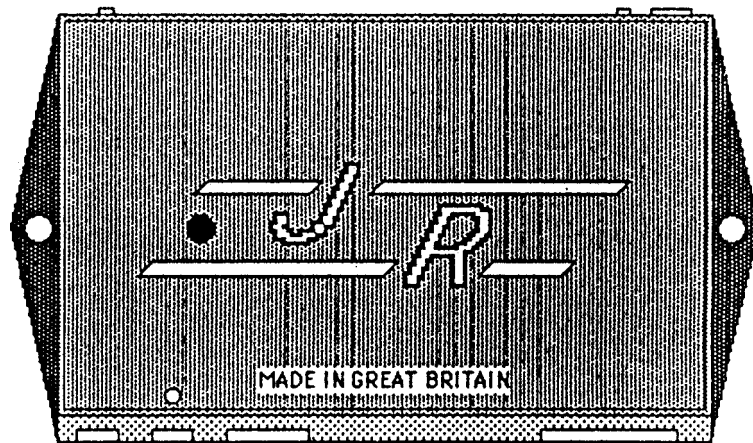


# ELECTRONIC CAR ALARMS



## 'M' Series Fitting Instructions

**WIRING DETAILS**

IMPORTANT: DO NOT MAKE ANY OTHER CONNECTIONS UNTIL THE NEGATIVE SUPPLY HAS BEEN ATTACHED TO PROTECT THE ALARM BLACK CABLE

- Black = Negative (Earth)
- Red = 12v Positive (at least 20 amp for indicator protection to work)
- Orange = To left and right indicators
- Brown = Pin switch (works on change of state negative or positive)
- White = To positive feed when ignition is on

**MB, MC & MD MODELS ONLY**

- Grey = Immobilisation (go open circuit in alarm condition)
- Blue = Auxilliary negative when alarm set (3 amp)

**MC MD MODELS ONLY**

- Red/White = To unlock (to door switch vacuum mode)
- Blue/Black = To lock (to pump for vacuum mode)

**MD MODEL**

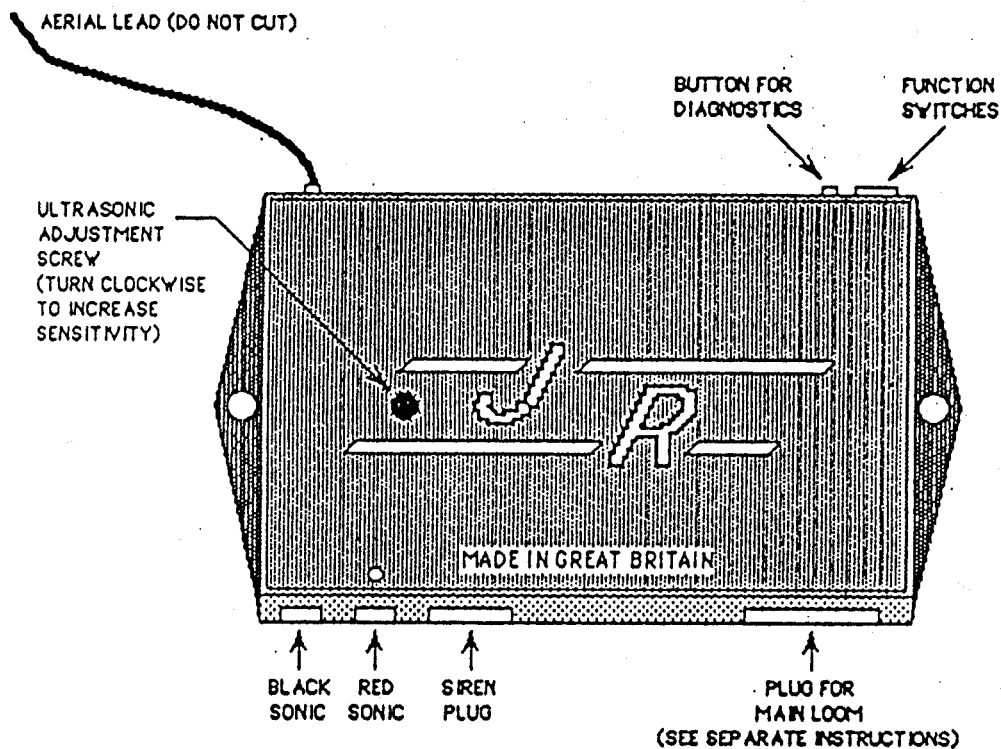
- Green = timed negative output for total closure (3 amp) sonic
- Sensors plug into two way connectors the red sensor Indicator by red spot on box

4 wire loom is siren loom normal siren connection  
 Connect red on siren to red loom  
 Connect black on siren to brown loom

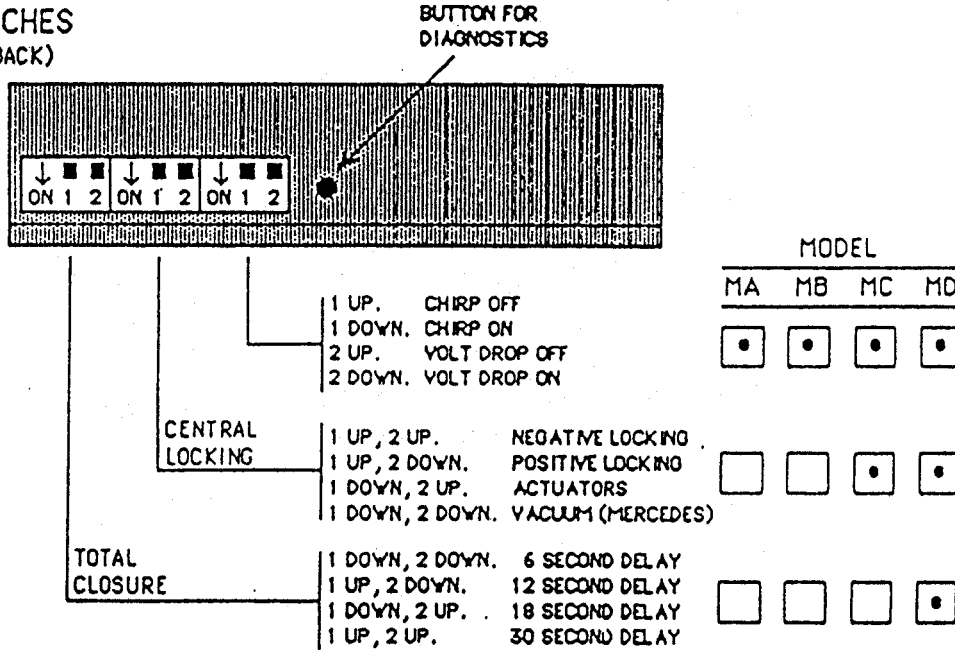
SELF POWERED SIREN CONNECTION

Connect colours on siren loom to corresponding colours on siren.

For full specification and functioning please refer to operating instructions



**FUNCTION SWITCHES  
 (UNIT VIEWED FROM BACK)**



**DIAGNOSTICS**

Diagnostic mode records the last cause of alarm that has resulted in the alarm sounding for more than 6 seconds. The cause is identified by a flash sequence on the led and is actioned by pressing down the function button. The sequence will repeat five times before normal operation is resumed. The cause is non volatile, therefore the cause will be remembered even is the power is disconnected.

- 1 FLASH = No alarm since alarm has been used
- 2 FLASHES = Alarm triggered by pin switch
- 3 FLASHES = Alarm triggered by ultrasonic detection
- 4 FLASHES = Alarm triggered by v.drop sensing
- 5 FLASHES = Alarm triggered by panic button
- 6 FLASHES = Alarm triggered by ignition bein turned on when alarm is set

Recoding Facility

The alarm is supplied coded to the key fobs supplied therefore coding is not necessary

The recording facility can be useful in several situations.

1. Allows installer to code any J.R. Lithium fob to the alarm unit. Two key fobs of differing codes can be coded to the alarm. This means the installer can stock key fobs of random codes and program them to the alarm unit without having or order specific codes from the supplier.
2. If the customers key fobs are lost or stolen, the alarm could be immediately recoded to key fobs from stock, without the necessity to have the alarm returned to the supplier to be recoded.
3. If for any reason the alarm had to be replaced the customers existing key fobs could be coded into the replacement unit, (as the fobs are supplied in coded pairs with the alarm) The customers spare would automatically operate the alarm) this would avoid customer having to return spare keys

## DIAGNOSTICS

Cont...

### Re-coding Routine

- i) Depress the function button for at least 10 seconds.  
  
(If the button is released before 10 seconds the alarm will go into diagnostics, if this happens, wait for diagnostic sequence to finish and start again)
- ii) The dashboard L.E.D. will flash 3 times to indicate existing code is being erased.
- iii) The hazard lights will flash and a double chirp will be heard on siren, this indicates alarm is ready to learn a code.
- iv) Press the key fobs for a few seconds, the dash led will give a prolonged flash, this indicates the code has been accepted.
- v) The hazard light will flash again with a double chirp, this indicates the alarm is ready to accept a second code, (the same key fob can be pressed again or a new key fob of a different code could also be coded to the alarm).
- vi) The dash led will give one long flash followed by a short flash, this will indicate that the alarm has been re-coded and operation of the alarm will take place using the fobs that have been coded into the alarm