

Model 7900

Installation Guide

DRAFT

NOTE: This product is intended for installation by a professional installer only! Any attempt to install this product by any person other than a trained professional may result in severe damage to a vehicle's electrical system and components.

Directed[®]
E L E C T R O N I C S

Bitwriter®, *Code Hopping™*, *Doubleguard®*, *ESP™*, *FailSafe®*, *Ghost Switch™*, *Learn Routine™*, *Nite-Lite®*, *Nuisance Prevention® Circuitry*, *Revenger®*, *Silent Mode™*, *Soft Chirp®*, *Stinger®*, *Valet®*, *Vehicle Recovery System®*, *VRS®*, and *Warn Away®* are all Trademarks or Registered Trademarks of Directed Electronics.

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The Bitwriter® (p/n 998T) requires chip version 2.2 or newer to program this unit.

**New Software Compatibility for
103T Keypad**

This unit now has software that allows arming with entry delay when used in conjunction with the optional **103T** Keypad. Refer to the 103T Owner's Guide for details.

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what is included

- The control module
- A Responder receiver/antenna
- One 2-way Color Remote Control P/N 7541V
- A Stinger Doubleguard shock sensor
- A 514N Neosiren
- The plug-in status LED
- The plug-in Valet/Program switch
- A hood pinswitch
- A toggle (override) switch
- One Remote Control car charger

warning! safety first

The following safety warnings must be observed at all times:

- Due to the complexity of this system, installation of this product must only be performed by an authorized Directed Electronics dealer.
- When properly installed, this system can start the vehicle via a command signal from the remote control transmitter. Therefore, never operate the system in an area that does not have adequate ventilation. The following precautions are the sole responsibility of the user; however, authorized Directed Electronics dealers should make the following recommendations to all users of this system:
 1. Never operate the system in an enclosed or partially enclosed area without ventilation (such as a garage).
 2. When parking in an enclosed or partially enclosed area or when having the vehicle serviced, the remote start system must be disabled using the installed toggle switch.
 3. It is the user's sole responsibility to properly handle and keep out of reach from children all remote control transmitters to assure that the system does not unintentionally remote start the vehicle.
 4. **THE USER MUST INSTALL A CARBON MONOXIDE DETECTOR IN OR ABOUT THE LIVING AREA ADJACENT TO THE VEHICLE. ALL DOORS LEADING FROM ADJACENT LIVING AREAS TO THE ENCLOSED OR PARTIALLY ENCLOSED VEHICLE STORAGE AREA MUST AT ALL TIMES REMAIN CLOSED.**
- Use of this product in a manner contrary to its intended mode of operation may result in property damage, personal injury, or death. Except when performing the Safety Check outlined in this installation guide, (1) Never remotely start the vehicle with the vehicle in gear, and (2) Never remotely start the vehicle with the keys in the ignition. The user will be responsible for having the neutral safety feature of the vehicle periodically checked, wherein the vehicle must not remotely start while the car is in gear. This testing should be performed by an authorized Directed Electronics dealer in accordance with the Safety Check outlined in this product installation guide. If the vehicle starts in gear, cease remote start operation immediately and consult with the user to fix the problem immediately.

fcc/id notice

This device complies with Part 15 of FCC rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) This device must accept any interference received, including interference that may cause undesirable operation.

Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate this device.

caution

This product is designed for fuel injected, automatic transmission vehicles only. Use of this product in a standard transmission vehicle is dangerous and contrary the product's intended use.

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- After the remote start module has been installed, test the remote start module in accordance with the Safety Check outlined in this installation guide. If the vehicle starts when performing the Neutral Safety Shutdown Circuit test, the remote start unit has not been properly installed. The remote start module must be removed or properly reinstalled so that the vehicle does not start in gear. All installations must be performed by an authorized Directed Electronics dealer. **OPERATION OF THE REMOTE START MODULE IF THE VEHICLE STARTS IN GEAR IS CONTRARY TO ITS INTENDED MODE OF OPERATION. OPERATING THE REMOTE START SYSTEM UNDER THESE CONDITIONS MAY RESULT IN PROPERTY DAMAGE OR PERSONAL INJURY. IMMEDIATELY CEASE THE USE OF THE UNIT AND REPAIR OR DISCONNECT THE INSTALLED REMOTE START MODULE. DIRECTED ELECTRONICS, INC. WILL NOT BE HELD RESPONSIBLE OR PAY FOR INSTALLATION OR REINSTALLATION COSTS.**

installation points to remember

***IMPORTANT!** This product is designed for fuel-injected, automatic transmission vehicles only. Installing it in a standard transmission vehicle is dangerous and is contrary to its intended use.*

before beginning the installation

- Please read this entire installation guide before beginning the installation. The installation of this remote start system requires interfacing with many of the vehicle's systems. Many new vehicles use low-voltage or multiplexed systems that can be damaged by low resistance testing devices, such as test lights and logic probes (computer safe test lights). Test all circuits with a high quality digital multi-meter before making connections.
- Do not disconnect the battery if the vehicle has an anti-theft-coded radio. If equipped with an air bag, avoid disconnecting the battery if possible. Many airbag systems will display a diagnostic code through their warning lights after they lose power. Disconnecting the battery requires this code to be erased, which can require a trip to the dealer.
- Check with the customer on status LED location.
- Remove the domelight fuse. This prevents accidentally draining the battery.
- Roll down a window to avoid being locked out of the car.

after the installation

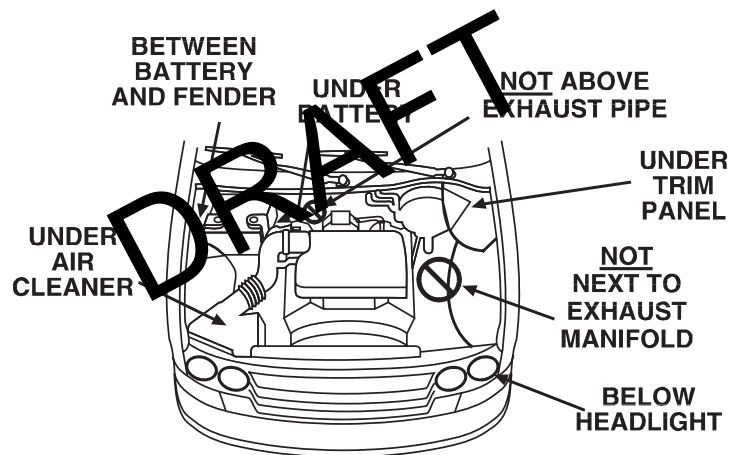
- Test all functions. The "Using Your System" section of the Owner's Guide is very helpful when testing.
- When testing, don't forget that this system is equipped with Nuisance Prevention® Circuitry (NPC). NPC can bypass trigger zones, making them appear to stop working. See the *Nuisance Prevention® Circuitry* section.
- Review and complete the *Safety Check* section of this guide prior to the vehicle reassembly.

deciding on component locations

locations for the siren

Some things to remember about mounting the siren:

- Keep it away from heat sources, such as radiators, exhaust manifolds, turbochargers, and heat shields.
- Mount it where a thief cannot easily disconnect it, whether the hood is open or shut. Both the siren and its wires should be difficult to find. This usually involves disguising the wire to look like a factory harness.
- We recommend against grounding the siren to its mounting screws. Instead, we recommend running both the red and black wires into the passenger compartment and grounding to one common point for all devices. After all, both wires are the same length and come already bonded together. Whenever possible, conceal your wires in the factory harnesses or in the same style loom as the factory.
- When possible, place the siren on the same side of the vehicle as the control module, where its wires will reach the control module's wires without extending them. Always run the wires through the center of a grommet, never through bare metal!
- Point the siren down so water does not collect in it.



locations for the control module

Some things to remember about where to mount the control module:

- Never put the control module in the engine compartment!
- The first step in hot-wiring a vehicle is removing the driver's side under-dash panel to access the starter and ignition wires. If the control module is placed just behind the driver's side dash it can easily be disconnected.
- When mounting the control module, try to find a secure location that will not require you to extend the harnesses' wires (they are 1.5 meters long). Keep it away from the heater core (or any other heat sources) and any obvious leaks.
- Some good control module locations are: Above the glove box, inside the center console, above the under-

dash fuse box, or above the radio.

mounting the antenna

The antenna position should be discussed with the vehicle's owner prior to installation, since the antenna may be visible to the vehicle's operator. The best location for the antenna is centered high on either the front or rear windshield. For optimal range, the antenna should be mounted horizontally. It can be mounted vertically but range will be diminished. Metallic window tint can also affect range, so this should be a consideration when determining the mounting location.

After determining the best mounting location, follow these steps:

1. Clean the mounting area with a quality glass cleaner or alcohol to remove any dirt or residue.
3. Mount the antenna using the supplied double-sided tape.
4. Route the antenna cable to the control module and plug it into the antenna connector.

IMPORTANT! To achieve the best possible range, DO NOT leave the antenna cable bundled under the dash. Always extend the cable full length during installation, regardless of the antenna mounting location.

locations for stinger doubleguard shock sensor

Some things to remember about where to mount the shock sensor:

- Never put the Stinger® in the engine compartment!
- Find a spot close to the control module so that the wires do not need to be extended. Keep it away from the heater core (or any other heat sources) and any obvious leaks.

How the Stinger® is mounted is the most important factor in its performance. We recommend two methods:

- Using double-sided tape or hook-and-loop fastener to mount to a trim panel or an air duct,
or
- Wire-tying to a wire harness.

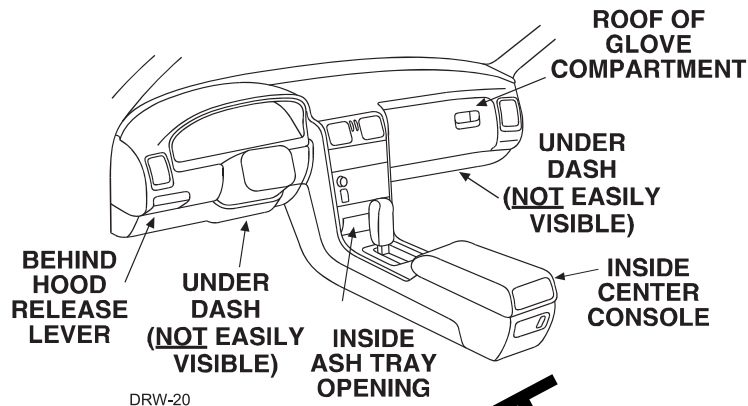
If mounting the sensor where it cannot be easily reached for adjustment, hook-and-loop fastening tape (such as Velcro) is recommended for ease of removal for future adjustments.

NOTE: In many vehicles, tying the sensor to a steering column or screwing it to metal will result in poor sensitivity, especially at the rear of the vehicle.

locations for valet/program switch

IMPORTANT! When the vehicle is delivered, please show the user where this switch is located and how to disarm the system with it.

Ensure that the location you pick for the switch has sufficient clearance to the rear. The switch should be well hidden. It should be placed so passengers or stored items (such as in a glove box or center console) cannot accidentally hit it. The switch fits into a $\frac{9}{32}$ -inch hole.

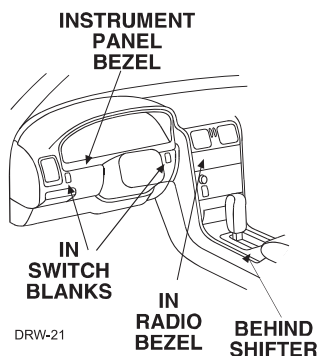


This system has Remote Valet. The user can enter and exit Valet Mode without having to reach the Valet/Program switch. This feature was introduced so that switch location was less critical in day-to-day use. As long as the Valet/Program switch can be reached to disarm without a transmitter, easy access is not important.

locations for the status LED

Things to remember when positioning the Status LED:

- It should be visible from both sides and the rear of the vehicle, if possible.
- It needs at least $\frac{1}{2}$ -inch clearance to the rear.
- It is easiest to remove a small panel, such as a switch blank or a dash bezel, before drilling a $\frac{9}{32}$ -inch hole.
- Use quick-disconnects near the LED wires if the panel is removable. This lets mechanics or other installers remove the panel without cutting the wires.



locations for the optional starter kill relay

If optional starter kill relay or its connections are immediately visible upon removal of the under-dash panel, they can easily be bypassed. Always make the relay and its connections difficult to discern from the factory wiring! Exposed yellow butt connectors do not look like factory parts, and will not fool anyone! For this reason, routing the optional starter kill wires away from the steering column is recommended.

locations for the relay satellite

The relay satellite wiring carries large amounts of current. The wires should not be extended and should be cut to the minimum length necessary. Since the relay satellite is functioning as the ignition switch in the vehicle, it is often convenient to mount the relay satellite close to the main ignition switch harness.

finding the wires you need

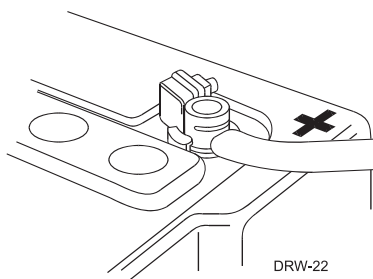
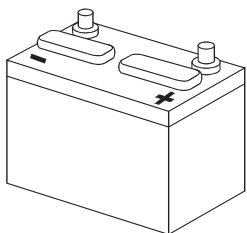
Now that you have decided where each component will be located, you're going to find the wires in the car that the security system will be connected to.

IMPORTANT! Do not use a 12V test light or logic probe (computer safe test light) to find these wires! Use a digital multimeter for all testing.

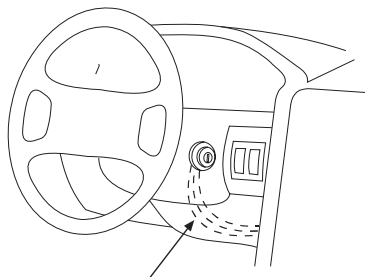
obtaining constant 12V

We recommend two possible sources for 12V constant: the (+) terminal of the battery, or the constant supply to the ignition switch. Always install a fuse within 12 inches of this connection. If the fuse also will be powering other circuits such as door locks, fuse accordingly.

IMPORTANT! Do not remove the fuse holder on the red wire. It ensures that the control module has its own fuse, of the proper value, regardless of how many accessories are added to the main power feed.



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CONSTANT 12V

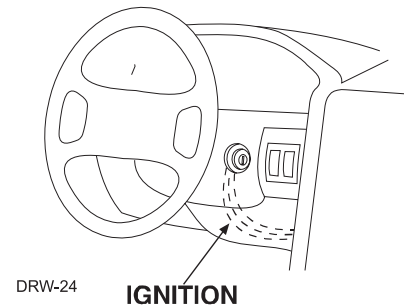
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finding the 12V switched ignition wire

The ignition wire is powered when the key is in the run or start position. This is because the ignition wire powers the ignition system (spark plugs, coil) as well as the fuel delivery system (fuel pump, fuel injection computer). Accessory wires lose power when the key is in the start position to make more current available to the starter motor.

How to find (+)12V ignition with your multimeter:

1. Set to DCV or DC voltage (12V or 20V is fine).
2. Attach the (-) probe of the meter to chassis ground.
3. Probe the wire you suspect of being the ignition wire. The steering column harness or ignition switch harness is an excellent place to find this wire.
4. Turn the ignition key switch to the run position. If your meter reads (+)12V, go to the next step. If it doesn't, probe another wire.
5. Now turn the key to the start position. The meter display should stay steady, not dropping by more than a few tenths of a volt. If it drops close to or all the way to zero, go back to Step 3. If it stays steady at (+)12V, you have found an ignition wire.

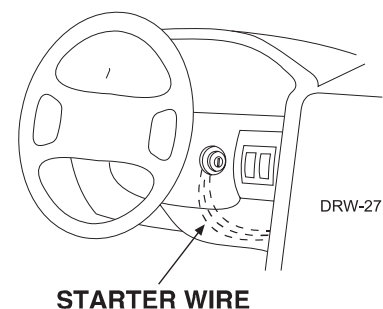


finding the starter wire

The starter wire provides 12V directly to the starter or to a relay controlling the starter. In some vehicles, it is necessary to power a cold start circuit. A cold start circuit will test exactly like a starter circuit, but it does not control the starter. Instead, the cold start circuit is used to prime the fuel injection system for starting when the vehicle is cold.

How to find the starter wire with your multimeter:

1. Set to DCV or DC voltage (12V or 20V is fine).
2. Attach the (-) probe of the meter to chassis ground.
3. Probe the wire you suspect of being the starter wire. The steering column is an excellent place to find this wire. Remember you do not need to interrupt the starter at the same point you test it. Hiding your optional starter kill relay and connections is always recommended.
4. Turn the ignition key switch to the start position. Make sure the car is not in gear! If your meter reads (+)12V, go to the next step. If it doesn't, probe another wire.
5. Cut the wire you suspect of being the starter wire.
6. Attempt to start the car. If the starter engages, reconnect it and go back to Step 3. If the starter does not



turn over, you have the right wire.

finding the accessory wire

An accessory wire will show +12V when the key is in the accessory and run positions. It will not show +12V during the cranking cycle. There will often be more than one accessory wire in the ignition harness. The correct accessory wire will power the vehicle's climate control system. Some vehicles may have separate wires for the blower motor and the air conditioning compressor. In such cases, it will be necessary to add a relay to power the second accessory wire.

finding the tachometer wire

To test for a tachometer wire, a multimeter capable of testing AC voltage must be used. The tachometer wire will show between 1V and 6V AC. In multi-coil ignition systems, the system can learn individual coil wires. Individual coil wires in a multi-coil ignition system will register lower amounts of AC voltage. Also, if necessary, the system can use a fuel injector control wire for engine speed sensing. Common locations for a tachometer wire are the ignition coil itself, the back of the gauges, engine computers, and automatic transmission computers.

IMPORTANT! Do not test tachometer wires using a test light or logic probe (computer safe test light)! This will damage the vehicle.

How to find a tachometer wire with your multimeter:

1. Set to ACV or AC voltage (12V or 20V is fine).
2. Attach the (-) probe of the meter to chassis ground.
3. Start and run the vehicle.
4. Probe the wire you suspect of being the tachometer wire with the red probe of the meter.
5. If this is the correct wire the meter will read between 1V and 6V.

finding the wait-to-start bulb wire for diesels

In diesel vehicles it is necessary to interface with the wire that turns on the WAIT TO START light in the dashboard. This wire illuminates the bulb until the vehicle's glow plugs are properly heated. When the light goes out the vehicle can be started. This wire is always available at the connector leading to the bulb in the dashboard. It can also be found at the Engine Control Module (ECM) in many vehicles.

To test and determine the polarity of this wire:

1. Set your multimeter to DCV or DC voltage (12 or 20V is fine).
2. Attach the (+) probe of the meter to (+)12V.
3. Probe the wire that you suspect leads to the bulb with the (-) probe of the meter.
4. Turn the ignition switch to the ON position.
5. If the meter indicates 12 volts until the light goes out you have isolated the correct wire and the wire's

polarity is negative (ground while the bulb is on).

6. If the meter reads zero volts until the light goes out and then reads 12 volts, you have isolated the correct wire and the wire's polarity is positive.

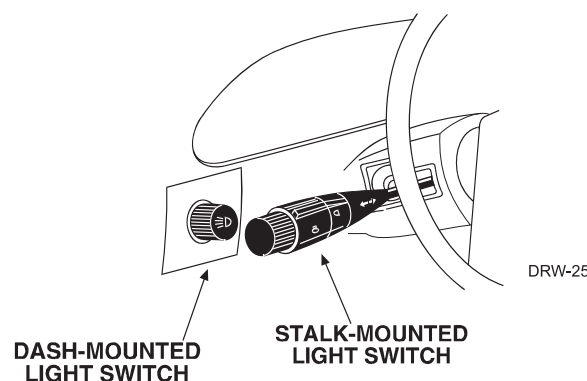
finding a (+) parking light wire

The (+) parking light wire is often found near the switch. Many cars have the switch built into the turn signal lever, and in these cars the parking light wire can be found in the steering column. The same wire is often available in the kick panel or running board.

NOTE: Many Toyotas, as well as many other Asian vehicles, send a (-) signal from the switch to a relay. The relay then sends (+)12V to the bulbs. Whenever you have difficulty finding a (+) parking light wire near the switch, simply test the wires at any switch or control panel which is lit by the instrument panel lighting. Remember, you need a (+) parking light wire that does not vary with the dimmer setting.

How to find a (+) parking light flash wire with your multimeter:

1. Set to DCV or DC voltage (12V or 20V is fine).
2. Attach the (-) probe of the meter to chassis ground.
3. Probe the wire you suspect of being the parking light wire. Usually the area near the headlight/parking light switch is an excellent area to start, as is the kick panel.
4. Turn on the parking lights. If your meter shows (+)12v, turn off the parking lights and make sure it goes back to zero.
5. If it does return to zero, turn the parking lights back on and, using the dash light dimmer control, turn the brightness of the dash lights up and down. If the meter changes more than a volt when using the dimmer, look for another wire. If it stays relatively close to (+)12V, you have found your parking light wire.



finding the door pin switch circuit

The best places to find the door switch wire are:

- At the pin switch: When testing at the pin switch, check the wire to ensure that it "sees" all the doors. Often, the passenger switch will cover all the doors even if the driver's switch will not.

- At the dome light: This may not be your best choice if the vehicle has delayed domelight supervision, but it will work in many Hondas, or any vehicle with completely diode-isolated pin switches.

Once you have determined the wire color, the easiest place to connect to the wire is often at the kick panel, at the windshield pillar, or in the running board. When an easy location is not available, running a wire to the domelight itself is often the best solution.

How to find a door pin switch trigger wire with your multimeter:

1. Set to DCV or DC voltage (12V or 20V is fine).
2. In most Fords, fasten the (-) probe of the meter to chassis ground. In most other cars, fasten the (+) probe of your meter to (+)12V constant.
3. Probe the wire you suspect of being the door trigger wire. If the meter reads (+)12V when any door is opened, you have found a trigger wire.

NOTE: Make sure the wire you use “sees” all the doors! Some newer GM vehicles lack standard-type pin switches. The dome light in these vehicles is turned on when the door handle is lifted. These usually have a blue/white or white wire coming out of the door into the kick panel which will provide a (-) trigger for all doors. Some GM vehicles (some Cavaliers, Grand Ams, etc.) have a yellow wire coming out of the door which provides a (+) door trigger.

making your wiring connections

Before making your connections, plan how your wires will be routed through the vehicle. For instance, the red 12V constant input and the orange ground-when-armed output (for the optional starter kill relay) will often be routed together to the ignition switch harness. In order to keep the wiring neat and make it harder to find, you may wish to wrap these wires together in electrical tape or conceal them in tubing similar to what the manufacturer used.

There are two acceptable ways of making a wire connection - solder connections and crimp connectors. When properly performed, either type of connection is reliable and trouble-free. Regardless of whether you solder your connections or you use mechanical-type crimp-on connections, ensure that all connections are mechanically sound and that they are insulated.

Cheap electrical tape, especially when poorly applied, is not a reliable insulator. It often falls off in hot weather. Use good-quality electrical tape or heat shrink.

- Never twist-and-tape the wires together without soldering.
- Never use “fuse taps”, as they can damage fuse box terminals.

If you use tapping connectors such as 3M T-Taps (not to be confused with Scotch-Locks), avoid using them in higher-current applications (constant 12V, ground, etc.). Some tapping connectors are inferior in quality and

should be avoided.

primary harness (H1), 12-pin connector

H1/1	RED/WHITE	(-) 200 mA CHANNEL 2 VALIDITY OUTPUT
H1/2	RED	(+) CONSTANT POWER INPUT
H1/3	BROWN	(+) SIREN OUTPUT
H1/4	EMPTY	NOT USED
H1/5	BLACK	(-) CHASSIS GROUND INPUT
H1/6	VIOLET	(+) DOOR TRIGGER INPUT, ZONE 3
H1/7	BLUE	(-) MULTIPLEXED INPUT, ZONE 4
H1/8	GREEN	(-) DOOR TRIGGER INPUT, ZONE 3
H1/9	BLACK/WHITE	(-) 200 mA DOME LIGHT SUPERVISION OUTPUT
H1/10	WHITE/BLUE	(-) REMOTE START ACTIVATION INPUT
H1/11	WHITE	(+)/(-) SELECTABLE LIGHT FLASH OUTPUT
H1/12	ORANGE	(-) 500 mA ARMED OUTPUT

auxiliary harness (H2), 6-pin connector

H2/1	LIGHT BLUE	(-) SECOND UNLOCK OUTPUT
H2/2	WHITE/BLACK	(-) CHANNEL 5 OUTPUT
H2/3	VIOLET/BLACK	(-) CHANNEL 4 OUTPUT
H2/4	GREEN/WHITE	(-) FACTORY ALARM REARM
H2/5	GRAY/BLACK	(-) WAIT TO START INPUT
H2/6	LIGHT GREEN/BLACK	(-) FACTORY ALARM DISARM

door lock harness, 3-pin connector

1	LIGHT BLUE	(+) LOCK (-) UNLOCK OUTPUT
2	EMPTY	NOT USED
3	GREEN	(-) LOCK (+) UNLOCK OUTPUT

Note: Refer to TechTip 1041 for wiring information.

remote start ribbon harness wiring diagram

1	PINK/WHITE 200 mA (-) PROGRAMMABLE IGN2/ACC2 RELAY TURN ON
2	YELLOW (+) IGNITION INPUT TO ALARM
3	PINK (-) 200 mA IGNITION RELAY TURN-ON
4	ORANGE (-) 200 mA ACCESSORY RELAY TURN-ON
5	PURPLE (-) 200 mA STARTER RELAY TURN-ON
6	ORANGE/BLACK (-) ANTIGRIND/GROUND WHEN ARMED OUTPUT
7	BLUE (-) 200 mA STATUS OUTPUT

This ribbon harness connects to the relay satellite.

heavy gauge inline connector key switch interface

1	PURPLE	(+) STARTER OUTPUT TO STARTER (STARTER SIDE)
2	GREEN	STARTER INPUT FROM IGNITION (KEY SIDE)
3	RED	(+) HIGH CURRENT 12V INPUT
4	ORANGE	(+) OUTPUT TO ACCESSORY CIRCUIT
5	PINK	(+) OUTPUT TO PRIMARY IGNITION CIRCUIT
6	RED	(+) (30A) HIGH CURRENT 12V INPUT
7	PINK/WHITE	(+) OUTPUT TO SECOND IGNITION CIRCUIT
8	RED/WHITE	(+) (30A) HIGH CURRENT 12V INPUT

remote start harness (H3), 5-pin connector

H3/1	BLACK/WHITE	(-) NEUTRAL SAFETY SWITCH INPUT
H3/2	VIOLET/WHITE	TACHOMETER INPUT WIRE
H3/3	BROWN	(+) BRAKE SHUTDOWN WIRE
H3/4	GRAY	(-) HOOD PINSWITCH INPUT, ZONE 1
H3/5	BLUE/WHITE	(-) 200 mA 2ND STATUS/REAR DEFOGGER- LATCHED/PULSED

horn, channel 6 (H4), 2-pin connector

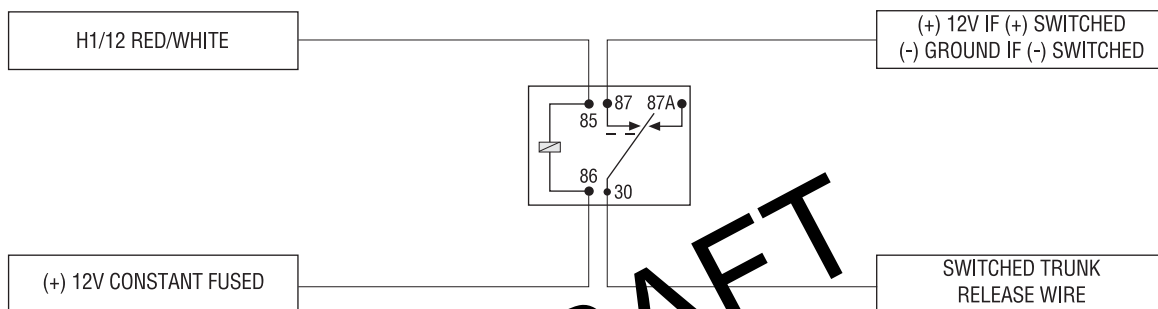
H4/1	ORANGE/BLACK	CHANNEL 6 OUTPUT
H4/2	BROWN	(-) 200mA HORN

primary harness (H1) wire connection guide

H1/1 RED/WHITE channel 2, 200mA (-) output

When the system receives the code controlling Channel 2, for longer than 1.5 seconds, the red/white wire will supply an output as long as the transmission continues. This is often used to operate a trunk/hatch release or other relay-driven function.

IMPORTANT! Never use this wire to drive anything but a relay or a low-current input! The transistorized output can only supply 200 mA of current. Connecting directly to a solenoid, motor, or other high-current device will cause it to fail.



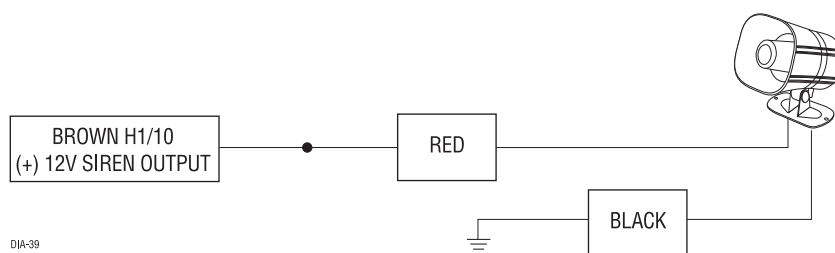
H1/2 RED (+)12V constant power input

Before connecting this wire, remove the supplied fuse. Connect to the battery positive terminal or the constant 12V supply to the ignition switch.

NOTE: Always use a fuse within 12 inches of the point you obtain (+)12V. Do not use the 15A fuse in the harness for this purpose. This fuse protects the module itself.

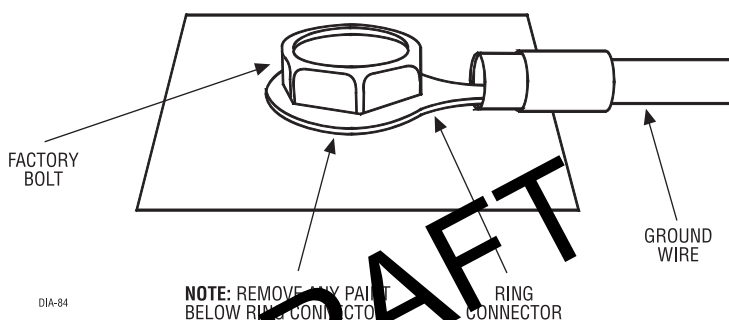
H1/3 BROWN (+) siren output

Connect this to the red wire of the siren. Connect the black wire of the siren to (-) chassis ground, preferably at the same point you connected the control module's black ground wire. See *Features Description* section for horn output.



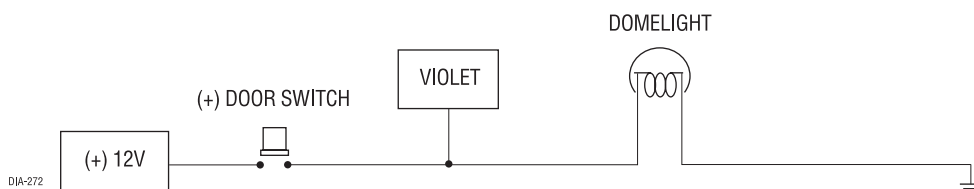
H1/5 BLACK (-) chassis ground connection

Remove any paint and connect this wire to bare metal, preferably with a factory bolt rather than your own screw. (Screws tend to either strip or loosen with time.) We recommend grounding all your components, including the siren, to the same point in the vehicle.



H1/6 VIOLET (+) door trigger input, zone 3

This wire is used in vehicles that have a positive (+) switched dome light circuit. Connect the violet wire to a wire that shows (+)12V when any door is opened, and ground when the door is closed. This wire will report Zone 3.

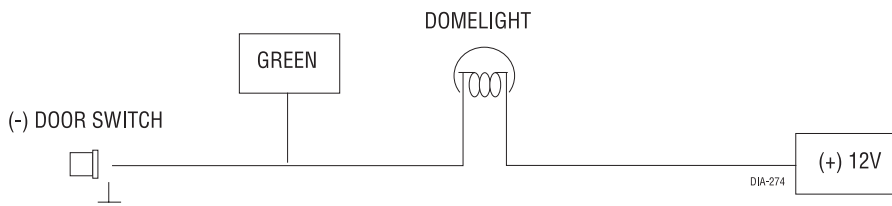


H1/7 BLUE (-) multiplex input, zone 4

Inputs shorter than 0.8 seconds will trigger the Warn Away response, while inputs longer than 0.8 seconds will trigger the full alarm sequence. If installing an optional Directed Electronics dual stage sensor, connect both the blue and the green wires of the optional sensor to this input. This wire will report Zone 4.

H1/8 GREEN (-) door trigger input, zone 3

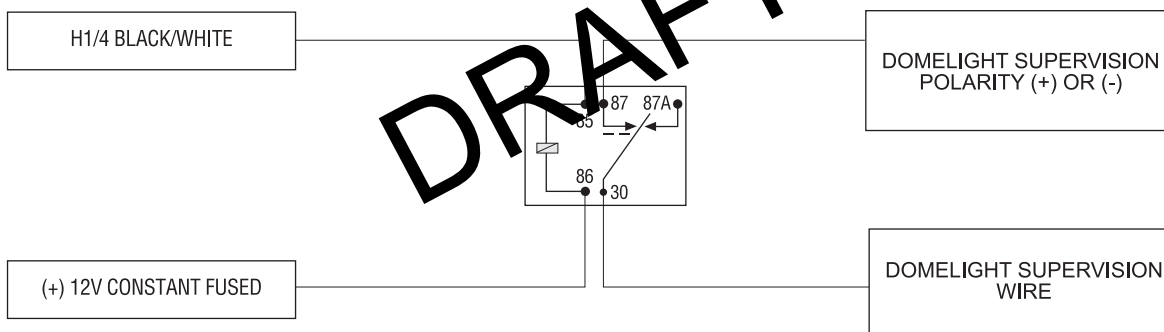
Most vehicles use negative door trigger circuits. Connect the green wire to a wire which shows ground when any door is opened. In vehicles with factory delays on the domelight circuit, there is usually a wire that is unaffected by the delay circuitry. This wire will report Zone 3.




H1/9 BLACK/WHITE (-) 200 mA domelight supervision output

Connect this wire to the optional domelight supervision relay as shown below:

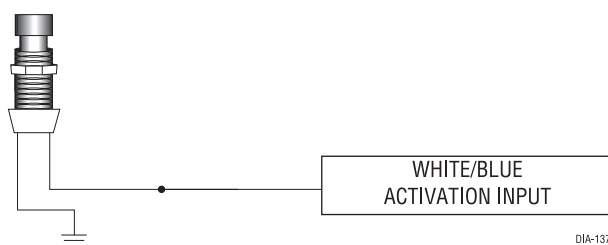
IMPORTANT! This output is only intended to drive a relay. It cannot be connected directly to the domelight circuit, as the output cannot support the current draw of one or more light bulbs.



H1/10 WHITE/BLUE remote start (-) activation input

This input comes from the factory set to 2 activation pulses. This means that it is necessary to have 2 consecutive ground pulses on the white/blue wire for the remote start to activate or to deactivate. The same holds true for the remote control activation when set to a two pulse setting it is necessary to press the  button twice for the remote start to activate or deactivate.

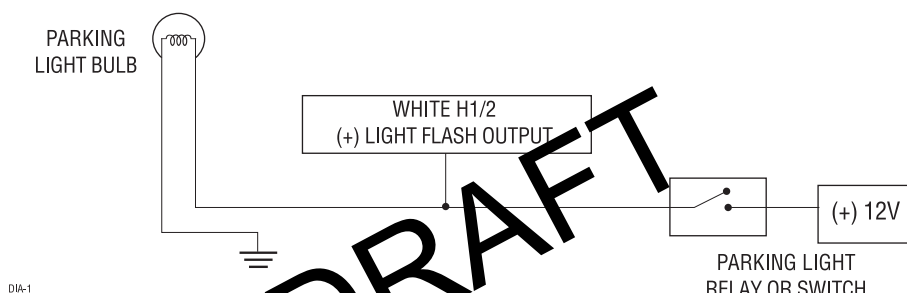
NOTE: The number of activation inputs can be programmed to 1 or 2 pulses. This setting affects both the input wire and the remote control when operating the remote starter.



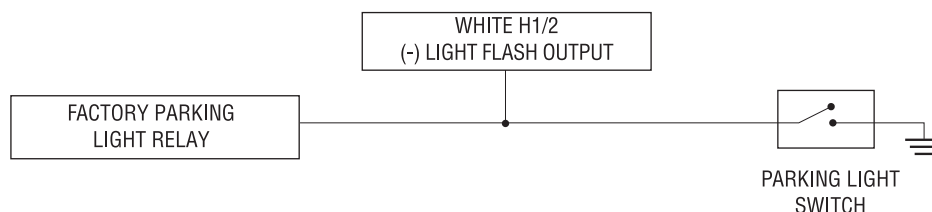
H1/11 WHITE (+/-) selectable light flash output

As shipped, this wire should be connected to the (+) parking light wire. If the light flash polarity jumper under the sliding door is moved to the opposite position (see *Internal Programming Jumper* section of this guide), this wire supplies a (-) 200 mA output. This is suitable for driving (-) light control wires in Toyota, Lexus, BMW, some Mitsubishi, some Mazda, and other model cars.

(+) Positive Light Flash Output



(-) Light Flash Output



NOTE: For parking light circuits that draw 10 amps or more, the internal jumper must be switched to a (-) light flash output. (See the *Internal Programming Jumper* section of this guide.) **P/N 8617** or a standard automotive SPDT relay must be used on the H1/2 light flash output harness wire.

H1/12 ORANGE (-) ground-when-armed output

This wire supplies a (-)500 mA ground as long as the system is armed. This output ceases as soon as the system is disarmed. The orange wire may be wired to an optional Directed Electronics 8618 starter kill relay.

secondary harness (H2) wire connection guide

H2/1 LIGHT BLUE (-) 200mA 2nd unlock output

This wire provides a second unlock output for progressive locks. Refer to document 1041—*Door Locking System Wiring Guide* for specific applications.

H2/2 WHITE/BLACK 200 mA (-) programmable channel 5 output

This wire provides 200 mA programmable output. (See *Feature Descriptions* section of this guide.)

IMPORTANT! Never use this wire to drive anything but a relay or a low-current input! This transistorized output can only supply 200 mA, and connecting directly to a solenoid, motor, or other high-current device will cause the module to fail.

H2/3 VIOLET/BLACK 200 mA (-) programmable channel 4 output

This wire provides 200 mA programmable output. (See *Feature Descriptions* section of this guide.)

IMPORTANT! Never use this wire to drive anything but a relay or a low-current input! This transistorized output can only supply 200 mA, and connecting directly to a solenoid, motor, or other high-current device will cause the module to fail.

H2/4 GREEN/WHITE (-) factory alarm rearm

This wire sends a negative pulse every time the remote start shuts down or the doors are locked. This can be used to pulse the arm wire of the vehicle's factory anti-theft device. Use a relay to send a (-) or (+) pulse to the arm wire.

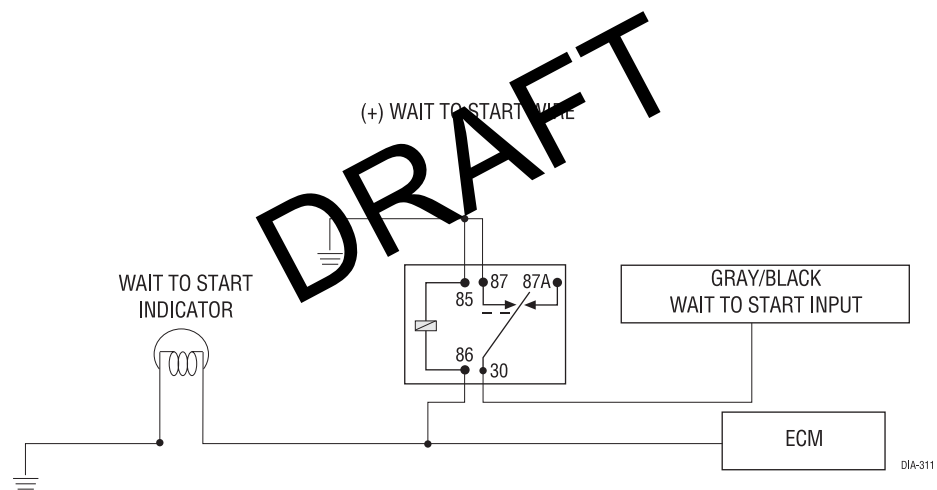
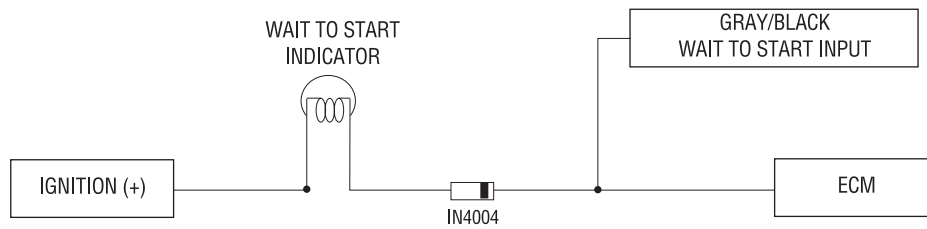
H2/5 GRAY/BLACK (-) diesel wait-to-start bulb input

Connect this wire to the wire in the vehicle that sends the signal to turn on the WAIT-TO-START bulb in the dashboard. In most diesels the wire is negative (ground turns on the bulb) and the GRAY/BLACK wire can be directly connected to the wire in the vehicle. If the vehicle uses a positive wire (12V to turn on the bulb) a relay must be used to change the polarity. (See *Finding the Wires You Need* section of this guide.) Here are some common colors of this wire:

- Chevrolet and GMC trucks - Light blue or dark blue
- Ford Trucks - Black/pink
- Dodge Ram Trucks - Orange/black or black/orange

NOTE! A 1-amp diode must be installed in line on the factory wire between the wait-to-start indicator and the ECM. (See the following diagram for details.)

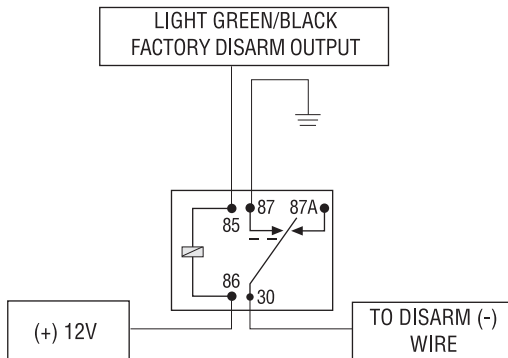
(-) WAIT TO START WIRE



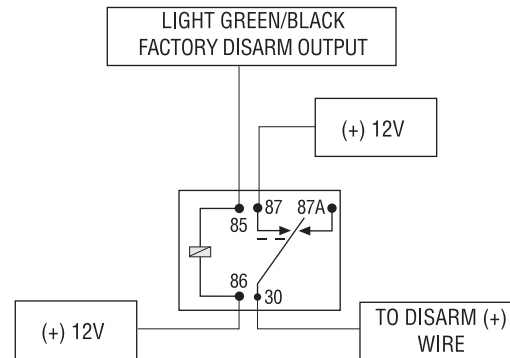
H2/6 LIGHT GREEN/BLACK (-) factory disarm

This wire sends a negative pulse every time the remote start is activated or the doors are unlocked. This can be used to pulse the disarm wire of the vehicle's factory anti-theft device. Use a relay to send a (-) or (+) pulse to the disarm wire as shown in the following diagrams.

Relay for Negative (-) Disarm Wire



Relay for Positive (+) Disarm Wire



relay satellite wire connection guide

The 8 heavy gauge wires coming from the large connector are used to energize high current circuits in the vehicle. It is crucial that these connections are well-made and capable of handling the current demands. For this reason, Scotch-Locks, T-taps and other such connectors are strongly discouraged.

PURPLE (+) starter output

Connect this wire to the starter wire in the vehicle. (See *Finding the Wires You Need* section.)

GREEN starter input

For anti grind or starter kill attach this wire to the key side of the starter wire for anti grind and for the starter kill to be active.

RED (2) (+)12V input for high current outputs

Remove the two 30-amp fuses prior to connecting these wires and do not replace them until the satellite has been plugged into the control module. These wires are the source of current for all the circuits the relay satellite will energize. They must be connected to a high current source. Since the factory supplies (+)12V to the key switch that is used to operate the motor, it is recommended that these wires be connected there.

NOTE: If the factory supplies two separate (+) 12V feeds to the ignition switch, connect one RED wire of the satellite to each feed at the switch.

ORANGE (+) accessory output

Connect this wire to the accessory wire in the vehicle which powers the climate control system.

PINK (+) ignition output

Connect this wire to the ignition wire in the vehicle.

PINK/WHITE (+) second ignition output

Connect this wire to the second ignition wire in the vehicle. (See *Finding the Wires You Need* section.)

NOTE: For vehicles that do not have a second ignition wire, this connection is not required.

RED/WHITE (+) 12V input

Connection for high current outputs.

remote start secondary harness (H3) wire connection guide

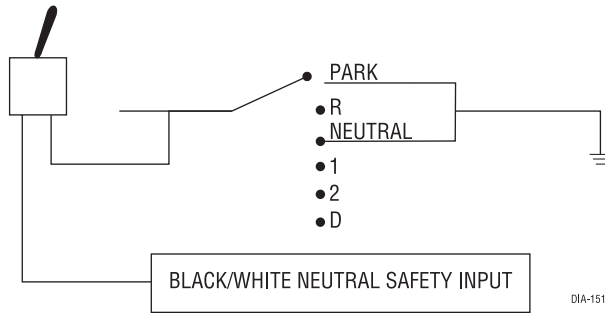
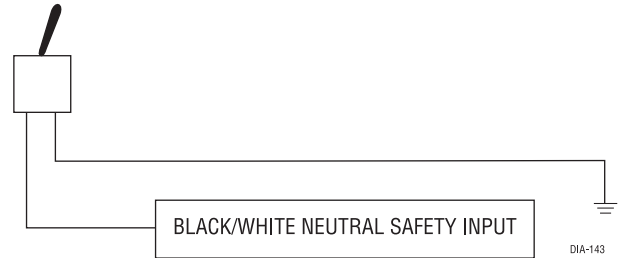
H3/1 BLACK/WHITE neutral safety switch input

Connect this wire to the provided toggle (override) switch as shown in figure A. Connect the other wire from the toggle switch to the PARK/NEUTRAL switch in the vehicle. This wire will test with ground with the gear selector either in PARK or NEUTRAL. This will prevent the vehicle from accidentally being started while in a drive gear. This input **MUST** rest at ground in order for the remote start system to operate. Connected properly the vehicle will only start while in PARK or NEUTRAL.

In some vehicles, the PARK/NEUTRAL position switch activates a factory starter lock out that will not allow the starter to operate in a drive gear. In these vehicles, connect this wire to the toggle switch as shown in figure B. Connect the other wire from the toggle switch to chassis ground.

IMPORTANT! Always perform the Safety Check section of this installation guide to verify that the vehicle cannot be started in ANY drive gear and that the override switch is functioning properly.

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Figure A**Figure B**

H3/2 VIOLET/WHITE tachometer input

This input provides the module with information about the engine's revolutions per minute (RPMs). It can be connected to the negative side of the coil in vehicles with conventional coils. In multi-coil and high energy ignition systems locating a proper signal may be more difficult. (See *Finding the Wires You Need* section of this guide.) Once connected, you must teach the system the tach signal. (See the *Internal Programming Jumpers* section of this guide.)

H3/3 BROWN (+) brake switch input, zone 1

This wire **MUST** be connected to the vehicle's brake light wire. This is the wire that shows (+) 12V when the brake pedal is depressed. The remote start will be disabled or shut down any time the brake pedal is depressed. This wire will also trigger the security system if the brake pedal is pressed while the system is armed and will report Zone 1.

H3/4 GRAY (-) hood pinswitch input, zone 1

This wire **MUST** be connected to hood pinswitch. This input will disable or shut down the remote start when the hood is opened. It will also trigger the security system if the hood is opened while the system is armed and report Zone 1.

H3/5 BLUE/WHITE (-) status output

This wire supplies a 200mA output as soon as the module begins the remote start process. The H3/1 BLUE wire can also be used to activate the defogger trigger (latched/pulsed) 10-seconds after the remote start engages. (See the *Feature Descriptions* section in this guide for details about programming this output.)

horn, channel 6 harness (H4) wire connection guide

H4/1 ORANGE/BLACK 200 mA programmable (-) channel 6 output

This wire provides a (-) 200mA output whenever the transmitter button(s) controlling Channel 6 is pressed. (see also the *Feature Descriptions* section and previous channel 5 description):

IMPORTANT! *Never use this wire to drive anything but a relay or a low-current input! This transistorized output can only supply 200 mA, and connecting directly to a solenoid, motor, or other high-current device will cause the module to fail.*

H4/1 BROWN 200 mA (-) horn output

This wire provides a (-) 200mA output to the horn when programmed.

IMPORTANT! *Never use this wire to drive anything but a relay or a low-current input! This transistorized output can only supply 200 mA, and connecting directly to a solenoid, motor, or other high-current device will cause the module to fail.*

neutral safety switch interface

Some vehicles do not have an electrical neutral safety switch. Instead, a mechanical neutral safety switch that physically interrupts the starter wire is used when the vehicle is in any drive gear. If the remote start is interfaced before this switch, it will provide protection from starting in gear. However, some vehicles combine the column shift mechanism and the mechanical neutral safety switch into one mechanical part. In these vehicles, it is impossible to interface the remote start system before the neutral safety switch. With this type of vehicle, if the car is left in a drive gear and the remote start system is activated, the vehicle will move and may cause damage to persons or property.

According to available information, the only vehicles currently manufactured this way are most General Motors trucks, sport utility vehicles and column shifting passenger cars. Available information also indicates that pre-1996 Dodge Dakota pickups with 2.5 liter motors are manufactured this way as well.

GM vehicles that have the neutral safety switch built into the column shifter can usually be identified by a purple starter wire. Typically, vehicles that use an outboard mechanical switch use a yellow wire from the ignition switch

to the mechanical switch and a purple wire from the mechanical switch to the starter itself. Remember, this is only a rule of thumb and is not intended as a substitute for proper testing.

We suggest the following procedure to test for vehicles manufactured in this way.

NOTE: You must complete the remote start system installation before doing the following test. Ensure that the remote start system is functioning normally. This includes connecting to the brake as a shut-down.

testing the neutral safety switch

1. Make sure there is adequate clearance to the front and rear of the vehicle because it may move slightly.
2. Make sure the hood is closed and there are no remote start shut-downs active.
3. Set the emergency brake.
4. Turn the key to the "run" position, this will release the shifter.
5. Place the car in drive (D).
6. Place your foot directly over the brake pedal, but do not depress it. Be ready to step on the brake if the starter engages.
7. Activate the remote start system.
8. If the starter engages, immediately depress the brake to shut the remote start system down. If the starter does not engage, no additional safety systems are required.

If the starter engages and the vehicle is a General Motors product or Dodge Dakota pickup, refer to the following text and diagrams for an alternative shut-down method which will prevent the starter from engaging. If the vehicle is not a General Motors product or a Dodge Dakota pickup, please call Directed Electronics Technical Support for an alternative shut-down method. Do not return the vehicle to the customer until this feature is properly installed!

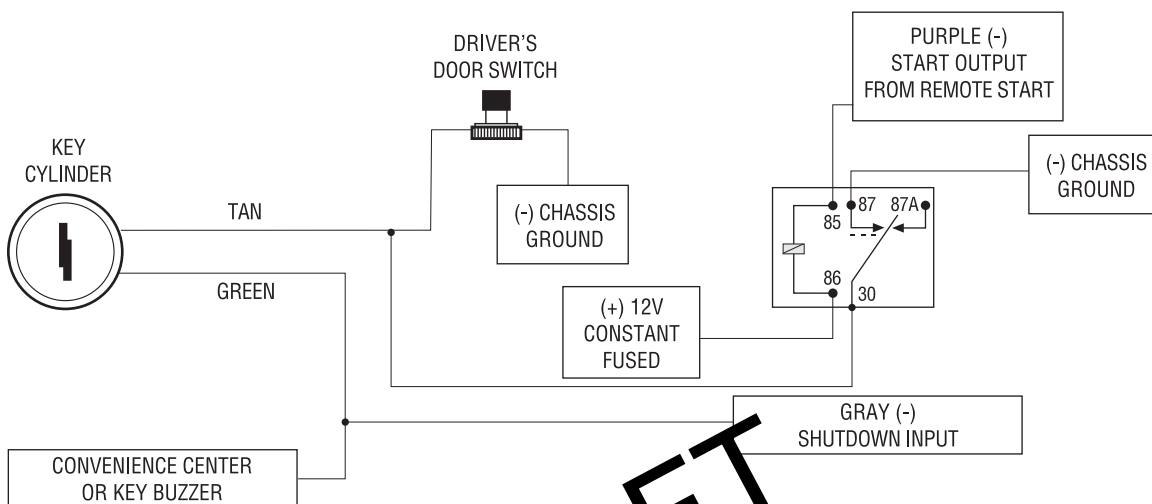
Every vehicle built in this fashion requires that the shifter be placed in park to remove the keys from the ignition. As a result, it is possible to use the key-in-ignition sense switch to prevent remote starting if the keys are in the ignition. The following diagrams illustrate how to accomplish this. The first diagram applies to all General Motors vehicles at the present time. The second diagram applies to all pre-1996 Dodge Dakota pickup trucks with 2.5 liter motors. This solution has one side effect - if the customer inserts the key in the ignition with the driver's door open, the remote start system will shut down. If this interface is used it is important to inform the customer to close the driver's door before inserting the key into the ignition when the remote start is active. This will allow the customer to turn the key on and shut the remote start down by pressing the brake without the key sense wire shutting down the unit prematurely.

In addition, you must connect a tan (+) shut-down input to the yellow wire on the relay satellite ribbon cable. This prevents the remote start system from activating if the key is left in the "run" position. If your remote start system only has one tan input, you must use diodes to isolate the ignition circuit from the brake switch input.

However, due to future manufacturer changes in vehicles, it is possible that this may not apply to all vehicles. In addition, color variations are possible from model to model; make sure to test the circuit carefully. Please call Directed Electronics Technical Support if you need assistance in making this interface.

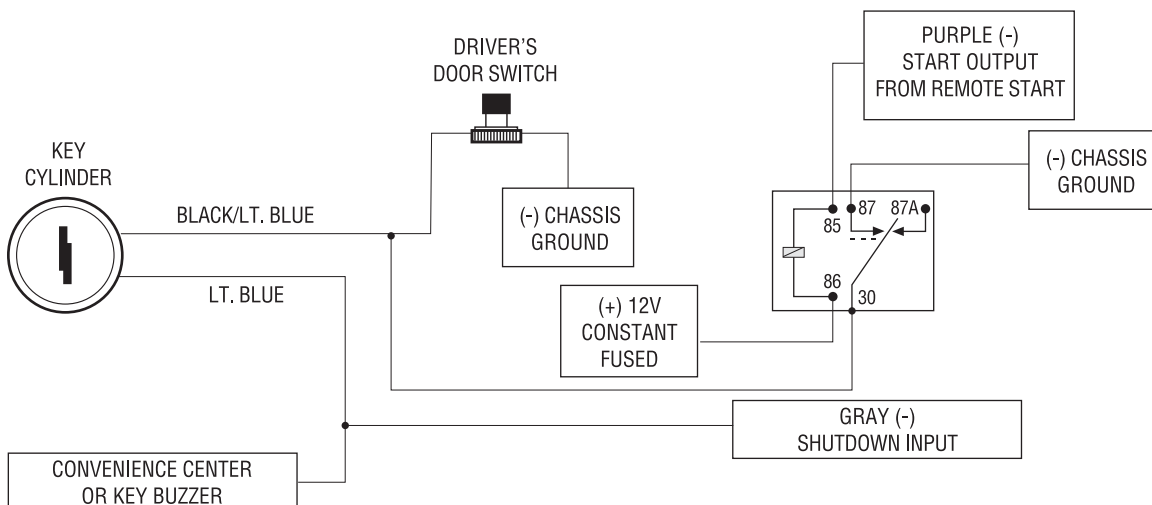
IMPORTANT! Once the interface is complete, attempt to remote start the vehicle with the door closed and the key in the ignition. The vehicle should not start. If it does, recheck the connections.

General Motors trucks, sport utility vehicles and column shifting passenger vehicles:



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Pre-1996 Dodge Dakota pickups with 2.5 liter motors:

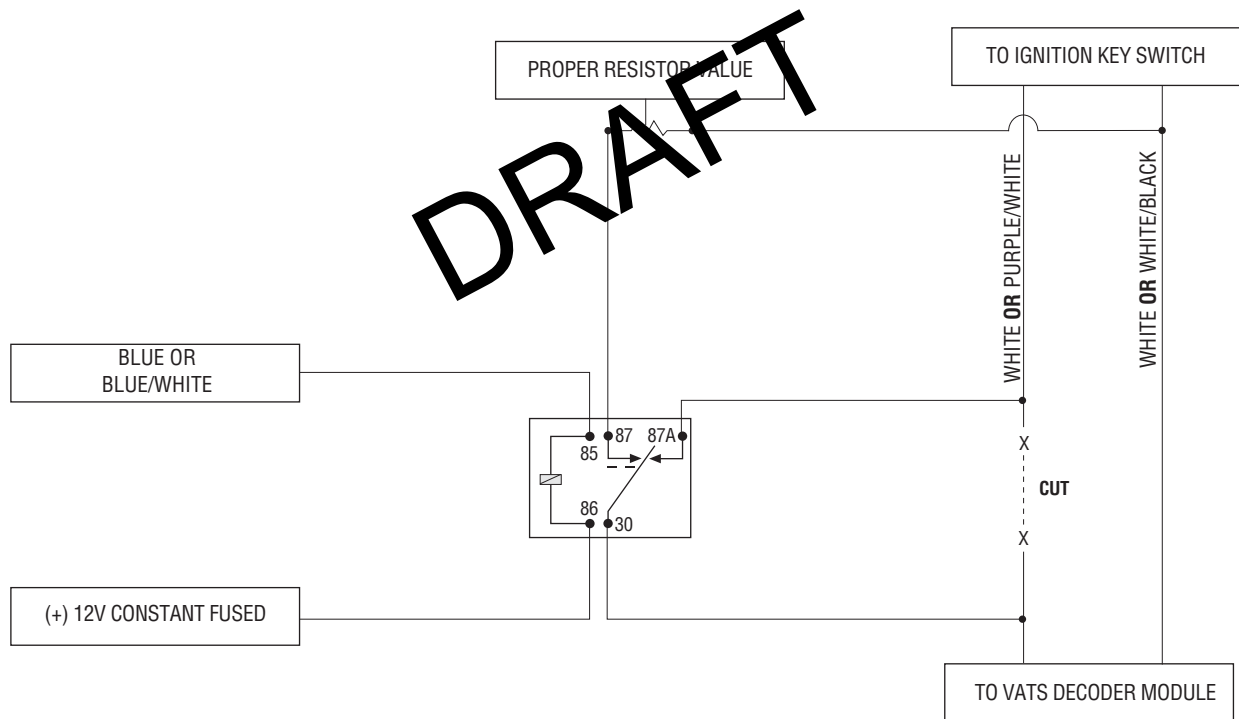


bypassing GM vehicle anti-theft systems (VATS)

Vehicles with the GM VATS (Pass Key) systems have a resistor embedded in the ignition key. If the VATS decoder module does not measure the proper resistance when the vehicle is started, the starter and fuel pump may be disabled for up to ten minutes. An optional "VATS pack" of resistors is available (p/n 652T). One of the resistors in the pack will match the resistor in the key.

The VATS wires will be two very light-gauge wires coming out of the steering column. The colors of the wires vary, but they are often contained in orange tubing - either both will be white wires, or one wire will be purple/white and the other white/black. Determine the value of the resistor in the key. Then follow the diagram below to bypass VATS during remote start operation. If the BLUE status output from the relay satellite has been programmed for factory security re-arm, then use the (H3/5) BLUE/WHITE 2nd status output from the control module to control the relay.

NOTE: When connecting to the VATS wires, it is not important which wire is cut.



1995 and newer vehicle anti-theft systems (immobilizers)

1995 and newer vehicle anti-theft systems (immobilizers) require a bypass module. The bypass module allows for easy interfacing, while still maintaining the OEM system's integrity.

passlock I and passlock II (PL-1 and PL-2)

The Passlock I and Passlock II systems can be found in the following General Motors vehicles:

- '95 and newer Cavalier and Sunfire
- '96 and newer Achieva, Grand Am, and Skylark
- '97 and newer Intrigue, Malibu, and Cutlass
- '98 and newer trucks, vans, SUVs
- '99 and newer Alero
- 2000 and newer Impala and Saturn

Passlock I and II systems are VATS-evolved. Passlock systems still rely on the R-code to start, but the pellet is no longer placed in the key. The resistor can now be found in the key switch. This allows for a greater number of possible R-codes. In addition, Passlock systems require "seeing" the correct R-code at the correct time. To bypass Passlock I and II, **p/n 555L** or **p/n 555T** is required.

passkey III (PK-3), transponder-based systems

The Passkey III system can be found in the following vehicles:

- '97 and newer Park Avenue
- '98 and newer Cadillac
- '99 and newer U vans, Transport, Montana, and Silhouette
- 2000 and newer Grand Prix, Lesabre, Monte Carlo, Lumina, Bonneville
- 2001 and newer Aurora, Aztek and Rendezvous

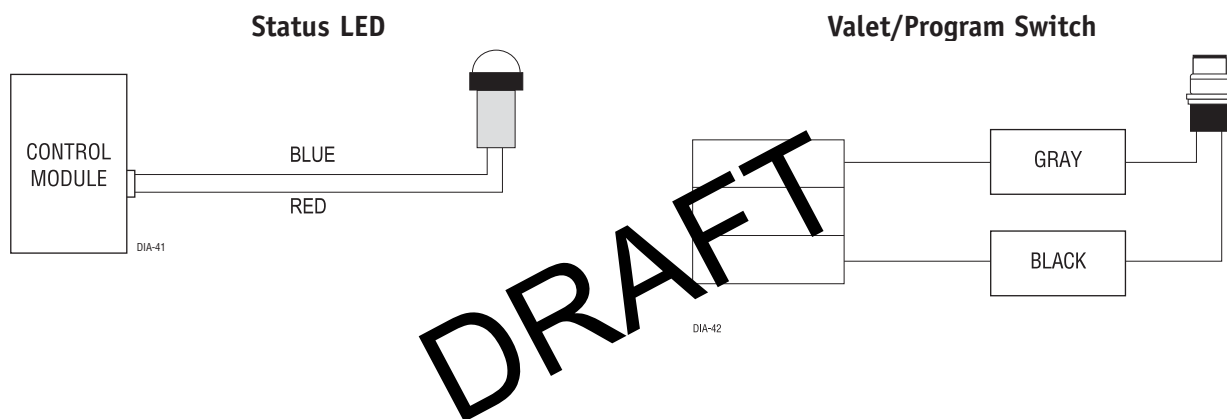
Other transponder-based systems include: Acura, BMW, Dodge/Chrysler/Jeep, Ford, Honda, Infinity, Mazda, Mercedes, Mitsubishi, Nissan, Toyota, Volkswagen, and Volvo.

PK-3 and the transponder-based systems use a transponder system that locks out the ignition and fuel system. This transponder system is comprised of two parts. The first part, the transceiver, circles the key switch and is activated when the key is placed in the key switch or turned to the run position. Upon activation, the transceiver will excite the transponder, which is located (but not visible) in the head of the ignition key. The key transpon-

der will then send a unique code back to the transceiver for evaluation. If the code matches a valid code of the system, the vehicle will be allowed to start. Most of these transponder-based systems can be bypassed using **p/n 555U**. Some may require additional parts from the vehicle manufacturer. Consult you dealer for the applications. For most Ford PATS transponders, **p/n 555F** can be used, except for the following vehicles, which will require **p/n 555U**: '97 and newer Mark VII, and 2000 and newer Taurus/Sable, Contour/Mystique and Focus.

plug-in LED and valet/program switch

These plug into the module. The Status LED plugs into the small two-pin socket, while the Valet/Program Switch should be plugged into the larger blue two-pin connector. The Status LED fits into a $\frac{9}{32}$ -inch hole.



programmer interface, 3-pin black plug

The black 3-pin port is provided for personal computer programming of the unit. The unit can also be programmed using the Bitwriter® (**p/n 998T**). When using the Bitwriter, it is possible to configure any and all of the programmable functions as well as lock the Transmitter/Receiver and System Features Learn Routines so that unauthorized users cannot change the configuration or program transmitters to the unit.



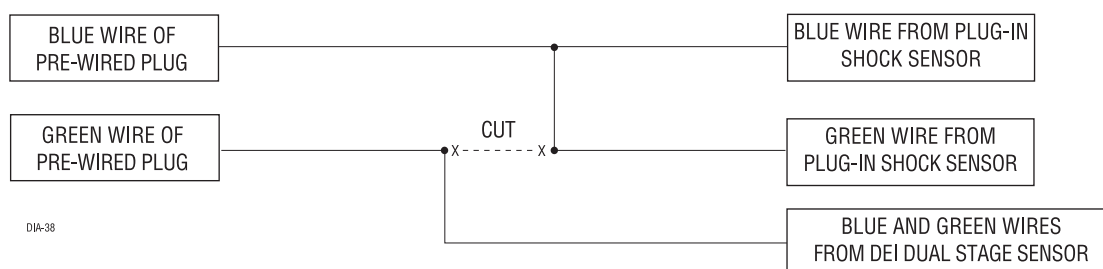
When the learn routines have previously been programmed using the Bitwriter, they may have been locked. Before proceeding with reprogramming the learn routines, they must be unlocked with the Bitwriter - this cannot be done manually with the Valet switch.

shock sensor harness, 4-pin connector

GREEN (-) multiplex input, zone 4

Inputs shorter than 0.8 seconds will trigger the Warn Away response, while inputs longer than 0.8 seconds will trigger full alarm sequence and report Zone Four. If installing an optional Directed Electronics dual stage sensor, connect to the green wire as shown below. The diagram below eliminates the need for diodes to isolate the sensors.

Diagram for adding optional Directed Electronics dual stage sensor to green wire (Zone 4):



BLUE (-) multiplex input, zone 2

Inputs shorter than 0.8 seconds will trigger the Warn Away® response, while inputs longer than 0.8 seconds will trigger full alarm sequence and will also report Zone Two.

RED and BLACK: RED is (+) 12V constant, BLACK is (-) ground

Do not use these for anything besides the plug-in shock sensor.

tach learning

To learn the tach signal:



1. Start the vehicle with the key.



2. Within 5 seconds, press and **HOLD** the Valet/Program switch.

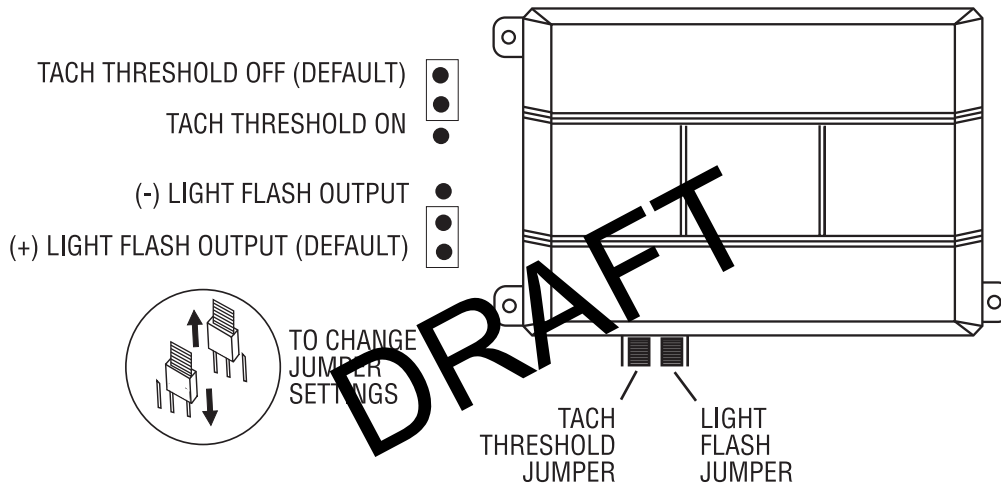


3. The LED will light constant when the tach signal is learned.



4. Release the Valet/Program switch.

programming jumpers



tach threshold on/off

In most cases, this jumper can be left in the OFF position. Some new vehicles use less than 12 volts in their ignition systems. The unit may have trouble learning the tach signal in these vehicles. Changing the jumper to the ON setting changes the trigger threshold of the digital tach circuit so it will work properly with these vehicles. These vehicles include many newer Dodge/Chrysler/Plymouths, such as the Neon Cirrus/Stratus/Breeze and LH-based cars.

light flash (+)/(-)

This jumper is used to determine the light flash output. In the (+) position, the on-board relay is enabled and the unit will output (+)12V on the WHITE wire, H1/11. In the (-) position, the on-board relay is disabled. The WHITE wire, H1/2, will supply a 200 mA (-) output suitable for driving factory parking light relays.

NOTE: For parking light circuits that draw 10 amps or more, the internal jumper must be switched to a (-) light flash output. **P/N 8617** or a standard automotive SPDT relay must be used on the H1/11 light flash output harness wire.

transmitter/receiver learn routineTM

The system comes with one transmitter that is programmed to the antenna. The system can store up to 4 different transmitter codes in memory. Use the following learn routine to add transmitters to the system or to change button assignments if desired.

The learn routine may be locked if previously programmed using the Bitwriter®. If the siren generates one long chirp when attempting to program the unit, the learn routine is locked and must be unlocked using the Bitwriter® before proceeding.

The Valet/Program switch, plugged into the blue port, is used for programming. There is a basic sequence of steps to remember whenever programming this unit: Door, Key, Choose, Transmit and Release.



1. **Open a door.** (The GREEN wire, H1/8, or the VIOLET, H1/6 must be connected.)



2. **Key.** Turn the ignition to the ON position.



3. **Choose.** Within 10 seconds, press and release the Program switch the number of times corresponding to the desired channel listed below. Once you have selected the channel, press the switch once more and **HOLD** it. The LED will flash and the horn will honk (if connected) to confirm the selected channel. Do not release the Program switch.

CHANNEL NUMBER	FUNCTION	WIRE COLOR
1	Auto Learn Standard Configuration* (default)	
2	Arm only	
3	Disarm only	
4	Silent Mode™/Remote Valet/Trunk Release	RED/WHITE
5	Remote Start	
6	Channel 4	VIOLET/BLACK
7	Channel 5	WHITE/BLACK
8	Channel 6	
9	Short Run/Turbo	
10	Timer Mode	
11	Arm/Disarm/Panic	
12	Panic only	
13	Defogger Control	
14	Delete all transmitters**	

***NOTE:** For Auto Learn Configurations, see Transmitter Configurations section of this guide.

****NOTE:** If any button from a known transmitter is programmed to Channel 14, all transmitters will be erased from memory and will revert to the default feature settings. This is useful in cases where the customer's transmitters are lost or stolen.



4. **Transmit.** While **HOLDING** the Valet/Program switch, press the button on the transmitter that you would like to control the selected receiver channel. The unit will chirp to confirm that the code has been successfully programmed. It is not possible to teach a transmitter button to the system more than once.



5. **Release.** Once the code is learned, the Valet/Program switch can be released.

You can advance from programming one channel to another by releasing the Valet/Program switch and tapping it to advance channels and then **HOLDING** it. For instance: You have programmed Channel 1 and you want to program Channel 2. Release the Valet/Program switch. Press it one time and release it to advance from Channel 1 to Channel 2. Now, press and **HOLD** the Valet/Program switch. The LED will flash two times and the horn will honk twice (if connected). As before, do not release it.

If you want to program Channel 3 after programming Channel 1, release the Valet/Program switch, press it twice and release it to advance to Channel 3. Then press it once more and **HOLD** it. The horn will honk three times (if connected) and the LED will flash three times to confirm it is ready to receive the code from the transmitter.

Learn Routine will be exited if:

- Door is closed.
- Ignition is turned off.
- Program switch is pressed too many times.
- More than 15 seconds between steps.

transmitter configurations

The transmitter can be programmed to standard or custom button configurations by using the Auto Learn functions in the Transmitter/Receiver Learn Routine.

standard configuration

A remote that uses the standard configuration operates similarly to many factory keyless entry remotes. A standard configuration transmitter allows arming, disarming, and Panic Mode activation with separate buttons. When programmed for standard configuration, the transmitter buttons are assigned to the following functions:

