



Model PRO-9344
Owner's Manual

2 Button Remote Security System with Starter Disable

FEATURES :

- 2 Two Button Programmable RF Transmitters
- Two Channel Receiver (capable of accepting 4 transmitters)
- Anti-scan Technology
- Remote Panic in all modes
- Protected Valet
- 7 Function LED - Arm / Disarm / Zone 1 / Zone 2 / Zone 3 / Valet / Arming
- Intrusion Alert with Memory
- Audible Arm / Disarm / Defective Zone / Tamper Confirmation
- Instant Siren Activation
- Low Current Horn Output
- Starter Disable
- True Last Door Arming (hardwire only)
- Defective Zone By - Pass
- Hardwire or Voltage Sense Selectable
- Active or Passive Arming Selectable
- Programmable Auto Lock On / Off
- Programmable Auto Unlock On / Off
- Programmable Door Lock Pulse Duration 1 Second / 3.5 Seconds
- Programmable Active or Passive Door Locks
- User Programmable Permanent Chirp Delete
- On Command RF Chirp Delete from Transmitter
- 5 Tone Multi - Tone Siren
- Additional Negative Trigger Input
- RF Inhibit with ignition on
- Parking Light Flasher

OPTIONS :

- Single or Dual Stage Shock Sensor
- Remote Trunk Release
- Remote Keyless Entry
- Illuminated Entry
- Multiple Vehicle Capable
- Remote Starter
- Remote Power Window Roll Up
- Remote Garage Door Interface

ARMING THE SYSTEM - ACTIVE

1. Turn off the engine, exit the vehicle, and close all doors, hood lid, and trunk lid.
2. Press and release the ARM / DISARM button on the keychain transmitter.

Red dash mounted L.E.D. begins to flash slowly.

Parking Lights flash one time.

Siren and or Horn sounds one chirp.

If the siren/horn sounds 3 chirps, then you have left a door, trunk, or hood lid ajar. Simply close the opened entry point to provide full protection. If the siren/horn did not sound when arming, then the chirps have been turned off, and you should refer to the section titled "ELIMINATING THE ARM / DISARM CHIRPS" in this manual.

Doors Lock - Optional

SILENT ARMING - ACTIVE

1. Turn off the engine, exit the vehicle, and close all doors, hood lid, and trunk lid.
2. Press and hold the ARM / DISARM button on the keychain transmitter for 2 seconds.

Red dash mounted L.E.D. begins to flash slowly.

Parking Lights flash one time.

Siren/Horn will not sound.

If the siren/horn sounds 3 chirps, then you have left a door, trunk, or hood lid ajar. Simply close the opened entry point to provide full protection.

Doors Lock - Optional

ARMING THE SYSTEM - PASSIVE (AUTOMATIC)

1. Turn off the engine, exit the vehicle, and close and lock all doors, hood lid, and trunk lid.
 - Red dash mounted L.E.D. begins to flash rapidly, indicating 30 second passive arming has begun.

2. Opening any protected entry point during the 30 second passive arming cycle will immediately suspend automatic arming, and the 30 second passive arming cycle will re-start when all doors are closed. At the end of the passive arming cycle:

Red dash mounted L.E.D. begins to flash slowly.

Parking Lights flash one time.

Siren and or Horn sounds one chirp

If the siren did not sound when arming, then the chirps have been turned off, and you should refer to the section titled "ELIMINATING THE ARM / DISARM CHIRPS" in this manual.

Doors Lock - Optional

Door locking during passive arming is a selectable feature. The alarm can be programmed to allow the doors to lock only when arming using the keychain transmitter, and they will not automatically lock during passive arming.

PROTECTION WHILE THE SYSTEM IS ARMED

- Opening any protected door, hood, or trunk lid will cause the alarm to immediately sound. The alarm will continue to sound for 30 seconds, then stop and continue to monitor all protected entry points. If the thief left a door opened, the alarm will sound for six 30 second cycles, remain armed and ignore that triggered zone.
- Whenever the system is armed, the red dash mounted L.E.D. indicator will slowly flash. This serves as a visual deterrent to the potential thief. The L.E.D. is a very low current bulb, and will not cause the vehicle's battery to drain, even when left unattended for extended periods.
- Whenever the system is triggered, the vehicle's parking lights will flash for the full 30 second alarm cycle, attracting visual attention to the vehicle.
- Optional - Whenever the system is triggered, the interior courtesy lights will flash for the full 30 second alarm cycle.
- Whenever the system is armed, the vehicle's starting circuit will be bypassed. If the thief should choose to ignore the siren/horn, the vehicle can not be started.
- Any strong impact to the vehicle will cause the alarm to trigger for the full 30 second alarm cycle.
- Any mild impact to the vehicle will cause the alarm to sound a short series of warning tones.

DISARMING THE SYSTEM

1. As you approach the vehicle, press and release the ARM / DISARM button on the keychain transmitter.
 - Red dash mounted L.E.D. turns off.
 - ! If passive arming was selected during the installation, then the L.E.D. will start flashing rapidly, indicating that the system is re arming automatically. Open any door to suspend the automatic arming.
 - Parking Lights flash two times.
 - If the parking lights flashed three times, then the alarm was triggered in your absence. Before turning the key on, examine the L.E.D. to identify which zone was triggered.
 - Siren / Horn sounds two chirps.
 - If the siren/horn sounds 4 chirps, then the alarm was triggered in your absence. Before turning the key on, examine the L.E.D. and refer to the INTRUSION WARNING SIGNALS section of this manual to identify which zone was triggered.
 - If the siren/horn did not sound when disarming, then the chirps have been turned off, and you should refer to the section titled "ELIMINATING THE ARM / DISARM CHIRPS" in this manual.
 - Doors Unlock - Optional
 - Courtesy Light - Optional
 - Interior courtesy lights turn on for 30 seconds, or until the ignition key is switched on.

SILENT DISARMING

1. As you approach the vehicle, press and hold the ARM / DISARM button on the keychain transmitter for 2 seconds.

Red dash mounted L.E.D. turns off.

If passive arming was selected during the installation, then the L.E.D. will start flashing rapidly, indicating that the system is re-arming automatically. Open any door to suspend the automatic arming.

Parking Lights flash two times.

If the parking lights flashed three times, then the alarm was triggered in your absence. Before turning the key on, examine the L.E.D. to identify which zone was triggered.

Siren/Horn does not sound.

If the siren and/or horn sounds 4 chirps, then the alarm was triggered in your absence. Before turning the key on, examine the L.E.D. and refer to the INTRUSION WARNING SIGNALS section of this manual to identify which zone was triggered.

Doors Unlock - Optional

Courtesy Light - Optional

Interior courtesy lights turn on for 30 seconds, or until the ignition key is switched on.

INTRUSION WARNING SIGNALS

This system will inform you if an intrusion attempt has occurred while you were away from the vehicle. If an intrusion attempt has occurred, the siren/horn will chirp 4 times and the parking lights will flash 3 times when disarming the system. Enter the vehicle, and observe the red dash mounted L.E.D. to identify which zone was triggered.

① If the L.E.D. is flashing one time...pause...one time...pause...etc., then an intrusion attempt was made to the optional shock sensor, or an accessory triggering device that may have been added to the system.

② If the L.E.D. is flashing two times...pause...two times...pause...etc., then an intrusion attempt was made to a hood or trunk pin switch that was added to the system, or to a light activated entry point if the alarm was installed using the voltage sensing feature.

③ If the L.E.D. is flashing three times...pause...three times...pause...etc., then an intrusion attempt was made through one of the vehicle's doors.

These intrusion warning indicators are stored in the system's memory, and will only be erased when the ignition key is turned on.

VALET / SYSTEM OVERRIDE SWITCH

The valet switch allows you to temporarily bypass all alarm functions, eliminating the need to hand your transmitter to parking attendants or garage mechanics. When the system is in valet mode, all alarm functions are bypassed, however the remote panic feature and remote door locks will remain operational. To use the valet mode:

1. Enter the vehicle, and turn the ignition key to the on position.
2. Move the valet toggle switch to the on position. The dash mounted L.E.D. will turn on solid, and remain on as long as the system is in valet mode.
3. To return to normal operation, move the valet switch back to the off position any time the ignition is on.

In the event that you lose your keychain transmitter, or if the transmitter fails to disarm the system, the valet switch can be used to disarm the alarm. Open the vehicle's door (the alarm will sound). Turn the ignition key on, and move the valet switch to the on position. The alarm will disarm, and the vehicle can now be started.

NOTE : Always remember to move the valet switch back to the off position. This will ensure that the vehicle remains protected at all times.

ELIMINATING THE NORMAL ARM / DISARM CHIRPS

As explained earlier in the manual, you can eliminate the chirps selectively any time you arm or disarm the system simply by holding the ARM / DISARM button for two seconds. If you find the normal arming and disarming chirps annoying, they can be turned off permanently, eliminating the need to hold the ARM / DISARM button for two seconds. To do this,

1. Start with the valet switch in the off position, then turn the ignition key on then off.
2. Within 10 seconds, move the valet switch to on then off three times.
3. If the chirps were on before you started, then you will hear 2 chirps indicating they have been turned off.

If the chirps were off before you started, then you will hear one chirp indicating they have been turned on.

NOTE: If the siren/horn chirps two times, regardless of the valet switch operation as described above, then the horn and siren chirps have been turned off via programming features 7 & 8. Contact your installation center or Audiovox technical department for information on how to reinstate the chirp feature through programming.

NOTE : Whenever the chirps are by-passed, the 4 chirp intrusion indicator and 3 chirp defective zone indicator will always operate. Since these are important warnings to you that something has happened, they cannot be eliminated.

REMOTE PANIC OPERATION

The ARM / DISARM button on your keychain transmitter also functions as a panic switch for use in emergency situations. To use remote panic,

1. Press and hold the ARM / DISARM button on the keychain transmitter for 3 or more seconds. The alarm will immediately sound.
2. To stop the alarm, press and hold the ARM / DISARM button on the transmitter again for 3 seconds. If the button is not pressed, the alarm will automatically stop after 30 seconds.

NOTE : All normal transmitter functions operate in the panic mode.

ADDITIONAL REMOTE FUNCTION (CHANNEL 2)

This security system has an additional feature that can be connected to a number of different optional accessories. Some of the more common uses for this channel are;

- Remote Trunk Release
- Remote Car Starter
- Remote Window Closure
- Remote Garage Door Interface

To activate the optional accessory, press and hold Button 2 on the keychain transmitter for 4 seconds.

**PRO-9344
SYSTEM FUNCTIONS AT A GLANCE**

DASH L.E.D. INDICATORS

RAPID FLASHING	=	PASSIVE ARMING
SLOW FLASHING	=	ARMED
OFF	=	DISARMED
ON SOLID	=	VALET MODE
3 FLASH...PAUSE	=	INTRUSION ZONE 3
2 FLASH...PAUSE	=	INTRUSION ZONE 2
1 FLASH...PAUSE	=	INTRUSION ZONE 1

SIREN CHIRP INDICATORS

1 CHIRP*	=	ARM
2 CHIRPS*	=	DISARM
3 CHIRPS	=	ARM/DOOR OPENED
4 CHIRPS	=	DISARM/INTRUSION

* These chirps are optional, and can be de - activated.

PARKING LAMPS

1 FLASH	=	ARM
2 FLASHES	=	DISARM
3 FLASHES	=	DISARM/INTRUSION

Your System Has These Features Activated

- Single Stage Shock Sensor
- Dual Stage Shock Sensor
- Remote Keyless Entry
- Remote Interior Illumination
- Auto Lock with ignition key
- Auto Unlock with ignition key
- Passive Arming
- No Lock in passive mode
- Hardwire doors, hood, and trunk

FEDERAL COMMUNICATIONS COMMISSION (F.C.C.) STATEMENT

This device complies with Part 15 of the 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 undesired operation.

This equipment has been tested and found to comply with the limits of a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and , if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation, if this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

1. Reorient / Relocate the receiving antenna.
2. Increase the separation between the equipment and receiver.
3. Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
4. Consult the dealer or an experienced radio/ TV technician for help.

NOTE: 1 The use of a non-shielded interface cable with this equipment is prohibited.

CAUTION: Changes or modifications not expressly approved by the manufacturer responsible for compliance could void the user's authority to operate the equipment.



SELECTABLE FEATURES

Note : When both Passive Arming and Voltage Sensing are selected, you must hardwire the driver's door pin switch in order to begin the passive arming sequence.

RF Programmable Features :

<u>Feature Selection</u>	<u>1 Chirp</u>	<u>2 Chirps</u>	<u>Default</u>
<u>First</u>	1 Second Door Locks	3.5 Second Door Locks	* Second
<u>Second</u>	Auto Lock On	Auto Lock Off	Auto Lock Off
<u>Third</u>	Auto Unlock On	Auto Unlock Off	Auto Unlock Off
<u>Fourth</u>	Passive Door Locks	Active Door Locks	Active Locks
<u>Fifth</u>	Passive Arm	Active Arm	Passive Arm
<u>Sixth</u>	Voltage Sense On	Hardwire	Hardwire On
<u>Seventh</u>	Horn Chirps On	Horn chirps Off	Horn Chirps On
<u>Eighth</u>	Siren Chirps On	Siren Chirps Off	Siren Chirps On

To program these selectable features;

	<u>Action</u>	<u>System Response</u>	<u>LED Response</u>
	Turn ignition on Flip valet switch on then off 3 times Within 3 seconds, turn ignition Off	No response 1 Chirp - LED 1 flash Short chirp, then long chirp	
<u>First</u>	Within 3 seconds, turn ignition On Press transmitter button 1 to change or	1 chirp = 1 second door locks 2 chirps = 3.5 second door locks	1 Flash Pause...
<u>Second</u>	Flip valet switch on then off Press transmitter button 1 to change or	2 chirps = auto locks off 1 chirp = auto locks on	2 Flash Pause...
<u>Third</u>	Flip valet switch on then off Press transmitter button 1 to change or	2 chirps = auto unlock off 1 chirp = auto unlock on	3 Flash Pause...
<u>Fourth</u>	Flip valet switch on then off Press transmitter button 1 to change or	1 chirp = passive locks 2 chirps = active locks	4 Flash Pause...
<u>Fifth</u>	Flip valet switch on then off Press transmitter button 1 to change or	1 chirp = Passive Arm 2 chirps = Active Arm	5 Flash Pause...
<u>Sixth</u>	Flip valet switch on then off Press transmitter button 1 to change or	1 chirp = Voltage sense on 2 chirps = Hardwire	Six Flash Pause...
<u>Seventh</u>	Flip valet switch on then off Press transmitter button 1 to change or	1 chirp = Horn chirps on 2 chirps = Horn chirps off	Seven Flash Pause...
<u>Eighth</u>	Flip Valet Switch on then off Press transmitter button 1 to change or	1 chirp = Siren chirps on 2 chirps = Siren chirps off	Eight Flash Pause...
	Flip valet switch on then off or	Exit program mode	
	Turn ignition key off	Exit program mode	

Note : Once you enter the feature programming mode, do not allow more than 15 seconds to pass between steps, or the programming will be terminated.

INSTALLATION OF MAJOR COMPONENTS

Control Module :

Select a mounting location inside the passenger compartment (up behind the dash), and secure using the two screws provided. The control module can also be secured in place using cable ties.

Do not mount the control module in the engine compartment, as it is not waterproof. You should also avoid mounting the unit directly onto factory installed electronic components. These components may cause RF interference, which can result in poor transmitter range or intermittent operation.

Siren :

Select a mounting location in the engine compartment that is well protected from access below the vehicle. Avoid areas near high heat components or moving parts within the engine compartment. To prevent water retention, the flared end of the siren must be pointed downward when mounted.

Mount the siren to the selected location using the screws and bracket provided.

Hood or Trunk Pin Switch :

A pin switch is included for use in protecting the hood or trunk (or hatchback) of the vehicle. The switch must always be mounted to a grounded, metal surface of the vehicle. It is important to select a location where water cannot flow or collect, and to avoid all drip gutters on hood and trunk fender walls. Choose locations that are protected by rubber gaskets when the hood or trunk lid is closed.

The pin switch can be mounted using the bracket provided, or direct mounted by drilling a ¼ " diameter mounting hole. Keep in mind that when properly mounted, the plunger of the pin switch should depress at least ¼ " when the hood or trunk lid is closed.

Dash Mounted L.E.D. :

A small red L.E.D. is included that will serve as a visual indicator of the alarm status. It should be installed in the dash, located where it can be easily seen from outside the vehicle, yet not be distracting to the driver.

Once a location has been selected, check behind the panel for wire routing access, and to confirm the drill will not damage any existing components as it passes through the panel.

Drill a ¼ " diameter hole, and pass the red and blue wires from the L.E.D. through the hole, from the front of the panel. Firmly press the body of the L.E.D. into the hole until fully seated.

Valet Switch :

Select a mounting location for the switch that is easily accessible to the driver of the vehicle. The switch does not have to be concealed, however, concealing the switch is always recommended, as this provides an even higher level of security to the vehicle.

The valet switch can be mounted to the lower side of the dash by drilling a ¼ " diameter hole in the selected location.

Be sure to check behind the dash for adequate clearance for the body of the switch, and to confirm that the drill will not damage any existing components as it passes through the dash. You should also make certain that the back of the switch is accessible for wiring later in the installation.

Shock Sensor :

Select a solid mounting surface for the shock sensor on the "firewall" inside the passenger compartment, and mount the sensor using the two screws provided. The shock sensor can also be secured to any fixed brace behind the dash using tie straps.

Whichever mounting method is selected, make certain that the sensitivity adjustment is accessible for use later in the installation.

WIRING THE SYSTEM

Large 14 Pin Edge Connector :

Red Fused Wire : + 12 VDC CONSTANT BATTERY SOURCE

This wire controls the sensitivity of the voltage sensing circuit, which detects the turning on of an interior light when a door is opened. It will also detect the switching on of parking or headlamps, and in many cases will trigger the alarm when a thermostatically controlled electronic radiator cooling fan switches on. When installing this system into vehicles with electronic "after fans", it is recommended you disable the voltage sense circuit.

In voltage sensing applications, the closer to the battery that the red wire is connected, the less sensitive the voltage sense circuitry will be. Moving this connection point to the fuse panel will increase the sensitivity, and connecting to the courtesy lamp fuse in the vehicle will provide maximum sensitivity of the voltage sense circuit.

When hardwiring the control module to pin switches at all entry points, the voltage sense circuit must be disabled. Move dip switch # 2 to the off position, then connect the red wire to a + 12 VDC constant battery source.

White Wire : + 12 VDC PULSED PARKING LIGHT OUTPUT (15 AMP MAX)

This wire is provided to flash the vehicle's parking lights. Connect the white wire to the positive side of one of the vehicle's parking lights.

White w/ Black Trace Wire : POSITIVE OUTPUT TO SIREN

Route this wire through a rubber grommet in the firewall, and to the siren location.

Connect the white / black wire to the positive wire of the siren. Secure the black ground wire of the siren to chassis ground.

Black w/White Trace Wire: LOW CURRENT NEGATIVE HORN OUTPUT (300mA MAX CURRENT)

The Black w/White trace wire provides a 300mA pulsed output to beep the vehicle's horn. This low current pulsed output should only be connected to the low current switched ground output from the vehicle's horn switch.

If the vehicle switches high current ground or + 12 volts to the horn, a relay must be used to operate the vehicle horn. Connect the Black w/White trace wire to terminal #86 of a VF45F11 P&B or equivalent 30 A automotive relay. Connect terminal #85 to a fused + 12 volt source. Connect the remaining relay contacts, 87, 87a, and 30 to perform the switching function the vehicle's horn circuit requires.

Purple Wire : + DOOR TRIGGER

If the vehicle's door courtesy light switches have a + 12 volt output when the door is opened (most Fords and some Imports), you must connect this wire to the positive output from one of the door switches. In most cases, the purple wire will only need to be connected to one door switch, no matter how many doors the vehicle has.

WARNING : Do not use the purple wire if the vehicle has ground output type door switches. (see Brown Wire).

Yellow Wire : + 12 VDC IGNITION SOURCE

Connect this wire to a source that is live when the key is in the on and crank positions. Be sure that this source is off when the key is in the off position.

Dark Green w/ White Trace Wire : ENTRY ILLUMINATION (300 mA MAX.)

The dark green w/ white trace wire provides a 20 second ground signal whenever the system is disarmed, and pulses ground whenever the system is triggered.

It should be used to provide the (optional) entry lighting, and to flash the vehicle's dome light while the alarm is sounding. This is a transistorized, low current output, and should only be used to drive an external relay coil.

Connect the dark green with white trace wire to terminal 86 of the AS - 9256 relay (or equivalent 30 A automotive relay), and wire the remaining relay contacts according to the polarity of the dome light circuit in the vehicle.

NOTE : When wiring this feature in vehicles with factory equipped delay lighting circuits, it is best to connect to the output of the timer which feeds the dome light, rather than at the door switch. This will ensure that the dome light pulses when the alarm is triggered.

Dark Blue Wire : DELAYED 300 mA PULSED OUTPUT / CHANNEL 2

The dark blue wire pulses to ground via an independent RF channel from the keychain transmitter. This is a transistorized, low current output, and should only be used to drive an external relay coil.

WARNING: Connecting the dark blue wire to the high current switched output of trunk release circuits, some remote start trigger inputs, will damage the control module.

Connect the dark blue wire to terminal 86 of the AS - 9256 relay (or equivalent 30 A automotive relay), and wire the remaining relay contacts to perform the selected function of channel 2.

Black Wire : CHASSIS GROUND

Connect this wire to a solid, metal part of the vehicle's chassis. Do not confuse this wire with the thin black antenna wire that exits the control module independently.

Orange Wire : 300 mA GROUND OUTPUT WHEN ARMED - N. C. STARTER DISABLE

This wire is provided to control the starter cut relay. Connect the orange wire to terminal 85 of the relay. Connect relay terminal 85 to an ignition wire in the vehicle that is live when the key is in the on and crank positions, and off when the key is in the off position. (This is where the yellow wire from the alarm should be connected),

Cut the low current starter solenoid wire in the vehicle, and connect one side of the cut wire to relay terminal 87A. Connect the other side of the cut wire to relay terminal 30.

Note : This is a normally closed starter cut arrangement, and when power is removed from the security system, the starter disable feature will not operate, allowing the vehicle to start. Audiovox does not recommend using the Orange wire to interrupt anything but the starting circuit of the vehicle.

Brown Wire : - DOOR TRIGGER

If the vehicle's courtesy light switches have a (-) ground output when the door is opened (GM and most Imports), you must connect this wire to the negative output from one of the door switches.

WARNING : Do not use the brown wire if the vehicle has + 12 volt output type door switches. (see Purple Wire).

Light Green Wire : (-) INSTANT TRIGGER ZONE 1

This is an instant on ground trigger wire. This wire (zone) should be reserved for connection to optional ground output trigger devices such as motion and / or shock impact sensors.

Dark Green Wire : (-) INSTANT TRIGGER ZONE 2

This is an instant on ground trigger wire. It must be connected to the previously installed hood and trunk pin switches.

2 Pin Blue Connector : VALET SWITCH

Route the grey and black wires in the 2 pin connector from the valet switch to the control module, and plug it into the mating blue connector on the side of the module.

2 Pin White Connector : DASH MOUNTED L.E.D.

Route the red and blue wires in the 2 pin white connector from the L.E.D. to the control module, and plug it into the mating white connector on the side of the module.

4 Pin White Connector : SHOCK SENSOR

Route the red, black, blue, and green wires in the 4 pin white connector from the shock sensor to the control module, and plug one end into the shock sensor, and the other end into the mating white connector on the side of the module.

Red & Green 2 Pin White Connector : DOOR LOCK OUTPUTS

These wires will provide either a pulsed ground output to the factory door lock control relay, or a pulsed + 12 volt output to the factory door lock control relay. In either case, the maximum current draw through these outputs must not exceed 300 mA.

3 Wire Ground Switched Door Locks

In this application, the **red wire** provides a ground pulse during arming, or the **pulsed ground lock** output. Connect the red wire to the wire that provides a low current ground signal from the factory door lock switch to the factory door lock control relay.

The **green wire** provides a ground pulse during disarming, or the **pulsed ground unlock** output. Connect the green wire to the wire that provides a low current ground signal from the factory door unlock switch to the factory door lock control relay.

3 Wire Positive Switched Door Locks

In this application, the **red wire** provides a positive pulse during disarming, or the **pulsed + 12 volt unlock** output. Connect the red wire to the wire that provides a low current positive signal from the factory door unlock switch to the factory door lock control relay.

The **green wire** provides a positive pulse during arming, or the **pulsed + 12 volt lock** output. Connect the green wire to the wire that provides a low current positive signal from the factory door lock switch to the factory door lock control relay.

4 Wire Polarity Reversal and

5 Wire Alternating 12 Volt Door Lock Control Circuits

In these applications, the AS 9159 Door Lock Interface (or equivalent 30 A automotive relays) must be used. Refer to the AUDIOVOX Door Lock Wiring Supplement for proper connection to these types of circuits.

COMPLETING THE INSTALLATION

Antenna Wire : Be sure to extend the thin black antenna wire to it's full length, and cable tie into place where it cannot be damaged. Avoid wrapping this wire around major, high current wire looms.

Adjusting the Shock Sensor : The sensitivity of the pre - detect circuit is automatically set 30% less sensitive than the full trigger circuit.

Using a small screwdriver, gently turn the adjustment screw fully counterclockwise. (DO NOT over turn this screw. Maximum rotation for this adjustment is 270°). Close the hood and trunk lids, and arm the alarm. Wait 6 seconds for the accessories trigger zone to stabilize, then firmly strike the rear bumper with the side of a closed fist considering the amount of force required to break a window.

CAUTION : Never perform this test on the vehicle's glass, as you may break the window. Turn the adjustment screw clockwise (increasing sensitivity) about ¼ turn and re - test. Repeat this procedure until the alarm sounds. Ultimately, one firm strike to the rear bumper will cause the alarm to emit pre - detect warning tones.

WARNING ! Setting the sensitivity too high can cause false alarms due to noise vibrations from passing trucks and heavy equipment. To decrease sensitivity, turn the adjustment screw counter clockwise.

Wire Dressing : Always wrap the alarm wires in convoluted tubing, or with a spiral wrap of electrical tape. Secure these looms along the routing using cable ties. This will ensure that the alarm wires are not damaged by falling onto hot or sharp moving surfaces in the vehicle.

Operation : Take a few moments to check off the appropriate option boxes in the owner's manual, and to fully explain the operation of the system to your customer.