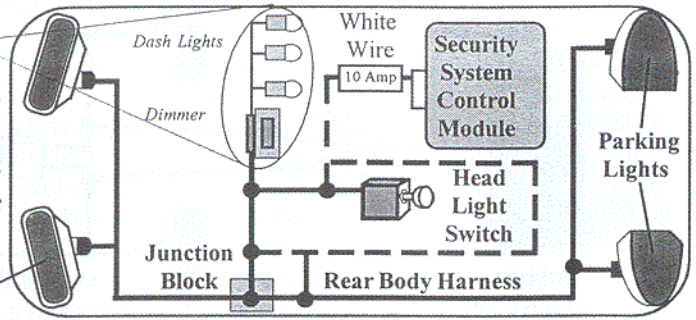
Connection Hints for either Single or Double Circuit Systems.

3 Suggested Parking Light Connections: Do not connect to the dimmer circuit! Damage to the control unit or vehicle can occur!

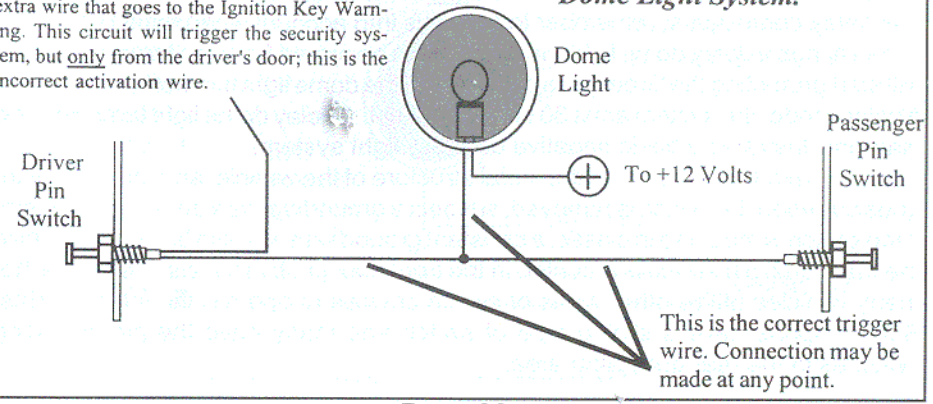


Red/White Wire - (+ or - Flashing Light Input): This wire supplies + 12 Volt or - Ground to the White wires for when the system flashes the parking lights. **This wire is pre-connected to +12 Volts in the main wiring harness- if connection to - Ground is needed, cut and connect as needed.**
CONNECTION: Connect to + 12 Volt or - Ground as needed; this is determined when testing the vehicle's parking light wire.

Green Wire - (- Ground Door Trigger Input): The Green wire's function is an open door input to the control module for vehicles having - *Ground switching* door pin switches. This circuit has effects on many security system operations, the primary being the activation of the system (sounding the siren and flashing the parking lights) if it is in an armed state. If the Last Door Arming features is utilized, closing the door will cause the Last Door Arming sequence will begin, and which will be suspended if a door is reopened.

Typical - Ground Type Dome Light System.

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.



Opening a door during Automatic Rearming will also suspend that feature. If the system has been programmed to lock and unlock the doors with the ignition switch being turned "on" and "off", an open door will cancel the automatic locking or unlocking.

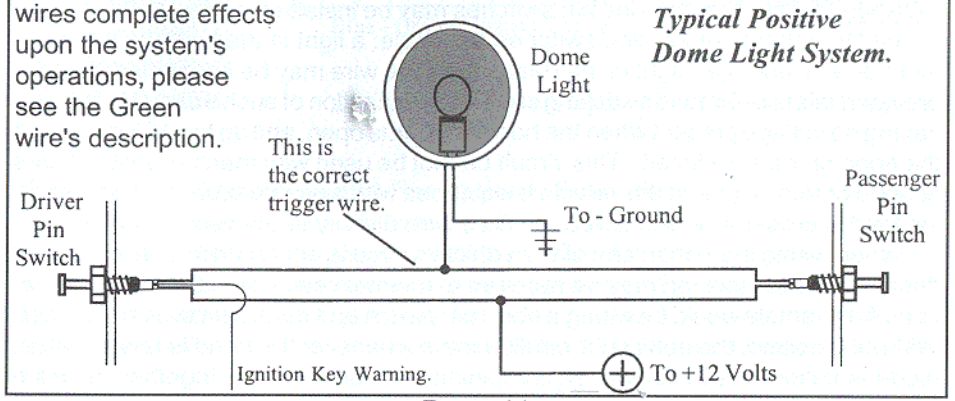
CONNECTION: Connect the Green wire to a wire in the vehicle which is common to all the door pin switches. The correct wire in this type of dome light/door jamb pin switch system typically has no voltage present and will also show - Ground when the doors are opened, and also up to +12 Volts when the doors 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 the wire. If the car has a delay dome light the system can be armed from the transmitter, and will start protecting the Green wire circuit when the dome light turns off. In Last Door Arming mode, the system arms 30 seconds after the delay dome light turns off. The diagram illustrates a basic negative courtesy light system.

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. If the switch is mounted in plastic, a constant ground wire will also be present. 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.

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.

Violet Wire - (+12 Volts Door Trigger Input): The Violet wire's functions are 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 *+12 Volts* door pin switches. For a description of the Violet wires complete effects upon the system's operations, please see the Green wire's description.

Typical Positive Dome Light System.

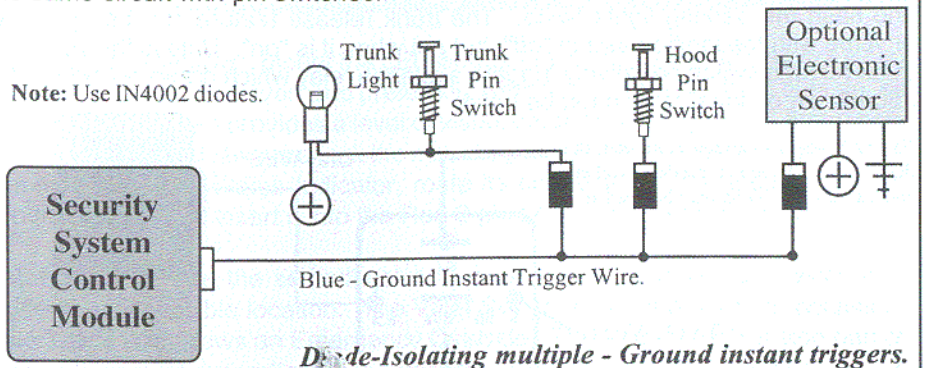


CONNECTION: Connect the Violet wire to a wire in the vehicle which is common to all the door pin switches. The correct wire for this type of dome light/door jamb pin switch system will have +12 Volts present when the doors are opened, and - Ground when the doors are closed. The correct wire will show this change when any of the doors are opened.

Blue Wire - (- Ground Instant Trigger Input): The Blue wire is a - Ground instant trigger used to detect entry into the hood or trunk area of a vehicle. If the security system is armed, grounding the Blue will activate it.
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- 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 circuit 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 illuminate whenever the hood is raised. Also, diode-isolation is necessary when combining electronic sensors together, or, in the

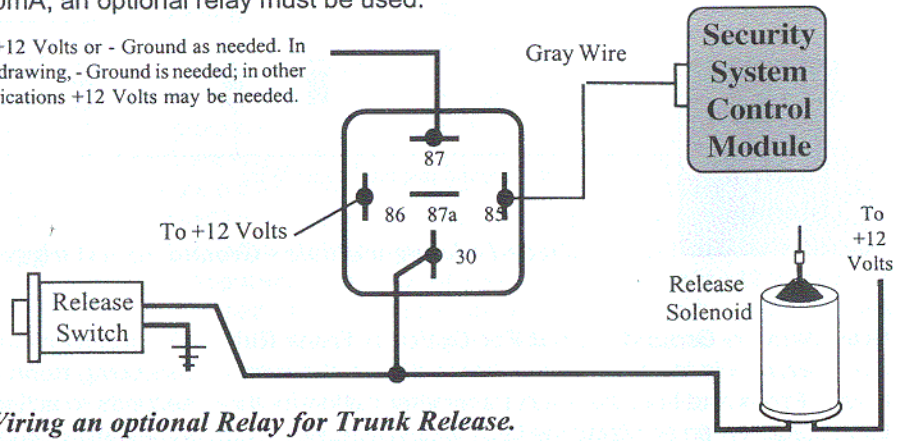
the same circuit with pin switches:



Diode-Isolating multiple - Ground instant triggers.

Gray Wire - (- Ground Output For Optional Trunk Release): The function of the Gray wire is to provide an optional output, the primary use being trunk release. Press and hold the small transmitter button for three seconds to activate this output. When activated the Gray wire will provide a 250mA Negative Ground pulse for 1 second; or, stay grounded for as long as the Transmitter Small Button is depressed, for up to 15 seconds. Operating this output can also disarm the system.

Also, if selected, the security system will automatically disarm, unlock the doors and flash the parking lights twice. The trunk release feature can be operated anytime with the ignition switch "off", but not when it is "on". Unless the vehicle's trunk release switch negatively triggers a release relay which draws no more than 250mA, an optional relay must be used.



Wiring an optional Relay for Trunk Release.

CONNECTION: An optional relay is required. Connect the Gray wire to relay pin 85, and connect +12 Volts to relay pin 86. Connect pins 87, 87a & 30 as indicated in the diagram.

Prewired Plug-in Features

LED Status Indicator: Mount the LED Status Indicator 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. A 17/64" (6.5mm) hole must be drilled, and always check the mounting location for adequate depth. After mounting the LED Status Indicator, route its connector to the security system control module and insert it into the Red 2-pin port on the control module.

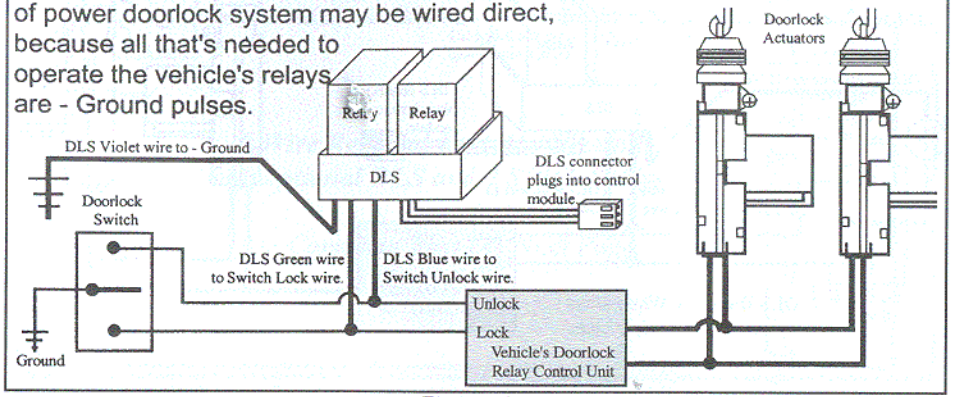
Valet Switch: Use the self-adhesive to mount the Valet/Override Switch in a hidden but accessible location. The Valet Switch allows the operator access to Valet Mode and allows an Emergency Override. The Valet Switch is also part of the programming operations for encoding transmitters and changing the 18 Programmable Features. After mounting the Valet/Override Switch, route the Blue connector to the security system control module and insert it into the Blue port on the control module.

Auxiliary Port For Optional Sensor: This security system features a plug-in port for an optional sensor device. This port supplies +12 Volts, - Ground output, a - Ground instant trigger input, and a - Ground prewarn trigger input. Most Omega Research and Development, Inc. sensors will plug directly into the control module.

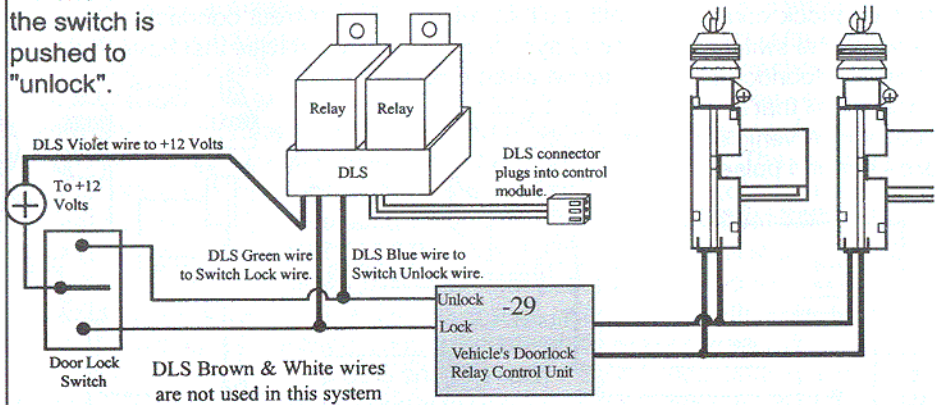
Omega sensors are available which detect shock to the vehicle and radar sensors that can detect motion inside and outside the vehicle. When adding an optional sensor, follow the installation instructions included with the sensor. After installing, route the harness and connector from the sensor to the system control module. Plug the sensor's connector into the module's White 4-pin port marked "Aux.".

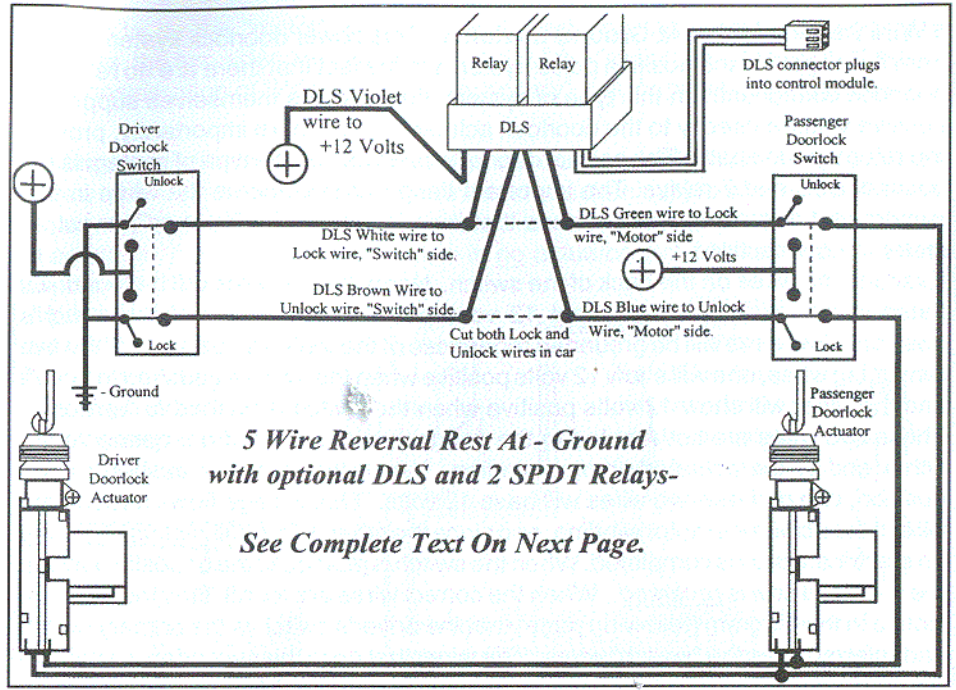
Plug-In Power Doorlock Interface Port: This security system features a plug-in port for an optional doorlock interface. The 3 pin port on the alarm control module produces a - Ground pulse for lock, a +12 Volts pin *for the optional relay coils only*, and a - Ground pulse for unlocking the doors. The doorlock connections needed will depend upon the type of power doorlocks the vehicle has. The vehicle must have existing power doorlocks. If not present, power doorlocks may be added to the vehicle by utilizing one of several Omega power doorlock kits. The vast majority of power doorlocks are found as three system types: 3 wire - Ground pulse, 3 wire +12 Volts pulse and 5 wire reversal. The best way to identify a doorlock system is to examine the doorlock switch's wiring. The following pages will show schematic diagrams of how to connect an optional DLS (also requires two relays) to these power doorlock systems. 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 - Ground 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 Volts, 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. In most cases, vehicles that have this type of power doorlock system may be wired direct, because all that's needed to operate the vehicle's relays are - Ground pulses.



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





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 and 2 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.

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.