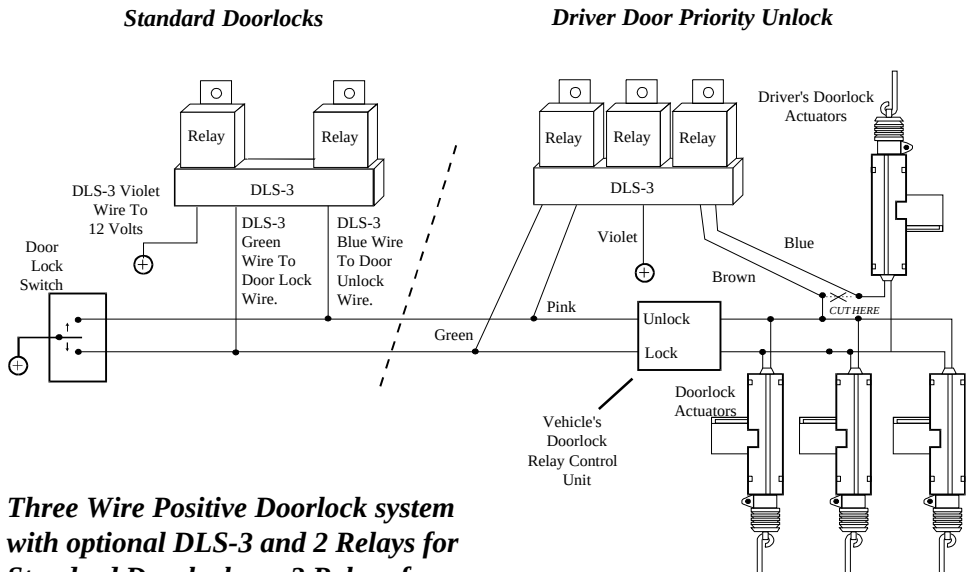
LED/Valet Switch/Data Port Combination Assembly: This assembly contains the LED Status Light, Valet Switch, and Data Port for use with the FPM-1 Features Programming Module. Mount the assembly in a location where it can easily be seen by the driver, and preferably where it can be seen from outside, as the LED Status Light provides a level of visual deterrence. Two mounting methods are provided: double-sided adhesive tape, and two screws. If using the adhesive tape, properly prepare the mounting surfaces to ensure good adhesion. If using the screws for a more permanent mounting, carefully separate the housing halves, install the screws (avoid overtightening), then snap the assembly halves

Optional DLS-3 and 2 or 3 SPDT Relays Continued



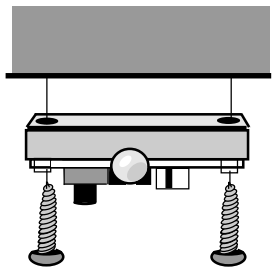
Five Wire Reversal Rest At Ground Doorlock system with optional DLS-3 and 2 Relays for Standard Doorlocks or 3 Relays for Driver Door Priority Unlock

Optional DLS-3 and 2 or 3 SPDT Relays Continued

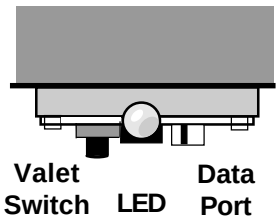


Three Wire Positive Doorlock system with optional DLS-3 and 2 Relays for Standard Doorlocks or 3 Relays for Driver Door Priority Unlock

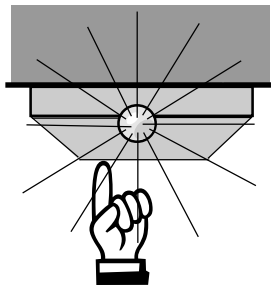
back together. Plug in the 5-pin connector, and carefully route the wiring harness to the control module to avoid any chances of it being chafed or pinched.
Plug the remaining three connectors into the control module.



The upper half of the combination holder may be mounted with the two screws provided, or, double-sided adhesive tape may be used.



The two screws should run through the small PCB within the housing. Do not overtighten the mounting screws; tighten only until the upper assembly half is secure.



Snap the combination holder bottom half to the upper half. Plug in the wiring harness and carefully route them to the control module, then plug in the three connectors.

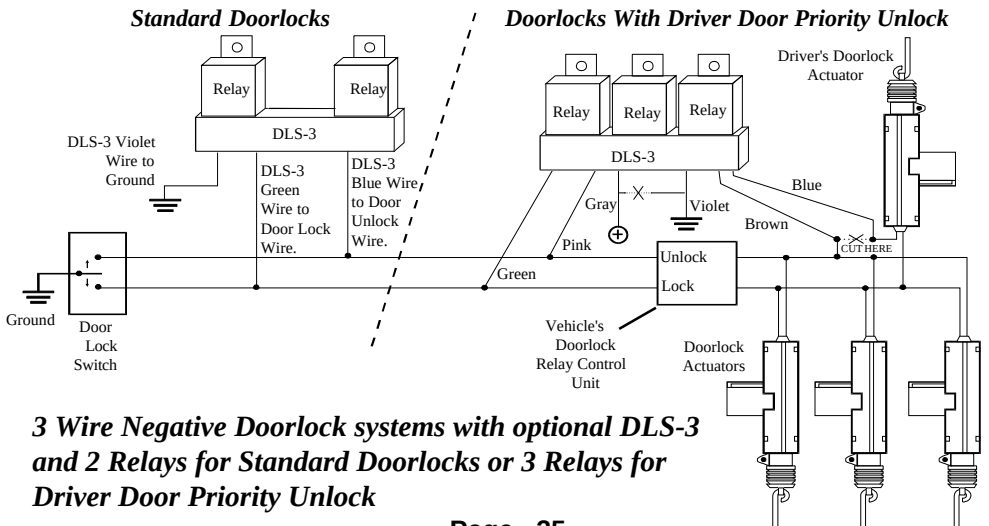
Optional Customized LED & Valet Switch Mounting: An alternative to the LED/Valet Switch/Data Port assembly is a separately available and optional LED and Valet Switch. Mount the LED Status Light in the vehicle's interior where it can be easily seen by the operator, and preferably where it can be seen from the exterior of the vehicle. Several varieties of these items are available, therefore exact mounting instructions will vary slightly. Should an optional LED and valet switch be utilized, the optional FPM-3 Featutes Programming Module can still be used- it will be connected to the 3-pin port on the system's control module, and not the remote data port found on the LED/Valet Switch/Data Port Combination Assembly.

Sensor Port

Plug-In Dual Zone Sensor Port: The Model One has a convenient plug-in port for an optional sensor device. This port supplies constant 12 volt, grounded output when the system is armed, a negative instant trigger input, and a negative prewarn trigger input. Most Omega Research and Development, Inc. sensors will plug directly into the alarm control module. Sensors are available which include those that monitor shock to the vehicle, detect changes in atmospheric pressure within the vehicle, and radar sensors that can detect motion inside and outside the vehicle. When adding an optional sensor, follow the installation instructions included with the sensor. After installing, route the harness and connector from the sensor to the security system control module. Plug the sensor's connector into the module's White port marked "Aux.". Please see the Owner's Guide for details on the operations of the sensor port.

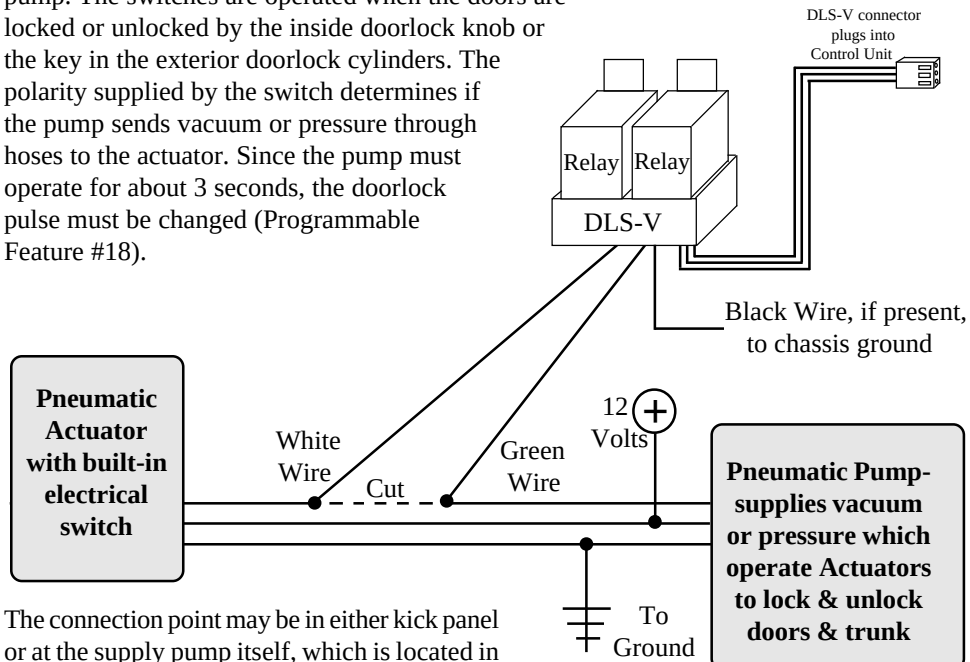
Optional DLS -3 and 2 or 3 Relays - Driver Door Priority Unlock

The DLS-3 is a triple relay socket (three relays are also needed) and is the most universal interface which allows the security system to lock the vehicle's doors, unlock only the driver's upon disarming (driver's door unlock priority) and, if desired, a second press of the transmitter's button within 5 seconds of disarming will unlock all of the doors. The DLS-3 used with two relays can be used in place of the DLS to lock and unlock all doors.



3 Wire Negative Doorlock systems with optional DLS-3 and 2 Relays for Standard Doorlocks or 3 Relays for Driver Door Priority Unlock

pump. The switches are operated when the doors are locked or unlocked by the inside doorlock knob or the key in the exterior doorlock cylinders. The polarity supplied by the switch determines if the pump sends vacuum or pressure through hoses to the actuator. Since the pump must operate for about 3 seconds, the doorlock pulse must be changed (Programmable Feature #18).



The connection point may be in either kick panel or at the supply pump itself, which is located in the trunk or under the rear seat.

Universal Wiring Connections - 5 Wire Connector

Black Wire - (Ground): The Black wire provides Negative ground for the security system's operation; proper connection is important.

CONNECTION: Using the correctly sized crimp-on ring terminal, connect the Black wire to the metal frame of the vehicle, preferably using an existing machine-threaded fastener. Make sure that the ring terminal attached to the Black wire has contact with bright, clean metal. If necessary, scrape any paint, rust or grease away from the connection point until the metal is bright and clean.

Note: If the control module has an insufficient ground connection, the security system can find partial ground through the wires that are connected to other circuits, but the alarm will not function correctly, giving the impression of a defective control module. The alarm can partially work, so a bad ground wire connection would be suspected. In some cases the alarm could arm and disarm properly -but not function correctly otherwise.

Note: When power or ground is first applied the alarm will instantly trigger.

Note: The Black wire attached to the control module is the antenna wire. <u>Do not connect this wire to anything or the transmitter's range will be reduced or eliminated.</u> Stretch the Black antenna wire out and as high as possible for the best operating range.

Red Wire - (Positive 12 Volts): The Red wire supplies constant Positive 12 Volts for the system's operation.
Note: When power or ground is first applied the alarm will instantly trigger.

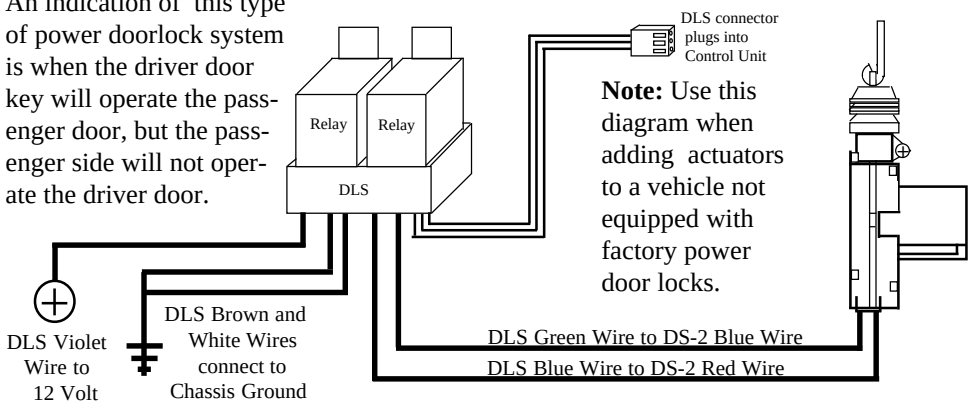
CONNECTION: Connect the Red wire to a Constant Positive 12 Volt source. This source should have Positive 12 Volt, 15 Amp at all times and in all ignition key positions. Connection locations can be at the supply wire at the ignition switch, the supply wire *behind* the fuse block or the fuse/junction block. *Never* just insert the Red wire or any other security system wire behind a fuse. Also, please note that connecting directly to the battery's Positive terminal will expose this connection to failure due to a corrosive environment.

Yellow Wire - (Ignition Positive 12 Volts): The Yellow wire is an ignition "on" input to the security system. This connection is critical to the proper operation of many of the security system's features.

CONNECTION: This wire supplies Positive 12 Volts to the control module whenever the ignition switch is "on". This connection should be made at the ignition switch harness, to the primary ignition circuit. Primary ignition has 0 Volts when the ignition key is in the "Lock", "Off" and "Accessory" positions; and Positive 12 Volts in the "Run" and "Start" positions. Locate the correct wire at the ignition switch harness and securely splice to it the universal harness Yellow wire.

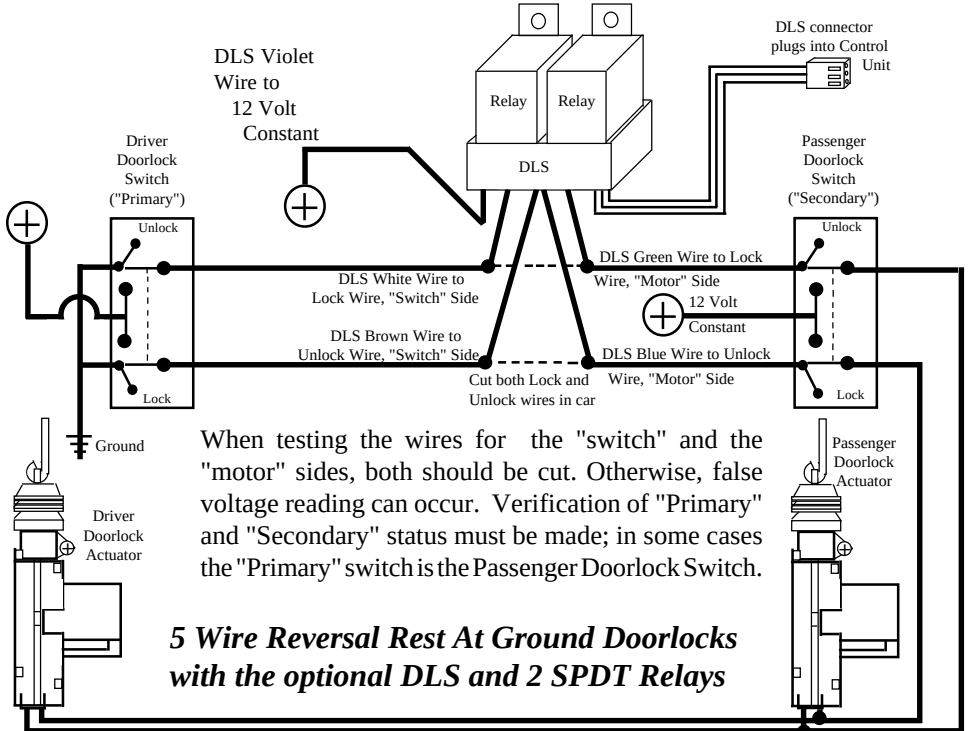
Adding the optional DS-2 Actuator and the DLS and 2 Relays

Some vehicles have a type of power doorlock system in which mechanically locking and unlocking the driver's door will operate an electrical switch in the door which supplies voltage to actuators in the other doors. There is no actuator in the driver's door, only a switch. An indication of this type of power doorlock system is when the driver door key will operate the passenger door, but the passenger side will not operate the driver door.



Vacuum Doorlocks and the optional DLS-V and 2 Relays

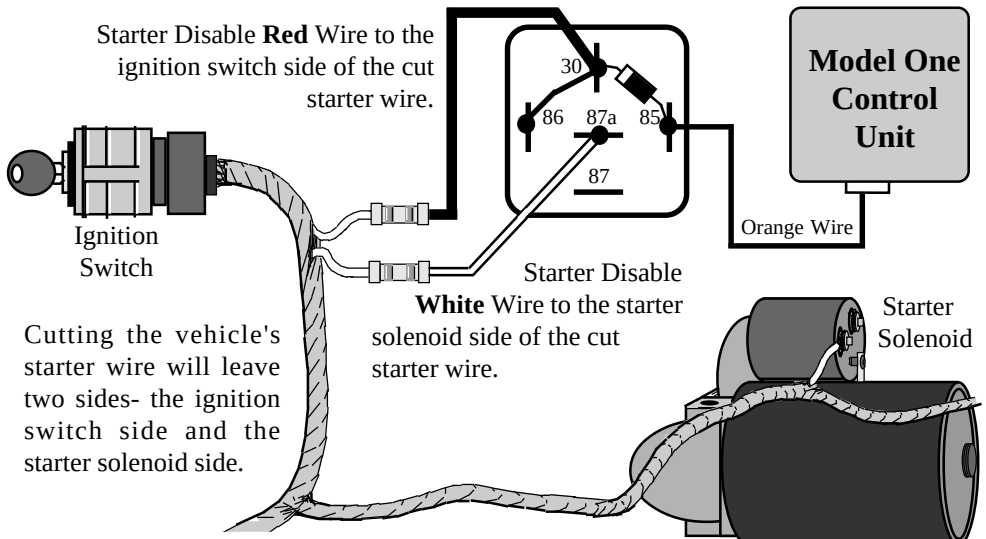
This doorlock system is used on older Mercedes Benz vehicles and consists of electrical switches (built into pneumatic actuators) which supply 12 volts or ground to a pneumatic



When testing the wires for the "switch" and the "motor" sides, both should be cut. Otherwise, false voltage reading can occur. Verification of "Primary" and "Secondary" status must be made; in some cases the "Primary" switch is the Passenger Doorlock Switch.

5 Wire Reversal Rest At Ground Doorlocks with the optional DLS and 2 SPDT Relays

Orange Wire - (Negative Output While Armed): The Orange wire is a starter interrupt output, which is active whenever the security system is in an armed state. A relay and socket, which are part of the Quick Interconnect or universal harness, is required to interrupt the vehicle's starter wire.



Configuring Starter Disable using the Universal Harness

CONNECTION: To interrupt the vehicle's starter circuit, the starter wire must be located and cut. It is recommended that this connection be done as close to the ignition switch as possible. Use a voltmeter, not a test light, to find the correct wire, which is the wire from the ignition switch to the starter solenoid.

CAUTION! *Avoid the airbag circuit! Improper use of a test light can cause deployment of the airbag, which may result in bodily injury! Test lights can also damage on-board computers and associated sensors.*

The starter wire will read Positive 12 Volts only when ignition key is in "start" position (cranking the engine). Cut this wire at a suitable location. Confirm that this is the correct wire by turning the ignition switch to the "start" position. The starter should not engage.

Connect the starter disable socket's Red wire to the ignition switch side, and its White wire to the starter solenoid side. Be sure that good, solid electrical connections are made as this generally is a high amperage circuit.

Gray Wire - (Negative Trunk Release Output): The Gray wire is an optional output; typically the primary use is for trunk release. Unless the vehicle's existing trunk release switch draws no more than 250ma, an optional relay must be used.

CONNECTION: Connect the Gray wire to relay pin (85), and connect Constant Positive 12 Volts to relay pin (86). Connect pins 87, 87a & 30 as indicated in the following typical diagram:

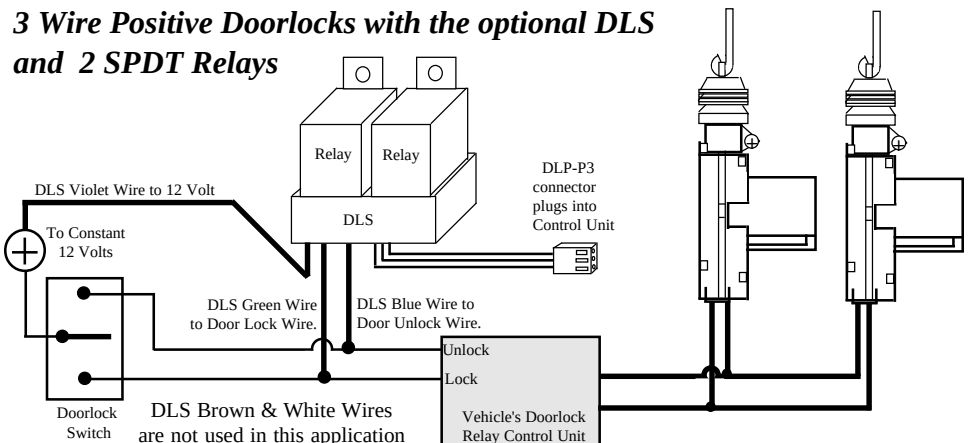
5 Wire Reversal Rest At Ground Systems: This power doorlock system differs from the negative and positive pulse systems in the fact that there are no relays or doorlock control unit. In this type of system, the switches themselves supply the positive voltage directly to the doorlock actuators, and, more importantly, provide the return ground path. The correct doorlock interface for this type of system is the optional DLS or DLS-3 and 2 or 3 relays. The important thing to remember is the wires in this system *rest at ground*, which means that the wires must be "opened", or cut, to make the connections.

Examine the wires on the back of the switch. Normally five wires will be found. Of these wires, one will be constant 12 volts positive, regardless of the switch's position. Two wires will be grounded regardless of the switch's position. Of the two remaining wires, one will show 12 volts positive when the switch is pushed to "lock", and the other will show 12 volts positive when the switch is pushed to "unlock".

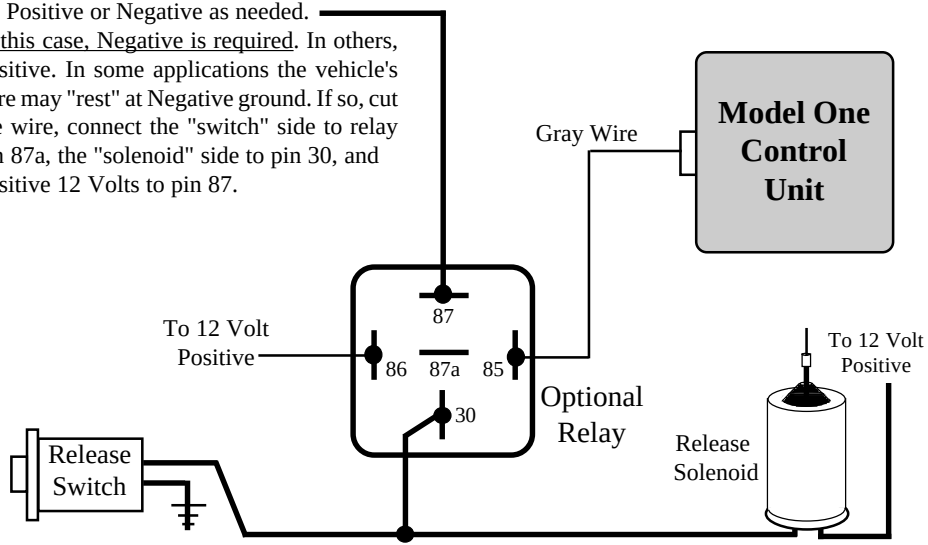
These two wires are both routed to the doorlock actuators and are connected to either end of the actuator's motor winding. When the switch is pushed to one position, one of these two wires will have 12 volts. This voltage flows through the wire to the actuator's motor winding, and since the other wire is still *resting at ground* an electrical circuit is completed. When the switch is pushed to the opposite position the electrical flow is *reversed*. When the correct wires are found, they must be cut. Notice in the diagram (following page) that the driver's switch is the primary switch and referred to as the "switch" wires. The wires that go to the secondary switch are referred to as the "motor" wires. Even though the cut is made between the switches, the two sides are still correctly called the "switch" and the "motor" sides, with consideration of "Primary" and "Secondary" switch; please see the diagram.

Model DLS- The DLS is a dual relay socket with a harness and connector to plug into the alarm control module and non-terminated wires to splice into the vehicle's wiring. The DLS and two relays are the most universal doorlock interface available. The relays used with it are standard 30 amp single pole, double throw (SPDT) automotive relays.

3 Wire Positive Doorlocks with the optional DLS and 2 SPDT Relays



To Positive or Negative as needed. In this case, Negative is required. In others, Positive. In some applications the vehicle's wire may "rest" at Negative ground. If so, cut the wire, connect the "switch" side to relay pin 87a, the "solenoid" side to pin 30, and Positive 12 Volts to pin 87.



Wiring an Optional Relay for Trunk Release

Note: this same configuration may used for the Pink Additional Output wire

Universal Wiring Connections - 8 Wire Connector

Brown Wire - (Negative Audible Output): The Brown wire is a Negative output (at 1 Amp) for the system's audible output, and can operate either the vehicle's existing horn or the optional electronic siren. Programmable Feature #21 should be set for the pulsed output to properly sound the horn, or set for steady output for the optional siren. When Feature #21 is set for "pulsed" output, Feature #22 offers two settings for adjusting the horn's confirmation chirps.

Existing Horn Option CONNECTION: The Brown wire may be connected directly to the vehicle's horn switch wire, provided the circuit operates with 1 Amp of current or less. This wire is typically found around the steering column; the correct wire will show Positive 12 Volts normally, and no voltage when the horn is being sounded. Once the vehicle's horn wire is identified, probe the wire with a standard test light connected to Negative chassis ground. If the horn sounds when probed, a direct connection may be made. If not, use the following diagram to configure an optional relay.

CAUTION! *Avoid the airbag circuit! This is one of the few uses left for a standard test light in a modern vehicle; use a digital multimeter (DMM) to identify the horn wire first.*

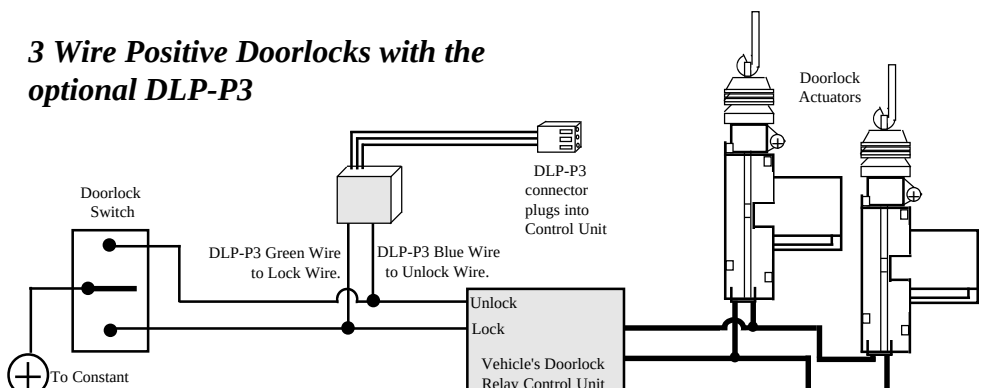
Probing an airbag circuit with a standard test light can cause the Airbag to deploy!

Another alternative is to disconnect the horns, then operate the horn switch. Typically, a "clicking" sound from the vehicle can heard as the horn button is pressed, and released,

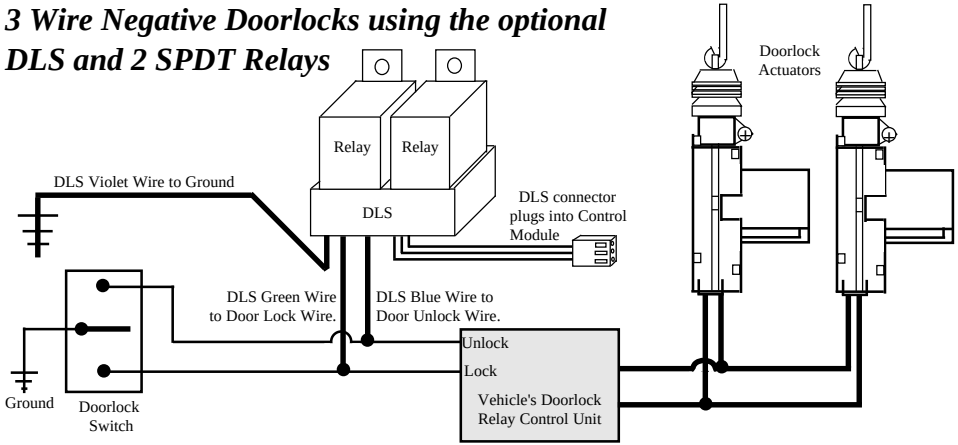
pushed to "unlock". Since the security system's output polarity must be reversed from negative ground to 12 volts positive, an optional doorlock interface must be used. Three interfaces are available - the models DLP-P3, or the DLS and the DLS-3 with optional SPDT relays. The DLS-3 is discussed in detail later.

Model DLP-P3 - Three pin connector with a transistor converter network which changes the security system's negative pulse doorlock outputs to positive pulses. Allows direct connection of the security system's outputs directly to a vehicle with positive pulse doorlocks. Overall length 20". Easier and more efficient than using relays for vehicles that have positive pulse doorlock systems.

3 Wire Positive Doorlocks with the optional DLP-P3



3 Wire Negative Doorlocks using the optional DLS and 2 SPDT Relays

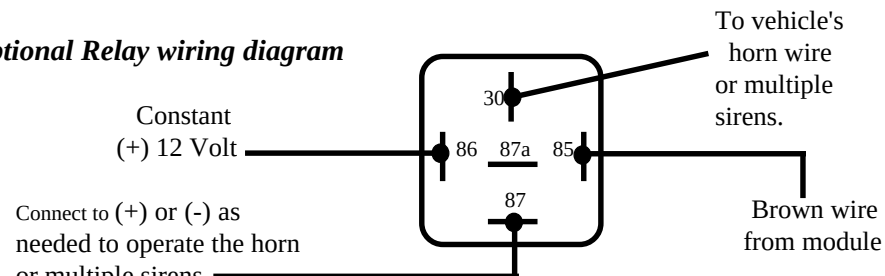


3 Wire Positive Pulse Systems: This power doorlock system is very similar to the three wire negative pulse system except the vehicle's doorlock switches use 12 volt positive pulses to operate the vehicle's doorlock relays or control unit. Examine the wires on the back of the switch. Of the three wires, one will be constant 12 volt positive, regardless of the switch's position. Of the two remaining wires, one will show 12 volt positive when the switch is pushed to "lock", and the other will show 12 volt positive when the switch is

which confirms the presence of an existing horn relay. Yet another alternative is to consult a wiring schematic of the vehicle in question to determine if an existing horn relay is present.

Configuring An Optional Relay: The Brown Horn/Siren output wire has a 1 Amp capacity, which, if exceeded, can damage the security system control module. In certain situations, such as a vehicle which lacks a horn relay or installing multiple optional sirens, an optional SPDT relay is required.

Optional Relay wiring diagram



The Optional Electronic Siren: Find a location in the engine compartment away from the extreme heat of the engine and manifold. A suitable location will offer a firm mounting surface, will also allow sound dispersion out of the engine compartment, and not be accessible to a thief. The siren must be pointed downward to avoid moisture collecting inside it and to enhance sound dispersal. When the siren is used, please note that Programmable Feature #21 must be changed to the "steady" setting.

Electronic Siren Option CONNECTION: Connect the Brown wire directly to the siren's Black wire. The siren's Red wire is then connected to a Constant 12 Volt Positive source. The security system has a provision for this connection, which is located on the control module between the 8-pin PCB stand-up and the Red and Blue LED and Valet Switch ports.

White Wire - (Positive Flashing Light Output): This is a Positive 12 Volt output to flash the vehicle's parking lights.

CONNECTION: Connect this wire to the vehicle's Positive 12 Volt parking light circuit, which can usually be found at the following locations: at the headlight switch, at the fuse/junction block, or in the rear body harness in the driver kick panel.

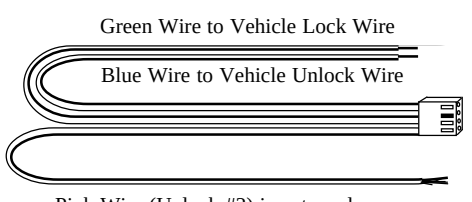
Note: Some vehicles, notably Toyota, have a parking light relay which is triggered by a Negative Ground circuit from the headlight switch. The White wire can still be connected directly in these vehicles by finding the parking light circuit after the relay, typically at the Fuse/Junction Block.

The correct wire will show Positive 12 Volts when the headlight switch is in the "Parking Light" and "Head Light" positions. When such a wire is located, also test to ensure that it is non-rheostated: while metering the wire, operate the dash light dimmer control. The correct wire will show no change in voltage when the dimmer is operated.

Note: Do not connect the White wire to a rheostated (dimmer) circuit! This will backfeed the parking lights through the rheostat or illumination control module, and possibly cause damage to the vehicle or security system control unit.

3 Wire Negative Pulse Systems: This power doorlock system is indicated by the presence of three wires at the switch. Of these, one will show constant ground, regardless of whether the switch is being operated or not (at rest). Of the remaining two wires, one will show ground when the switch is pushed to the "lock" position, and the other wire will show ground when the switch is pushed to the "unlock" position. With the switch at rest, these two wires will read voltage, usually 12 volt positive but in some cases less. The wires from the switches operate doorlock relays or a doorlock control unit with built-in relays. The correct connection point is between the switches and the relays.

The included harness (model DLP-N4) can allow direct connection between the security system and the "lock" and "unlock" operation of the 3-Wire Negative Pulse system. Some doorlock systems, however, require more than the 500ma ground output that the security system's control module can accommodate. In these cases the optional model DLS and two relays must be used. When driver's door unlock priority is desired, the correct interface is the DLS-3 (pages 35).



DLP-N4 -Four-pin connector with three wires. Allows direct connection of the security system's negative pulse outputs directly to a vehicle's negative pulse doorlocks, or to facilitate custom hard-wiring of optional relays.

Power Doorlock Interface Port

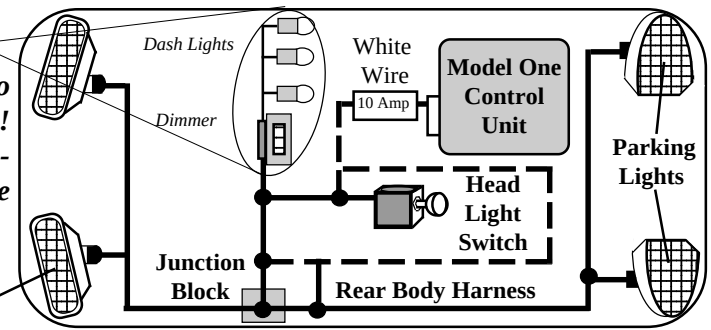
Plug-In Power Doorlock Interface Port: The Model One features a plug-in port for an optional doorlock interface, allowing it to operate the vehicle's existing power doorlocks. The 4 pin port on the system's control module produces a negative pulse for locking the doors (inside pin), a constant 12 volt pin *for the optional relay coils only* (second pin from inside), a first negative pulse for driver door unlock (second pin from outside), and a second negative pulse for unlocking all other doors (outside pin). The doorlock interface needed will depend upon the type of power doorlocks the vehicle has.

CONNECTION: Quick Interconnect Harnesses are available for power doorlock applications, and provide the necessary wiring connections; each has its own detailed, illustrated instructions. If using a universal interface, of which several models are offered, identify the type of doorlock system and obtain the correct interface. Connections, which are shown in the following pages, should be with proper terminals, connectors, or by soldering and insulating with quality vinyl electrical tape or heat shrink tubing. All wiring should be carefully routed to avoid the possibility of chaffing or otherwise being damaged.

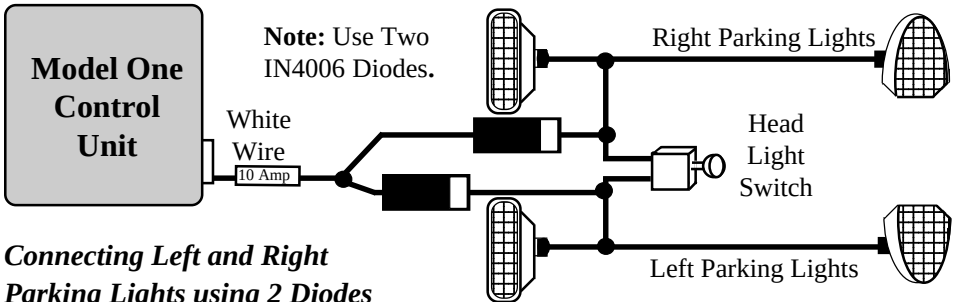
The vast majority of power doorlocks are found as three system types: 3 wire negative pulse, 3 wire positive pulse and 5 wire reversal, rest at ground. Other power doorlock systems which may be encountered are the vacuum pump types found in older Mercedes vehicles and the single wire, dual-voltage which has appeared in some late model vehicles. The best way to identify a doorlock system is to examine the doorlock switch's wiring.

3 Possible Parking Light connections

Caution:
Do not connect to the dimmer circuit! Damage to the control unit or vehicle can occur!



Many European imports have separate left and right side parking lights. When left & right parking lights are on separate circuits, a pair of 6 to 10 amp diodes must be used to connect the White wire to each parking light side. **Note:** Flashing the headlights is not recommended. The halogen headlights found in modern vehicles are not designed to be rapidly turned on and off, and if connected to the security system, a reduction of their useful life may be noticed. If flashing the headlights is still desired, a relay must be used, since the headlight's current draw exceeds the 7 amp rating of the built-in relay. If flashing headlights and parking lights are desired, use two relays - configure one relay to supply the parking lights and the other relay to supply the headlights.



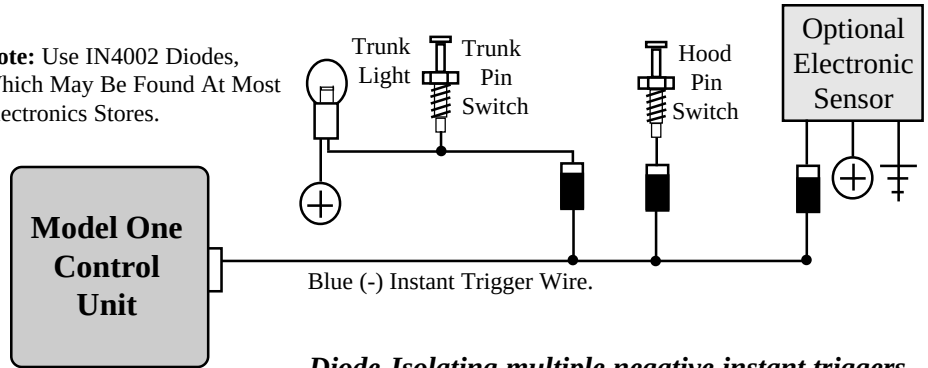
Connecting Left and Right Parking Lights using 2 Diodes

"Smart Trigger" Feature

This unit has unique "Smart Trigger" feature which saves installation time while offering enhanced integration flexibility. The Green/Violet Domelight Supervision output wire has an additional function; it is also a door trigger input circuit, serving the same purpose as either the Green or Violet door trigger wires.

To use the Smart Trigger feature, if the Green/Violet Domelight Supervision output wire is connected correctly, it is not necessary to connect either the Green Negative Door Trigger or the Violet Positive Door Trigger wire.

The Smart Trigger feature may be used or not used, as desired by the installer. If Smart Trigger is utilized, please note that **the polarity must be programmed** (via the jumper



Diode-Isolating multiple negative instant triggers

Pink Wire - Additional Output: The Pink wire is an optional output similar to the Gray trunk release wire; however, this output is not capable of disarming the system when it is used and therefore no audible or visual confirmation.

CONNECTION: For most applications an optional relay will be needed; use the diagram found on page 11, substituting the "Pink wire" in place of the "Gray wire".

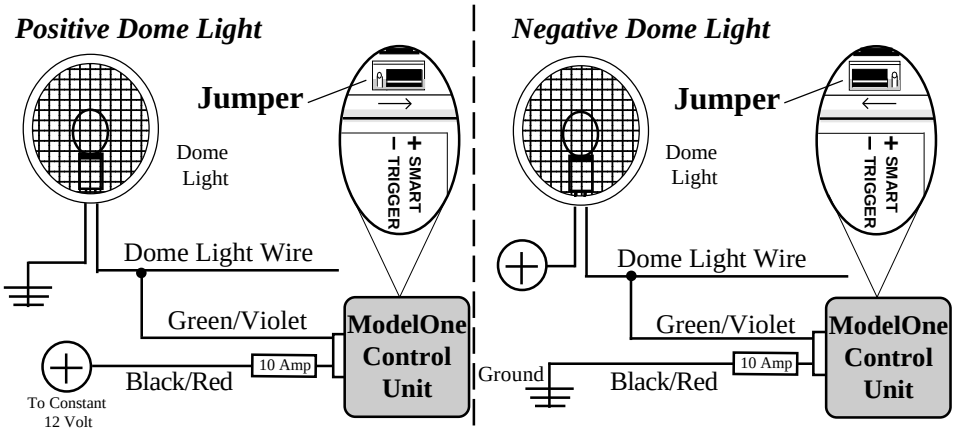
lights illuminating when the exterior door handle is lifted is an example of this type of switching system. Also be aware of vehicles which diode-isolate each door. Typically, this is usually encountered with dash displays that indicate individual doors being ajar. The proper wire to connect to in this type of system is the common wire which is routed to the dome light itself.

Blue Wire - Negative Instant Trigger: The Blue wire is a Negative instant trigger used primarily to detect entry into the hood or trunk area of a vehicle.

CONNECTION: The included pin switches may be installed to provide this trigger circuit; or, if there are existing switches (example: a light in the luggage compartment or a "Trunk Ajar" light in the dash), the Blue wire may be connected directly, provided this is a negative ground switching circuit. An indication of such a circuit is the wire having no voltage present when the hood or trunk is open, and up to 12 volts when the hood or trunk is closed. This wire cannot be used with mercury switch types of hood or trunk lights. If the vehicle is equipped with a usable trunk or hood circuit, locate the proper wire and splice the Blue wire directly to the vehicle's wire.

When wiring more than one of the vehicle's circuits and/or additional circuits to this wire, diode-isolation may be required to maintain each circuit's proper operation. An example would be wiring a hood pin switch and trunk light switch together. Without isolating, the trunk light will in turn illuminate whenever the hood is raised. Also, diode-isolation is necessary when combining electronic sensors together or when adding a sensor in the same circuit as the pin switches.

connector on the side of the control module) for "positive switching dome light" or "negative switching dome light":



If use of the Smart Trigger feature <u>is not desired</u>, <u>remove completely the polarity selection jumper</u>. Doing so separates the dome light supervision circuit from the door trigger circuits. The Black/Red and Green/Violet wires may then be connected for the Domelight Supervision <u>only</u>, and either the Green Negative Door Trigger or the Violet

Positive Door Trigger wire must be connected for the system's door trigger. In some cases, when opting for automatic rearming or last door arming, it may be preferable to not use the Smart Trigger, and connect the appropriate door trigger wire for the best operation of the automatic arming or rearming feature.

Black/Red & Green/Violet Wires - (Domelight Supervision):

The Black/Red and Green/Violet wires are provided for domelight supervision, which illuminates the interior lights of the vehicle upon disarming.

CONNECTION: The polarity of the dome light supervision output must be selected by the connection of the Black/Red wire as Positive or Negative. Determine which polarity the vehicle uses to operate the dome light; this is either "Negative switching" or "Positive switching"; the following pages explain more on how to determine which type is present. Then, connect the Black/Red wire to Positive or Negative as needed.

After connection of the Black/Red wire is completed, the next step is to **ensure that the Smart Trigger jumper is in the correct polarity setting**.

Note: The Smart Trigger is set at the factory for the "-" (Negative) setting, as Negative switching dome light systems are more common than Positive switching systems.

If the Black/Red wire was connected to Negative polarity, the Smart Trigger jumper should be aligned with the "-" symbol; if the Black/Red wire was connected to Positive polarity, the Smart Trigger jumper should be aligned with the "+" symbol. **If desired, the Smart Trigger feature may be removed entirely by removing the polarity selecting jumper**. If this is done, either the Green Negative door trigger wire or the Violet Positive Door

Green Wire - (Negative Door Trigger):

The Green wire is an "open door" input to the control module for vehicles having *Negative switching* door pin switches.

CONNECTION: Connect the Green wire to a wire in the vehicle which is common to all the door pin switches; the correct wire in this type of dome light/door jamb pin switch system will have no voltage present and will also show chassis ground when the doors are opened, and up to 12 volts when the doors are closed.

Violet Wire - (Positive Door Trigger):

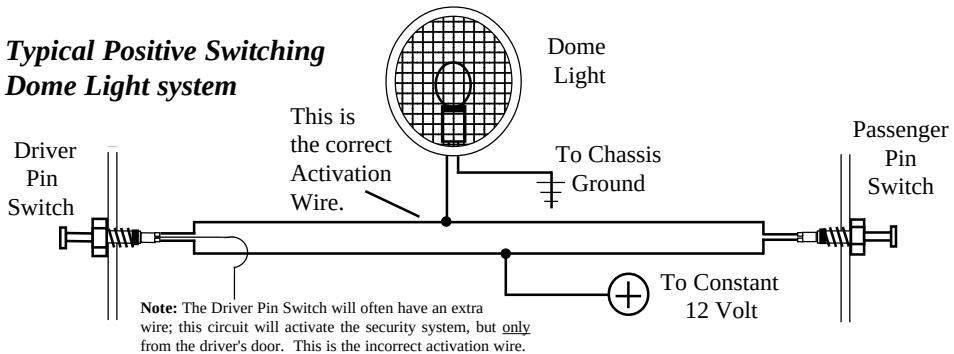
The Violet wire is identical to the Green Door Trigger wire, with the sole exception that it is an open door input to the control module for vehicles having *Positive 12 volt* door pin switches.

CONNECTION: Connect the Violet wire to a wire in the vehicle which is common to all the door pin switches; the correct wire for this type of dome light/door jamb pin switch system will have 12 volts present when the doors are opened, and chassis ground when the doors are closed.

Notes, both types: The correct wire will show this change when any of the doors are opened. If the vehicle has delay dome lights, remember to take this into account when testing the wire. If the pin switch is mounted in the metal structure of the vehicle, and the dome light goes out when the switch is removed, suspect a grounding-type dome light system. While the traditional pin switch is mounted in the front door jamb area, also be aware that many vehicles utilize other types of switch devices to operate the interior lights. Some imports have a sliding type of switch and many have the pin or sliding switches in the rear door jamb area. In addition, some vehicles utilize switches in the doors, either connected to the exterior door handles or to the latching mechanism. A vehicle which has the dome

The correct wire for a Positive switching type of dome light/door jamb pin switch system will have 12 volts present when the doors are opened, and chassis ground when the doors are closed.

Typical Positive Switching Dome Light system



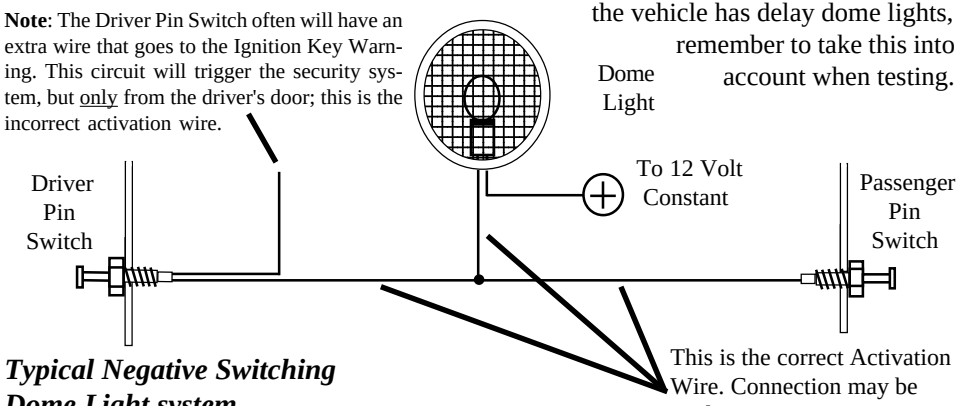
Green & Violet Wires - (Negative & Positive Door Triggers):

If not using the Smart Trigger feature, either the Green Negative Door Trigger or the Violet Positive Door Trigger wire must be connected. If the Smart Trigger feature is being utilized, do not connect the Green Negative Door Trigger or the Violet Positive Door Trigger; insulate the ends and secure the wires. Or, remove these wires from the 8-pin harness completely by depressing the lock tabs on each wire's terminal, and then pulling the wire and terminal from the 8-pin connector.

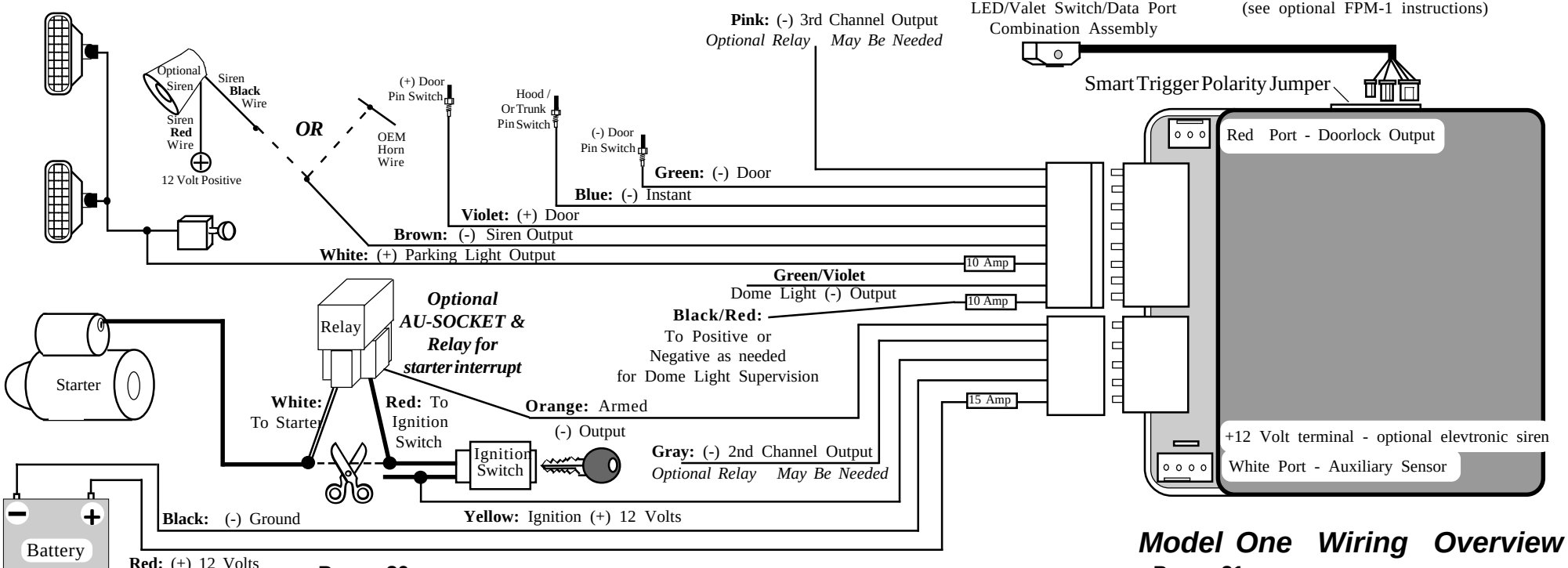
Trigger wire **must be connected** in order for the control unit to detect an open door. Once the Smart Trigger jumper has been properly configured, the Green/Violet wire may be connected to the vehicle's dome light activation wire.

The proper vehicle wire to connect the Green/Violet wire to, the dome light activation wire, is common to all the door pin switches. The correct wire will change polarity as the doors are opened and closed. If the vehicle uses a Negative switching dome light system, the activation wire will have no voltage present and show chassis ground when the doors are opened, and up to 12 volts when the doors are closed. The correct wire will show this change when any of the doors are opened. If the vehicle has delay dome lights, remember to take this into account when testing.

Note: The Driver Pin Switch often will have an extra wire that goes to the Ignition Key Warning. This circuit will trigger the security system, but only from the driver's door; this is the incorrect activation wire.



Typical Negative Switching Dome Light system



Model One Wiring Overview