



Installation and Owner's Guide

YOUR WARRANTY

Here's how your warranty works:

Alert warrants to the original customer, and the original car a limited lifetime warranty. Within 12 months of purchase, Alert will repair or replace, our option, any defective system at no charge. After 12 months from date of purchase, Alert will, at our option, repair or replace the system for a \$30 shipping and handling fee.

Installation, labor, removal and reinstallation are not the responsibility of Alert. Registration must be completed and sent in within seven (7) days of purchase in order to validate the warranty. Alert makes no warranty against the theft of a vehicle or its contents. This warranty is not to be construed as an insurance policy against loss.

DISCLAIMER

Alerts disclaims the warranty of merchantability and fitness for any particular use. This disclaimer shall be effective as to all claims of any kind made by or through any wholesaler, retailer, consumer or any other person or entity. Some states do not permit the disclaimer of implied warranties in some sales. Hence, this disclaimer may not apply to you.

LIMITATION OF REMEDIES

Consumer's remedy is limited to repair or replacement of the unit, and in no event shall exceed the purchase price. Incidental, consequential an/or indirect damages are expressly disclaimed. NO person or entity is authorized to alter, amend or increase this limited warranty.



Thank you for purchasing
products by Alert.

To order additional transmitters or other
accessories, visit our
website at www.alertautomotive.com.

PROGRAMMING FUNCTIONS FOR YOUR WALLET OR GLOVE

ATTENTION:

We urge you to immediately place this card in your wallet.

ADDING ADDITIONAL REMOTES USING A WORKING REMOTE

Press and hold the brake, press and hold Button #1 on the working remote for approx. 5 seconds or until the parking lights flash (1) one time, release button #1 and press any button on the NEW remote, the parking lights will flash (3) three times, the new remote is now programmed.

Tach/Tachless Option

Press and hold the brake, with the brake held, press and hold button #2 on the remote for approx. six (6) seconds or until the parking lights flash two (2) times. Release button #2, press and release button #1, the parking lights will flash one (1) time. The unit is now programmed for tach mode. Press and release button #1 again, the parking lights will flash two (2) times. The unit is now programmed for tachless mode.

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Protected by one or more

of the following patents:

Patent #5,459,477 Patent #5,612,670

Patent #5,886,622 Patent #5,677,664

Patent #5,942,988 Patent #6,101,428

Patent #6,452,772

Other patents pending.

SYSTEM FEATURES

Two-Button Extended Range Remote Transmitter	Remotely start your vehicle to run the heater or air conditioning from an extended distance.
Remote Options	Works with your factory keyless remote transmitter or the transmitter included with this kit.
Parking Light Confirmation	Confirms that your vehicle has received a remote signal and will remain on if the engine is remotely started.
Code Learning	Allows your remote starter to learn new remotes, should you want to add remotes, or if remotes are lost.
Remote Programmable Run Time	Unit can be programmed by remote control for a run time of 5,10, or 15 minutes.
Pit Stop Mode	Allows you to exit the vehicle while the engine remains running.
Tach/Tachless Option	A programmable feature that lets you choose between the easy to install tachless operation or the wire-in, tach operation.
Limited Lifetime Warranty	Guarantees life-long protection.

SYSTEM COMPONENTS

Your system includes:	
1-Main Control Module with On-board Relay	1-Warranty
1-Two Button Remote Transmitter	1-Installation & Operation Guide
1-9-Pin Wire Harness	1-Bonus Installation Kit
1-Hood Pin Switch	•Installation CD Rom
1-Warning Sticker for Under the Hood	•Computer-friendly Test Light
6-Heavy Gauge Wires	•Electrical Tape
	•Wire Ties
	•Razor Knife

REQUIRED TOOLS

Unless your remote starter includes a Bonus Installation Kit you will need the following items: a sharp knife, electrical tape and a computer-friendly test light. A 5/16 inch drill bit may be needed to install the hood pin switch. If the bottom of your dash on the driver's side will come off, you must remove it. If this is the case a screwdriver or a wrench may be needed.

INSTALLATION CHECK LIST

INSTALLATION CHECK LIST

- Read the manual.
- Watch the video.
- Verify that you have all the parts listed in the manual.
- Obtain the correct wiring chart for your vehicle.
- **Identify air bag and SRS wires before starting your installation.**

Check to see if additional parts are needed. These items are identified in your manual and the wiring chart diagram for your vehicle.

OPERATING FUNCTIONS FOR YOUR WALLET OR GLOVE

ATTENTION:

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OPERATING INSTRUCTIONS

Start Press and release button #1 the vehicle will remote start. **Start (with factory keyless entry remote)** Press and release the lock button on the remote 3 times, the vehicle will remote start. **Stop** Press and release button #2 the vehicle's remote starter will shut down. **Stop (with factory keyless remote)** Press and release the lock button on the remote, the remote starter will shut down. **Pit Stop:** **Exiting the Vehicle with the Engine Running** Make sure the transmission is in park, press and release button #1 (start) before turning the ignition switch off. (The engine will remain running for the programmed run time). **Pit stop: (with factory keyless entry remote)** Press and release the lock button on the remote 3 times before turning the ignition switch off. (The engine will remain running for the program run time).

INSTALLATION CHECK LIST

Possible items to review:

- Anti-theft By-pass
- Transponder Key
- Relays
- Diodes
- Resistors

Check for optional parts to make your installation easier:

- T-harness

TECHNICAL ASSISTANCE

Should you need help. First check our website at www.alertautomotive.com or call our toll-free Tech Support Hotline at 800-878-8007.

BEFORE YOU BEGIN

If your vehicle has an anti-theft system, you will need an additional module, Part #791.

Congratulations, you have purchased one of the most advanced remote starter systems ever made. Your new remote starter is a technological breakthrough utilizing the most advanced, state of the art technology and components. The dependability and variety of features make eAlert the leader in the industry. Enjoy your new remote starter for years to come!

This remote system is designed to start your vehicle by sending a command signal from the remote transmitter. It is important that your installation be done in a well-ventilated area. **It is the responsibility of the owner to ensure that the remote system is not used to start the vehicle in an undesired location.**

It is recommended that a carbon monoxide detector be installed in the living area near a location where the vehicle may be garaged.

Since there are many different makes and models of vehicles, visit our website, www.alertautomotive.com.

Read this manual thoroughly and view the video before starting the installation.

TACH/TACHLESS OPERATION

In most cases the decision to go with tachless mode will save time during the installation. If your vehicle is hard-starting then you should use tach mode.

MAKE SURE YOU PLACE THE WARNING STICKER UNDER YOUR HOOD.

PRECAUTIONS

This system is designed for use with vehicles equipped with fuel-injected, gasoline engines and automatic transmissions only.

SAFETY FIRST!

Never start your vehicle if it is indoors. A periodic safety check is recommended to ensure that your system is in proper working order.

FCC ID: J3STXJS1194

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.

PRECAUTIONS

DO NOT USE mechanical wiring connections such as a crimp or snap-together taps except on wires that are pre-installed from the factory. For wires that do not have the snap connectors pre-installed from the factory, wires must be connected using the illustrations under the Making Connections section of this manual. Failure to properly connect the wires can result in damage to your system or your vehicle.

DO NOT disconnect the battery if the vehicle has an anti-theft-coded radio or is equipped with an airbag. Doing so may cause a warning light to be displayed and may require a trip to the dealer to be corrected.

DO NOT leave the interior or exterior lights on for an extended period of time as it may cause battery drain. Remove the dome light fuse from the fuse box. **NOTE:** Starter systems do not work well with a partially discharged battery.

DO NOT mount the control module until all connections have been made and tested.

PLEASE USE CAUTION: DO NOT CUT, PROBE OR DISCONNECT THE VEHICLE'S AIRBAG WIRES. THESE WIRES WILL ALMOST ALWAYS BE INSIDE A BRIGHT YELLOW TUBE LOCATED NEAR THE STEERING COLUMN HARNESS.

WARNING! On vehicles with air bags or supplemental restraint systems (SRS) you may notice a bright YELLOW or RED tube with small wires in it marked SRS underneath the steering column near the key cylinder. **DO NOT** tamper or unplug these for any reason to prevent costly damages to your vehicle or personal injury. Tampering may cause unintended deployment of the air bags.

If your vehicle is equipped with air bags or a supplemental restraint systems (SRS) and you **CAN NOT** identify the air bag wires, **STOP THE INSTALLATION IMMEDIATELY** and have a professional identify the air bag wires before continuing the installation.

WARNING! GENERAL MOTORS

REAR WHEEL DRIVE VEHICLES AND DODGE DAKOTAS

All General Motors rear wheel drive vehicles and Dodge Dakotas built prior to 1996 do not have an electrical Neutral Safety switch. They have a mechanical neutral safety switch. The mechanical neutral safety switch operates as follows.

- The key will only turn to start position when the gear selector is in park or neutral.
- The key can only be removed from the ignition switch when the gear selector is in the park position.

You must use special precautions with this system.

USING YOUR TEST PROBE

To operate your test probe, connect the **BLACK** clip to a **good chassis ground**. Then connect the **RED** clip to a **good 12V (+) positive** source. If the test probe is connected correctly, both the **GREEN** and the **RED** lights will be dimly illuminated. If a **(+) positive** source is probed, the **RED** light will glow bright and the **GREEN** light will go out. If a **(-) negative** source is probed, the **GREEN** light will glow bright and the **RED** light will go out.

MAKING CONNECTIONS

- Strip back two inches of insulation on the wire from the remote starter.

Two Inches of Bare Wire



VEHICLES WITH FACTORY ANTI-THEFT SYSTEMS

Manufacturer	Make/ Year	Anti-theft	
LINCOLN	CONTINENTAL 97+	TRANSPONDER	
	LS 2000+	TRANSPONDER	
MERCEDES MERCURY	MARK V3 97+	TRANSPONDER	
	NAVIGATOR 97+	TRANSPONDER	
	TOWN CAR 97+	TRANSPONDER	
	ALL 97+	TRANSPONDER	
	COUGAR 99+	TRANSPONDER	
	MOUNTAINEER 98+	TRANSPONDER	
		(Some)	TRANSPONDER
	MYSTIQUE 97+	TRANSPONDER	
		(Some)	TRANSPONDER
		TRANSPONDER	
NISSAN OLDSMOBILE	SABLE 96+	TRANSPONDER	
	MAXIMA 98+	TRANSPONDER	
	ACHIEVA 95+	PASSLOCK 1	
	ALERO 99+	PASSLOCK 2	
	AURORA 95+	VATS	
	BRAVADA 98+	PASSLOCK 2	
	CUTLASS 97+	PASSLOCK 2	
	NINETY-EIGHT	VATS	
	SILHOUETTE 99+	TRANSPONDER	
		VATS	
PONTIAC	BONNEVILLE 89+	VATS	
	FIREBIRD 88+	VATS	
	GRAND AM 96-98	PASSLOCK 1	
	GRAND AM 99+	PASSLOCK 2	
	GRAND PRIX 92-96	VATS	
	MONTANA 99+	TRANSPONDER	
	SUNFIRE 96-99	PASSLOCK 1	
	SUNFIRE 2000+	PASSLOCK 2	
	ALL 97+	TRANSPONDER	
	ALL 97+	TRANSPONDER	
PORSCHE SAAB SATURN	ALL 97+	PASSLOCK 2	
	2000+	TRANSPONDER	
TOYOTA	AVALON 98+	TRANSPONDER	
	CAMRY 98+	TRANSPONDER	
	LAND CRUISER 98+	TRANSPONDER	
	SOLARA 99+	TRANSPONDER	
	SUPRA 98+	TRANSPONDER	
VOLKSWAGEN	BEETLE 98+	TRANSPONDER	
	GOLF 98+	TRANSPONDER	
	PASSAT 98+	TRANSPONDER	
	ALL 98+	TRANSPONDER	
VOLVO			

VEHICLES WITH FACTORY ANTI-THEFT SYSTEMS

Manufacturer	Make/ Year	Anti-theft	
CHRYSLER	CONCORD 98+	TRANSPONDER (GREY KEY ONLY)	
	LHS 98+	TRANSPONDER (GREY KEY ONLY)	
	SEBRING CONV. 98+	TRANSPONDER (GREY KEY ONLY)	
DODGE	300M 99+	TRANSPONDER (GREY KEY ONLY)	
	INTREPID 98+	TRANSPONDER (GREY KEY ONLY)	
	NEON 2000+	TRANSPONDER (GREY KEY ONLY)	
FORD	CONTOUR 97+	TRANSPONDER (Some)	
	CROWN VICTORIA 98+	TRANSPONDER	
	EXCURSION 2000+	TRANSPONDER	
	EXPEDITION 97+	TRANSPONDER	
	EXPLORER 97+	TRANSPONDER	
	FOCUS 2000+	TRANSPONDER	
	MUSTANG 98+	TRANSPONDER	
	F150/250 98+	TRANSPONDER	
	RANGER 99+	TRANSPONDER	
	TAURUS 96+	TRANSPONDER	
	WINDSTAR 2000+	TRANSPONDER	
	GMC	DENALI 99+	PASSLOCK 2
		ENVOY 99+	PASSLOCK 2
S-15 JIMMY 98+		PASSLOCK 2	
SAFARI 98+		PASSLOCK 2	
SIERRA 98+		PASSLOCK 2	
SONOMA 98+		PASSLOCK 2	
SUBURBAN 98+		PASSLOCK 2	
YUKON 98+		PASSLOCK 2	
YUKON XL 2000+		PASSLOCK 2	
HONDA		ACCORD 98+	TRANSPONDER
	ODYSSEY 98+	TRANSPONDER	
	PRELUDE 98+	TRANSPONDER	
INFINITY	S2000	TRANSPONDER	
	I30 98+	TRANSPONDER	
	Q45 98+	TRANSPONDER	
JAGUAR	QX4 98+	TRANSPONDER	
	ALL 98+	TRANSPONDER	
JEEP	GRAND CHEROKEE 99+	TRANSPONDER (GREY KEY ONLY)	
	WRANGLER 99+	TRANSPONDER (GREY KEY ONLY)	
LEXUS	ALL 97+	TRANSPONDER	

MAKING CONNECTIONS

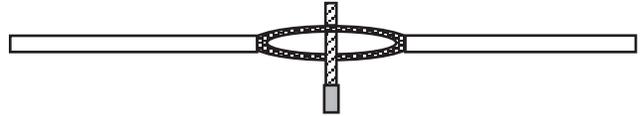
2. Strip back one inch of insulation on the wire you need to connect to.



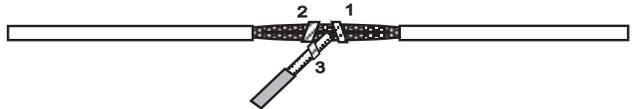
3. Separate the vehicle wire(s) as shown. Make the separation large enough to fit the other wire through.



4. Insert the wire(s) from the starter through the hole as shown. If two or more wires are inserted, wrap them in opposite directions.



5. Wrap the wire around one side then the other and finally around itself as shown.



6. Use electrical tape to wrap. Be sure to cover the wire about two inches on either side of the connection. First pull the wire that you have just connected along side the wire you connected to, tape and wire tie them together. Use this method for all connections.



CAUTION: All wires must be wrapped with tape and wire tied.

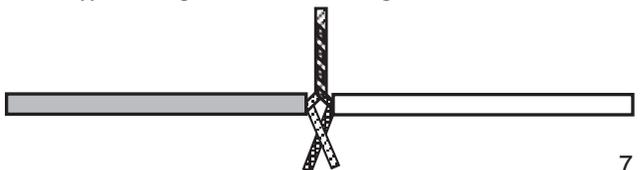
MAKING END TO END CONNECTIONS

Use this method **ONLY** when connecting two separate wires end to end.

1. When tying two separate wires together at their ends, strip back 1" of insulation on both wires and separate the strands of wire as shown below.

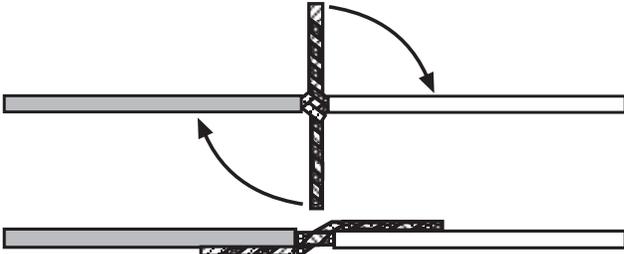


2. Twist upper wires together, twist lower wires together as shown.

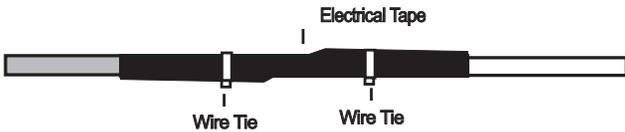


MAKING CONNECTIONS

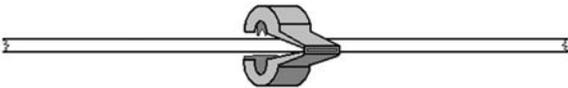
3. Lay upper twisted pair of wires over right wire as shown. Bring lower twisted pair of wires up to meet the left wire as shown.



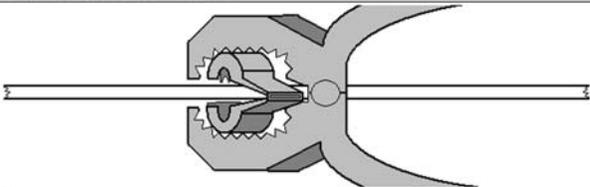
4. Use electrical tape to wrap, be sure to cover about 2 inches on either side of connection. Secure with wire ties as shown.



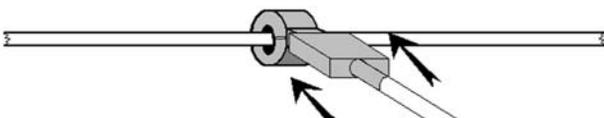
First, place the CRIMP-ON Terminal around the wire in the Vehicle.



With the CRIMP-ON Terminal in place, take a standard pair of Pliers and Crimp the Terminal into place on the wire.



After the CRIMP-ON Terminal is in place, plug the Male Spade Terminal that is attached to the wire harness from the main unit into the CRIMP-ON Terminal



VEHICLES WITH FACTORY ANTI-THEFT SYSTEMS

Manufacturer	Make/ Year	Anti-theft	
Acura	TL 99+	TRANSPONDER	
	CL 98+	TRANSPONDER	
	RL 99+	TRANSPONDER	
	INTEGRA 00 +	TRANSPONDER	
AUDI	NSX	TRANSPONDER	
	A4 00+	TRANSPONDER	
	A6 00+	TRANSPONDER	
BMW	A8 98+	TRANSPONDER	
	ALL 97+	TRANSPONDER	
BUICK	CENTURY 97+	VATS	
	LESABRE 90-96, 2000	VATS	
	PARK AVE 91-96	VATS	
	PARK AVE 97+	TRANSPONDER	
	REGAL 93-96	VATS (Some)	
	RIVIERA 93-99	VATS (Some)	
	ROADMASTER 93-96	VATS	
	SKYLARK 96-98	PASSLOCK 1	
	ALLANTE 91-93	VATS	
	BROUGHAM 90-96	VATS	
CADILLAC	CATERA 98+	TRANSPONDER	
	DEVILLE 92-96	VATS	
	DEVILLE 99+	TRANSPONDER	
	ELDORADO 89-98	VATS	
	ELDORADO 99+	VATS	
	ESCALADE 99+	PASSLOCK 2	
	FLEETWOOD 90-96	VATS	
	SEVILLE 90-98	VATS	
	SEVILLE 99+	TRANSPONDER	
	SLS/ STS 97+	TRANSPONDER	
	CHEVROLET	ASTRO 98+	PASSLOCK 2
		BLAZER 98+	PASSLOCK 2
		CAMARO 86+	VATS
CAVALIER 95-99		PASSLOCK 1	
CAVALIER 2000+		PASSLOCK 2	
CORVETTE 88+		VATS	
EXPRESS 98+		PASSLOCK 2	
IMPALA 2000+		PASSLOCK 2	
LUMINA 96+		VATS	
MALIBU 97+		PASSLOCK 2	
MONTE CARLO 96-99		VATS	
MONTE CARLO 2000+		PASSLOCK 2	
FULL-SIZE PU 98+		PASSLOCK 2	
S-10 98+		PASSLOCK 2	
SAVANNAH 98+		PASSLOCK 2	
SUBURBAN 98+	PASSLOCK 2		
TAHOE 98+	PASSLOCK 2		
VAN 98+	PASSLOCK 2		
VENTURE 99+	TRANSPONDER		

OPERATOR PROGRAMMING

RUNTIME CONFIRMATION:

With the vehicle not running press and release Button #2, the parking lights will flash (1) one time for each 5 minutes of programmed run time. Example: (2) two flashes = 10 minutes

TO SET THE RUNTIME:

Press and hold Button #2 on the remote control for approx. 10 seconds or until the parking lights begin to flash (one flash for each 5 minutes of runtime) and when Button #2 is released the new runtime is programmed. To check this programmed runtime for example, press and release Button #2 if the parking lights flash (3) three times, the unit is programmed to run for 15 minutes.

CLEARING THE UNIT'S MEMORY:

Press and hold the brake, with the brake held, cycle the key in the ignition switch from OFF to RUN, (5) five times within 4 seconds, the parking lights will flash (3) three times. Unplug the unit from ALL wires and harnesses, wait 30 seconds, plug the unit back into all harnesses, the unit's memory is now cleared, set back to factory settings and ready to learn a remote. You must follow the initialization procedure on page 13 to reprogram the transmitter.

HOW TO USE YOUR NEW REMOTE

Start

Press and release Button #1 the vehicle will remote start.

Stop

Press and release Button #2 the vehicle will shut down.

Pit Stop: Exiting the Vehicle with the Engine Running

Make sure the transmission is in park and the brake is not pressed then press and release Button #1 (start) before turning the ignition switch off. (The engine will remain running for 15 minutes or until the brake is pressed).

Start

Using the remote included in this kit: Press and release Button #1.
Using your factory keyless entry remote: Press the Lock button (3) times.
Using Aftermarket Alarm: Press the second channel button on your remote transmitter.

Stop

Using the remote included in this kit: Press Button #2.
Using your factory keyless entry remote: Press the Lock button (3) times again.
Using Aftermarket Alarm: Press and release the second channel button on your remote transmitter.

Pit Stop (Exiting the Vehicle with the Engine Running)

With your factory keyless remote:
If the vehicle is running with the ignition key, pressing the Lock button on the factory keyless will cause the parking lights to flash once (if connected). You can now turn off your ignition key, remove the key and exit the vehicle. The vehicle will remain running for 15 minutes.
NOTE: Some vehicle's factory keyless won't work if the engine is running. If your vehicle operates in this fashion, pit stop will not function.



LOCATING & MAKING CONNECTIONS

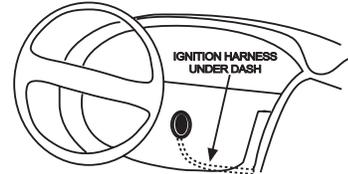
For wiring charts please visit our website, www.alertautomotive.com.

Most of the wires you will be using will be in a taped or nylon sleeve coming from the ignition switch. You must find and remove about six inches of this outer covering for testing and connecting.

CONSTANT POWER (RED) (+12V, key in any position including off) Make all connections as close to the ignition switch as possible.

These wire(s) are in your vehicle's main ignition harness, usually located in the steering column coming from the ignition switch. Probe each wire with your provided test probe. The correct wire(s) will show +12V and the RED light will glow bright on the test probe when the ignition switch is in these **5 positions (ACC-LOCK-OFF-RUN-CRANK)**.

1. If your vehicle has only (1) constant power wire, attach both heavy gauge **RED** wires to it.
2. If your vehicle has (2) constant power wires, attach one **RED** wire to each.



IGNITION WIRE(S) (WHITE) and (WHITE WITH RED STRIPE) (+12V in run, crank and sometimes accessory) Make all connections as close to the ignition switch as possible.

The ignition wire(s) are also located in the main harness coming from the ignition switch. Check your chart for probable colors and probe each wire with your provided test probe. The correct ignition wire(s) will show +12V and the RED light will glow bright when the ignition switch is in the **RUN, CRANK** and sometimes in the **ACCESSORY** (newer GMs) position. The correct wires will not show +12V when in the **OFF** or **ACCESSORY** position (other than some GMs).

1. If your vehicle has only one (1) ignition wire connect the heavy gauge **WHITE** wire to the Ignition #1 wire in the Ignition Switch Harness.
2. If your vehicle has (2) ignition wires, connect the **WHITE** wire as stated in **step 1**, to **Ignition #1**, then connect the heavy gauge **WHITE WITH RED STRIPE** wire to the **Ignition #2** wire in the Ignition Switch Harness.
3. If your vehicle has (3) Ignition wires connect the heavy gauge **WHITE** wire to the **Ignition #1** wire and **Ignition #3** wire in the Ignition Switch Harness. Make sure you connect the **WHITE WITH RED STRIPE** wire to the **Ignition #2** wire as stated in **Step 2**.

ACCESSORY WIRE(S) THAT POWER THE HEATER/BLOWER MOTOR (WHITE WITH BLACK STRIPE) (+12V in run or on positions). This wire is also in the main ignition switch harness. Make this connection as close to the ignition switch as possible.

Most vehicles will have one (1) accessory wire; however some Fords, newer GM vehicles and Chrysler 94 and up will have two (2) or more accessory wires. Check your wire color chart and then verify these wire(s). The correct wire(s) will show +12V and the RED light will glow bright when the ignition switch is in the **ACC** or **RUN** or positions, but never **OFF** or **CRANK**.

1. If your vehicle has only one (1) accessory wire connect the heavy gauge **WHITE WITH BLACK STRIPE** wire to this wire.
2. If your vehicle has two (2) accessory wires (some GMs and most Fords), connect the **WHITE WITH BLACK STRIPE** wire to both accessory wires. In some cases, if you did

LOCATING & MAKING CONNECTIONS

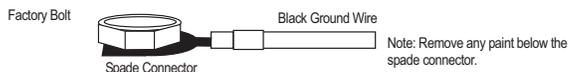
not use the Ignition #2 heavy gauge **WHITE WITH RED STRIPE** wire (if your vehicle does not have an Ignition #2 wire) you can take that **WHITE WITH RED STRIPE** wire and attach it to the Accessory #2 wire, this way you do not have to tie both the Accessory #1 wire and the Accessory #2 wires together on the **WHITE WITH BLACK STRIPE** wire from the main module.

STARTER/CRANK WIRE (YELLOW WITH BLACK STRIPE) (+12V in the start position only) Make all connections as close to the ignition switch as possible.

The starter/crank wire is also in the main harness. Check your chart for probable colors and verify the wire. The correct wire(s) will show +12V and the RED light will glow bright **only** in the **crank** position. This wire will not show +12V in any other position. Attach the **YELLOW WITH BLACK STRIPE** wire to it. **NOTE:** Some vehicles use two (2) starter/crank wires (mostly Nissans and Audis). In this case, connect both wires from the ignition switch harness to the **YELLOW WITH BLACK STRIPE** wires from the main module.

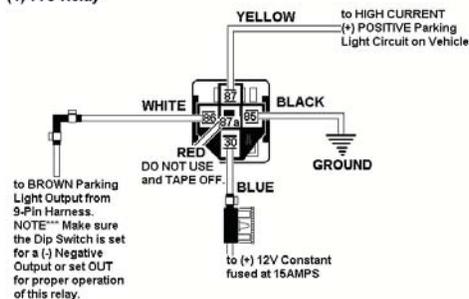
CHASSIS GROUND (BLACK)

Locate an easy to get to bolt or screw located under the driver's side of the dash and attach the **BLACK** ground wire from the 9-pin harness securely as pictured.

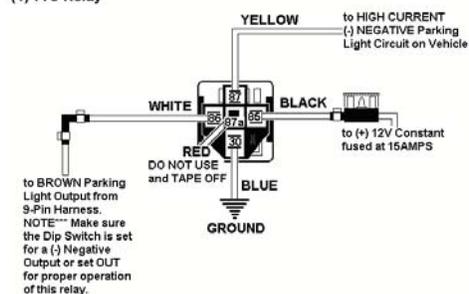


PARKING LIGHT OUTPUT (+/-) (BROWN) (Optional Part #775 may be required)

(+) Positive HIGH-CURRENT Parking Light Output using (1) 775 Relay



(-) Negative HIGH-CURRENT Parking Light Output using (1) 775 Relay



OPERATOR PROGRAMMING

ADDING ADDITIONAL REMOTES USING A WORKING REMOTE

Press and hold the brake, press and hold Button #1 on the working remote for approx. 5 seconds or until the parking lights flash (1) one time, release button #1 on this remote and press and any button on the NEW remote, the parking lights will flash (3) three times, the new remote is now programmed.

ADDING ADDITIONAL REMOTES WITHOUT A WORKING REMOTE

You must first follow the procedure for clearing the memory on page 16 then proceed with the initialization procedure on page 13.

Tach/Tachless Option

Press and Hold the BRAKE, with the brake held, press and hold button #2 until the parking lights flash (2) two times, release button #2 and press and release button #1 the parking lights will flash (1) once. The unit is now programmed for TACH mode. If you press and release button #1 again and the parking lights flash (2) two times, the unit is programmed for TACHLESS mode, release the brake and the parking lights will flash (3) three times.

Note: The factory default setting is TACHLESS mode.

Programming Tach Learn

Press and hold the brake, with the brake held, press and hold button #2 until the parking lights flash (2) two times, release button #2, then press and release buttons #1 and #2 at the same time and the parking lights will flash (2) two times, while still holding the brake, start the vehicle with the ignition key. With the vehicle running, press Buttons #1 and #2, the parking lights will flash (1) one time signifying the tach learn mode is entered. Release Buttons #1 and #2 and in approximately 5 seconds the parking lights will flash (3) three times, the tach signal is now learned. Turn off the ignition key and release the brake.

Note**** The unit must be programmed for TACH mode before the TACH LEARN function will program.

Programming to Start your Vehicle with your Factory Keyless Entry

Press and hold the brake, then press and hold Button #2 on the remote transmitter until the parking lights flash once (if hooked up) or for approximately six seconds or until the unit clicks or flashes one time. Then press Button #2 again, the parking lights will flash (1) time. If they flash twice, press Button #2 again until the parking lights flash once. The unit is now in the factory keyless mode. **NOTE: A relay is required for this feature if the lock wire on the vehicle is a (+) positive output.**

Programming for Aftermarket Alarm Starting

Press and hold the brake, press and hold Button #2 on the remote transmitter until the parking lights flash one time (if hooked up) or for approximately six seconds until the unit clicks or flashes one time. Then press Button #2 again, the parking lights will flash (1) time. If they flash twice, press Button #2 again until the parking lights flash once. The unit is now in the factory keyless mode. **NOTE: A relay is required for this feature if the lock wire on the vehicle is a (+) positive output.**

Auxiliary Input (For your factory keyless or aftermarket alarm)

When connecting this unit to a factory keyless entry system, you must locate the door lock wire that tests as a positive when you press the lock button on the factory remote. A relay Part #775 will be needed to convert the positive output from the door lock to a negative pulse for the BLUE wire on the 9-pin harness. If the wire is negative when you press the lock button on the factory remote, you can tie directly into the BLUE wire. This wire is usually located in the driver's kick panel, in the harness that is coming from the driver's door.

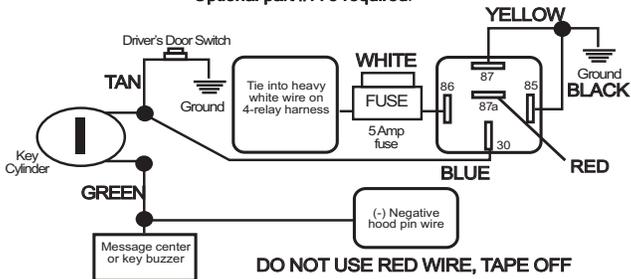
NEUTRAL SAFETY SWITCH

MECHANICAL NEUTRAL SAFETY SWITCH

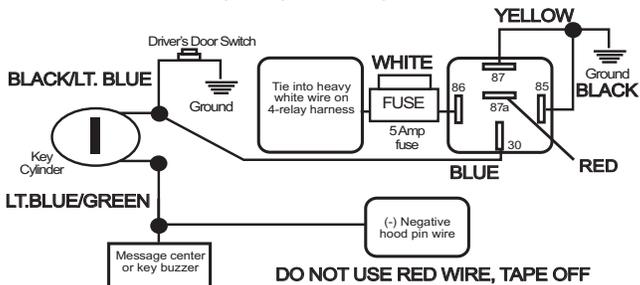
When installing a remote starter on GM vehicles or Dodge Dakotas built prior to 1996, you must:

Use the diagram below to create a circuit that will prevent the remote starter from starting the vehicle unless the key is removed from the ignition switch.

PRE-1996 GM REAR-WHEEL DRIVES WITH PURPLE CRANK WIRE Optional part #775 required.



PRE-1996 DODGE DAKOTAS Optional part #775 required.



LOCATING & MAKING CONNECTIONS

Caution: Please check the position of the switch before the wire connection is made. You may cause damage to the control module if the switch is in the incorrect position.

The switch is located between the 9-pin harness and the ignition #1 terminal. The switch towards the inside of the control module is the (+) **positive setting** and towards the outside of the control module is the (-) **negative setting**.

Probe your vehicles parking light wire. If the test light shows (+) **positive** or glows **RED** only when the parking lights are turned to the **on position**, the circuit is (+) **positive**. (Move the switch to the in position.)

If the test light shows a (-) **negative** or glows **GREEN** only when the parking lights are turned to the **on position**, the circuit is (-) **negative**. (Move the switch to the out position.)

The parking light output from the control module is rated at 10 amps max and is suitable for most vehicles. If there are additional lights and devices added to the vehicle's parking light circuit, check the power draw with a volt meter. A relay is required if the vehicle's parking lights draw more than 10 amps. (Part #775) See diagram.

(Parking Light Output continued)

If the circuit is (+) positive and pulls less than 10 amps, connect the **BROWN** wire from the 9-pin harness directly to the vehicle's parking light wire. If the circuit is negative, you must use a relay if not hooking to the BCM or the vehicle's computer. Part #775 is required for most negative parking light circuits.

Connect the **BROWN** wire from the 9-pin harness to the vehicles parking light circuit if you are not using a relay.

BRAKE INPUT (BLUE WITH BLACK STRIPE)

The brake wire is located on the switch near and above the brake pedal, if you cannot locate this wire at the brake switch, you will then need to locate a wire at the rear window brake light or at the brake light system in the rear of the vehicle. The correct wire will show +12V only when the brake is pressed. Connect the **BLUE WITH BLACK STRIPE** harness to this wire.

ANTENNA (YELLOW)

For best results, run the antenna (**YELLOW WITH BLACK TIP** in the 9-pin harness) as straight as possible. **Do not place the antenna next to any metal parts or the vehicle's main computer control.**

FACTORY ALARM SHUT DOWN WIRE (FASD) (-) (RED WITH BLACK STRIPE)

If your vehicle is equipped with a factory alarm system (as most vehicles with a factory keyless entry are) or, if your vehicle DOES NOT have a factory remote control that honks the horn when locking and unlocking the doors, or when you use the key in the driver's door, you DO NOT get a light on the dash that says "security" then mostly you will not need to use this wire. If your vehicle is so equipped, probe for a small gauge wire (usually found in the driver's side kick panel) that shows (-) ground when the door lock cylinder is turned to the unlock position using the key. This wire will usually show a (+) positive voltage before turning the key. **NOTE:** Some factory disarm wires remain neutral before you turn the key to unlock instead of +12v positive. Connect the **RED WITH BLACK STRIPE** wire from the 9-pin harness to this wire.

HOOD PIN SWITCH (BLACK WITH BLUE STRIPE)

This feature will keep the engine from starting, or shut off the engine when in remote start mode only. The hood pin switch has no control over the engine when started with the ignition key or under normal operation. Locate a good chassis ground, if at all possible do not install the pin switch in the rain gutter. Drill a 5/16 hole, insert the pin switch into the hole and tighten. Check for the hood adjustment, there is approximately 1/4" adjustment in the pin switch. Close the hood easy, making sure that the pin switch is not keeping the hood from closing all the way, if it does, cut off approximately 1/8" of the black plastic off of the top of the hoodpin switch and try closing the hood again. Check to make sure that the hoodpin switch remains neutral when the hood is closed and shows ground when the hood is open. Plug the **BLACK WITH BLUE STRIPE** wire from the 9-pin harness into the bottom of the hood pin switch.

LOCATING & MAKING CONNECTIONS

TACH INPUT (BLACK WITH WHITE STRIPE) (Optional)

By this time, you should have determined the way you want your vehicle to start (tach or tachless). Tachless uses voltage electronic signals and timing to work. Tach types use a signal directly from the ignition coil. If you have chosen the TACHLESS start option, simply proceed to the next step and skip the following instructions. Make sure you tape this wire up if not used. For TACH mode connect the **BLACK WITH WHITE STRIPE** wire from the 9-pin harness to the negative side of the coil or the tach wire at the coil pack under the hood. To find the coil pack follow the spark plug wires back to their beginning point. To operate in tach mode, make sure to program tach option. See programming tach option page 15.

AUXILIARY INPUT (BLUE) (For Aftermarket Alarms)

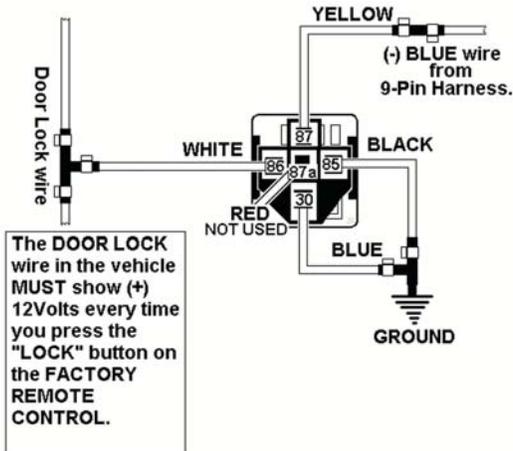
If you use this starter with an aftermarket alarm, connect the **BLUE** wire from the 9-pin harness to the second or third channel output of your existing alarm. When the output is activated, a signal will activate the remote starter. **NOTE: This wire will also be used if you wish to connect the unit up to operate off of your Factory Keyless Entry. See Programming to Start Your Vehicle from your Factory Keyless Entry, page 15. (Extra part #775 relay is required. See diagram, page 12.)**

AUXILIARY INPUT (-) BLUE (For your factory keyless or aftermarket alarm)

When connecting this unit to a factory keyless entry system, you must locate the door lock wire that tests as a positive when you press the lock button on the factory remote. A relay Part #775 is required to change the positive output from the door lock circuit to a negative for the **BLUE** wire on the control module. If the lock wire on the vehicle is negative when the lock button is pressed, no relay is required. You can tie directly into the **BLUE** wire on the 9-pin harness.

CONNECTING THE RS90 TO FACTORY KEYLESS ENTRY REMOTE USING THE #775 RELAY

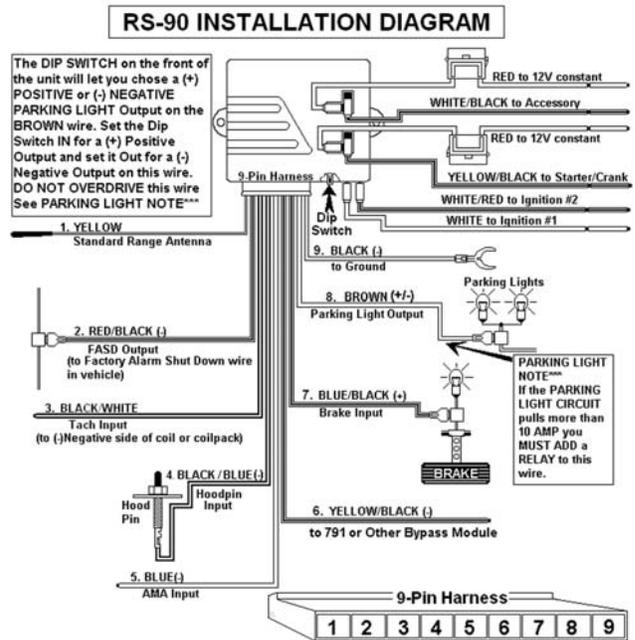
This feature must be programmed, see page 15.



SECURITY BYPASS OUTPUT (-) YELLOW WITH BLACK STRIPE

This **YELLOW WITH BLACK STRIPE WIRE** will be used to operate a security bypass module when required. The **YELLOW WITH BLACK STRIPE** wire will hold a ground output the entire time the remote starter is activated. Connect this wire to the **BLUE** wire on the #791 bypass module, or the **WHITE** wire on the #721 or #781 bypass module.

CONNECTING THE 9-PIN HARNESS



IMPORTANT NOTICE: This unit when first powered up must be initialized to code in the remote transmitter.

INITIALIZATION OF THE CONTROL MODULE:

When the unit is first powered up and all the connections are completed with the harness plugged into the control module, the parking lights on the vehicle will begin to flash.

You must press and hold the brake pedal then press any button on the remote until the parking lights stop flashing. Then release the brake and the button on the remote.

This procedure must be performed if the remote is lost or the unit memory is cleared.

At any time you may test the remote starter. If the vehicle does not start, check the following:

1. You may have an anti-theft system. Refer to the vehicle diagrams on the web site or the listings on pages 17-19 in the manual.
2. The hood switch wire is grounded. Make sure the hood is shut and there is no (-) ground to the BLACK/BLUE hood switch wire.
3. There is (+) positive voltage only when the brake is pressed.
4. The control module may need cleared. Follow the clearing procedure on page 17 then re-initialize the control module.