CRIMESTOPPER

CS-872 / SP-202 and SP-302

KEYLESS ENTRY and ALARM SYSTEM INSTALLATION INSTRUCTIONS

INTRODUCTION

CONGRATULATIONS on your choice of a Remote Keyless Entry and Alarm System by Crimestopper Security Products Inc. This booklet contains the information necessary for installing, using, and maintaining your alarm system. If any questions arise, contact your installation dealer or Crimestopper Security Products Inc. at the Tech Support number below.

****IMPORTANT INFORMATION:***

This system can be configured to operate as a Keyless Entry, 1-Way Alarm or 2-Way Paging Alarm System. The type of system is option selectable (option #17). When selecting keyless entry, all features operate except the alarm triggers are disabled.

This installation book is designed for the installer or individual with an existing understanding of automotive electrical systems, along with the ability to test and connect wires for proper operation. To ease installation, we suggest that you READ THIS MANUAL before beginning your installation. This book is provided as a GENERAL GUIDLINE and the information contained herein may differ from your vehicle.

TECH SUPPORT
Mon-Fri 8:00 AM-4:30 PM Pacific Time
(800) 998-6880

REV. 10-2012

This device complies with FCC Rules part 15. Operation is subject to the following two conditions: 1) This device may not cause interference, and (2) this device must accept any interference that may be received, including interference that may cause undesired operation. The manufacturer is not responsible for any radio or TV interference caused by unauthorized modification to this equipment. Such modification could void the user's authority to operate the equipment.

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INSTALLATION CAUTIONS & WARNINGS

BEFORE BEGINNING, check all vehicle manufacturer cautions and warnings regarding electrical service (AIR BAGS, ABS BRAKES, ENGINE COMPUTERS, BATTERY etc.).

WE RECOMMEND the use of a VOLT/OHM METER to test and verify wiring circuits. Test lights or illuminated probes can cause damage to on-board computer or engine management systems.

DO NOT exceed maximum output ratings.

WE RECOMMEND that the MAIN SYSTEM FUSE be REMOVED before jump starting, using a battery charger, or changing the battery. A voltage surge or high boost condition could damage alarm circuits.

DO NOT ROUTE ANY WIRING THAT MAY BECOME ENTANGLED with brake, and gas pedals, steering column, or any other moving parts in the vehicle.

CONTROL MODULE & COMPONENT MOUNTING

DO NOT Mount the control module in the engine compartment or where the wiring harness can become entangled with moving parts such as brake/gas/clutch pedals, or the steering column! The alarm control module should be mounted in a concealed location. The Placement of the module will affect the distance from which the remote transmitter can control the unit. The antenna wire should be routed away from any metal if possible. Do not alter the length of the antenna wire or route it with other wires. Do not ground the antenna wire. Fasten the module to a bracket or wire harness using the cable ties provided. Under dash Mounting: If you are locating the control unit underdash, mount it as high as possible, not easily located by an intruder. Driver's Side Under dash mounting provides an easy location for wiring most of the system's connections; however this is a common location for an intruder to check for an alarm after breaking into the vehicle.

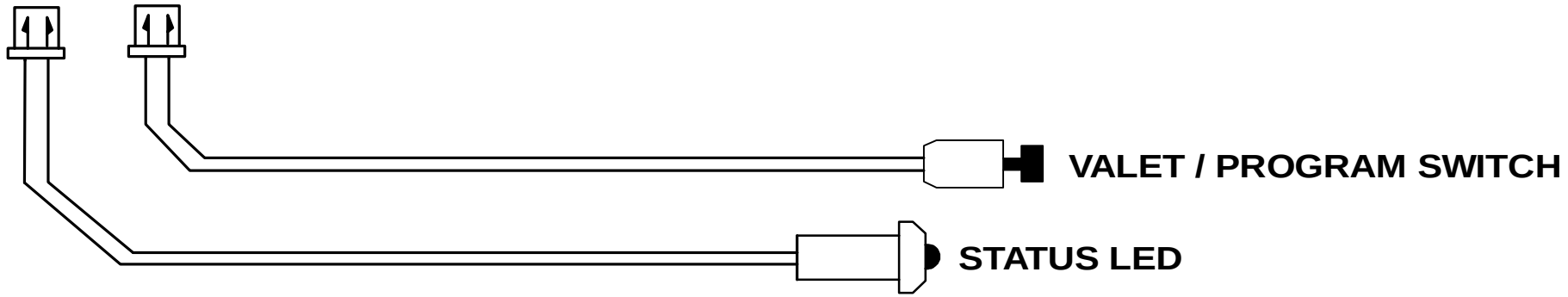
SIREN: Mount the siren under the hood to an inner fender-well, wheel-well, or other body surface with the open end facing downward. Run the red siren wire through the firewall using a rubber grommet. Ground the sirens black wire to metal near the siren or you can use one of the siren's mounting screws for a ground.

LED: 2 PIN PLUG

Mount the blue LED in a visible location on the dashboard or console. The LED is used as a VALET / PROGRAMMING indicator and it will also FLASH for use as security deterrent when the system is Armed.

Valet / Programming Button: 2 PIN PLUG (REQUIRED FOR PROGRAMMING & LEARNING REMOTES)

This switch is used for programming features, transmitters, valet mode, and to override the optional starter disable (if installed) in the event of a non-operating remote control. Mount the Valet/Override/Program push-button in a hidden but accessible location. It is REQUIRED for emergency disarm, programming features and entering or exiting Valet Mode.



WIRING

GREEN WIRE: (-) NEGATIVE DOOR TRIGGER
Identify the wire that reads ground when any door is open and 12 volts when all doors are closed. Some vehicles may have isolated door triggers. In this case you may need to run additional wires from other doors or go directly to the wire that triggers the vehicle's interior dome light. Sometimes newer vehicles contain a separate body control module (BCM) where the door trigger circuit can be located. One vehicle will not require the use of BOTH Negative and Positive door trigger wires.

VIOLET WIRE: (+) POSITIVE DOOR TRIGGER
Same as the GREEN wire above except this wire is used for vehicles that show a positive voltage (12 volts) when the door is open and a ground when doors are closed as in many Ford, Lincoln, and Mercury vehicles.

BLACK WIRE: SYSTEM CHASSIS GROUND
The Black wire MUST be connected to the CHASSIS METAL of the vehicle. Scrape away any paint or debris from the connection point and use a star washer to ensure a good connection. Keep the ground wire short.

YELLOW WIRE: IGNITION SWITCHED "ON" AND "START" +12 VOLTS
Connect to an IGNITION wire (or fuse in the fuse box) that shows +12 Volts when the key is in both "On" and "Start" (WHEN CRANKING) positions.

GRAY WIRE: (-) NEGATIVE AUX REMOTE OUTPUT 1 (Optional, may require a relay)
Connect to the Negative trunk release circuit or to the activation circuit of an auxiliary module or device. If the circuit requires +12V, then a relay is required. RELAY WIRING: Connect the Gray wire to terminal 85, connect relay terminals 86 and 87 to +12V constant power. Connect terminal 30 of the relay to the +12V positive device/circuit to be activated.

BLUE WIRE: (-) NEGATIVE HOOD/TRUNK TRIGGER (Optional)
Input trigger for a grounding hood or trunk pin switch. Connect to existing hood and trunk pin switches that read ground when open. If no existing switches are available, install new pin switches if desired. Note: DO NOT mount new pin switches in water pathways.

WIRING

BLACK/WHITE WIRE: (-) NEGATIVE DOME LIGHT ILLUMINATION OUTPUT (Optional, requires a relay)
This wire provides a (-) negative ground when the system is disarmed to activate a vehicles dome light circuit. We recommend the use of a relay for this connection. Connect Black/White to terminal #85 of relay. Connect terminal #86 to fused constant +12V. Connect terminal #87 to a +12V constant or ground source depending on the type of dome light circuit in the vehicle. Connect Terminal #30 to the dome light circuit in the vehicle.

BROWN/WHITE WIRE: (-) HORN PULSE / CHIRP OUTPUT (Optional, may require a relay)
Connect to the Negative Horn Trigger wire usually located near the steering column. If the vehicle horn circuit requires +12V, then a relay is required.

WHITE/RED WIRE: (-) OEM DISARM or AUX 2 OUTPUT (programmable option # 16)
This wire provides a Ground pulse to disarm the vehicles Factory Anti-Theft System with unlock. Connect this wire to the vehicles' anti-theft disarm wire. This wire is sometimes found coming off the Driver's door key switch or at the Factory Anti-theft control module. This wire can be programmed for Aux 2. It connects the same way as Remote Output 1 see GRAY WIRE description above.

BLUE/WHITE WIRE: (-) Passenger Door Unlock Output (Optional, may require relay)
This wire activates when the unlock button on the remote is pressed a second time within 15 seconds upon disarming. This wire is used for the Optional Separate Driver's/Passenger Unlock feature. This connects to the unlock circuit for passenger door or doors.

BROWN WIRE: (+) SIREN OUTPUT (3 Amp Max.)
Connect to RED siren wire from the Siren in the engine compartment.

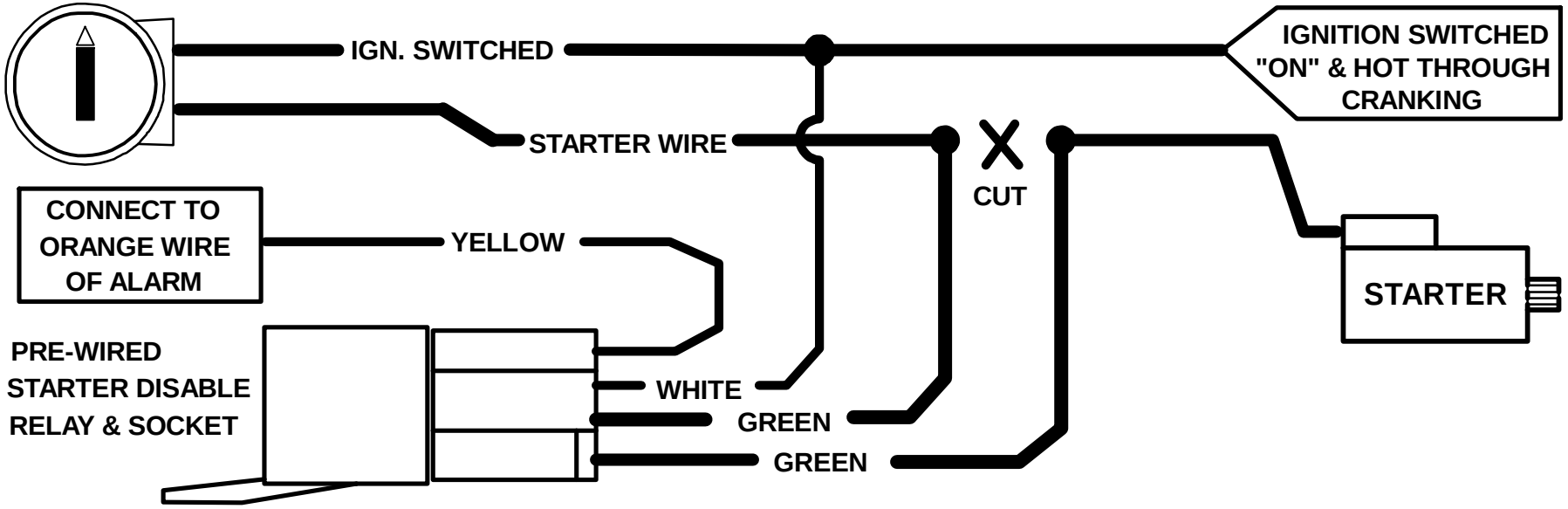
WHITE WIRE: +12V FLASHING PARKING LIGHT OUTPUT
Connect to the switched parking light wire at back of light switch. If this is not possible, connect directly to one of the parking lights at the front of the vehicle. European vehicles require separate right and left circuits. Use a dual relay or 2 diodes to separate the output signal.

RED WIRE: +12V POWER INPUT (15 amp fuse)
Connect to +12 Volt source with supplied fuse & holder. Recommended location for this connection is at the vehicle battery positive terminal.

STARTER KILL WIRING

ORANGE WIRE: (-) NEGATIVE ARMED OUTPUT (500mA Ground, Optional)
This wire should be connected to the Yellow wire of the pre-wired relay socket for the starter disable. Connect the White wire of the relay socket to the Ignition switched wire on the vehicle. Cut the vehicle starter wire and connect each half to a Green wire on the relay socket. See starter disable diagram.

STARTER DISABLE (Optional):



POWER DOOR LOCKS: WIRING & SYSTEM TYPES

PIN 1: BLUE: (-) Negative pulse for UNLOCK
PIN 2: RED: 12V When using external relays (TERM 86)
PIN 3: GREEN: (-) Negative pulse for LOCK

DETERMINING DOOR LOCK TYPE: We recommend determining the type of locking system the vehicle has before connecting any wires. Incorrect connection may result in damage to the alarm and/or vehicle locking system. Door lock information is provided as a guide. Your vehicle may be different.

Crimestopper Door Lock Accessories:
CS-6600DLM: Dual-relay plug-in module for Reverse Polarity, Positive, or Aftermarket Motors.
CS-6500DLI: Plug-in pulse inverter that converts the Negative outputs of the system to Positive type for Positive Door Lock systems.
CS-610S1: Aftermarket door lock actuator (motor).

Negative Trigger (-): Many Imports; Late model Ford & General Motors
Negative trigger door lock systems send a Negative (Ground) pulse to existing factory relays to lock and unlock the vehicle doors.

Positive Trigger (+): Many General Motors; Chrysler / Dodge / Plymouth
Positive trigger door lock systems send a Positive (12V) pulse to existing factory relays to lock and unlock the vehicle doors.

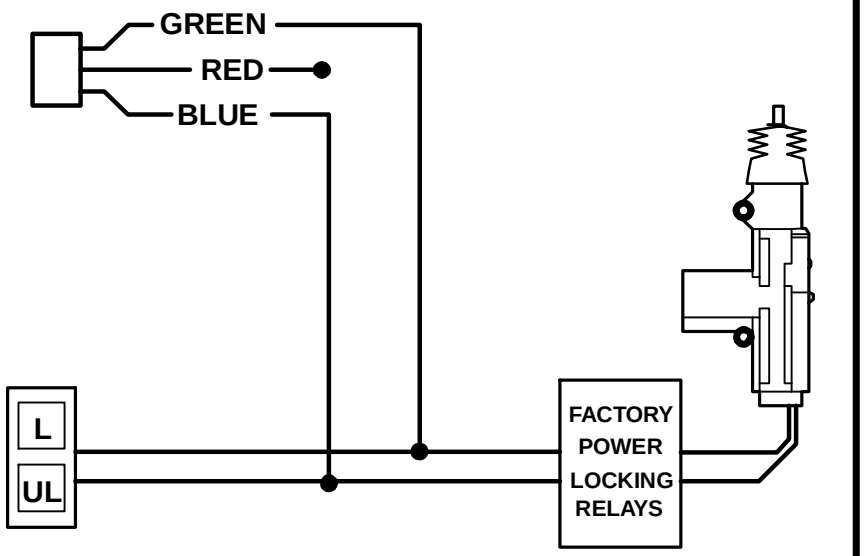
Reverse Polarity: Many Ford/Lincoln/Mercury/Dodge/Chrysler/Plymouth and early 90's GM Trucks
Reverse Polarity systems use no relays, but instead the door lock/unlock motors are controlled directly from the lock and unlock switches in the door. The lock and unlock wires rest at Negative Ground when not in use. When the lock or unlock button is pressed, one of the circuits is "Lifted" and replaced with +12V causing a lock or unlock to occur.

Single Wire (Dual Voltage): Late model Chrysler/Dodge/Plymouth Vehicles, some 2000-UP GM
Dual Voltage systems have lock/unlock switches that send varying levels of Positive voltage OR Negative ground current to the SAME wire for both lock and unlock. When the vehicle's Body Computer Module (BCM) or door lock module senses different voltages on this wire, the system will either lock or unlock. Single wire door lock systems require relays and resistors.

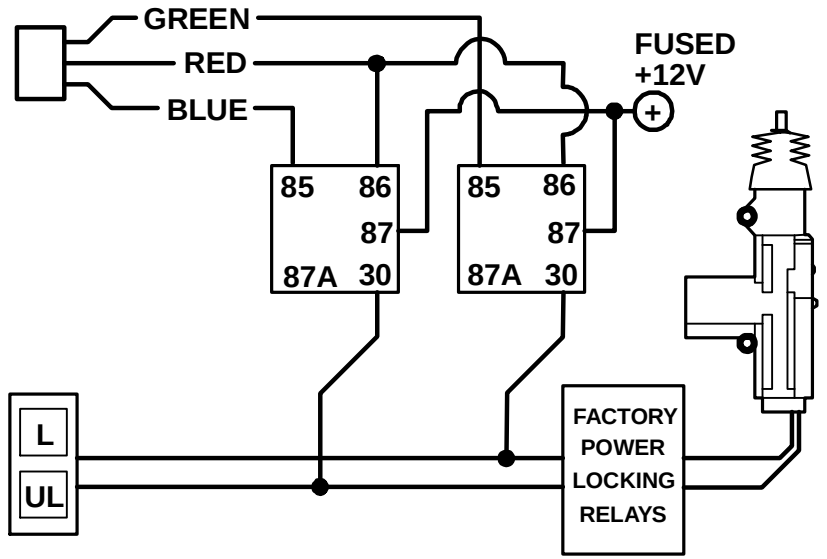
Databus and Canbus Systems (Data Module Required)
Databus systems send low current "Data messages" to the door lock controllers on a network in order to lock and unlock the vehicle. To install aftermarket systems in these vehicles, an interface module is required that converts the regular lock/unlock pulses into "Data messages" to allow locking & unlocking. Interface modules are sold separately.

POWER DOOR LOCK WIRING

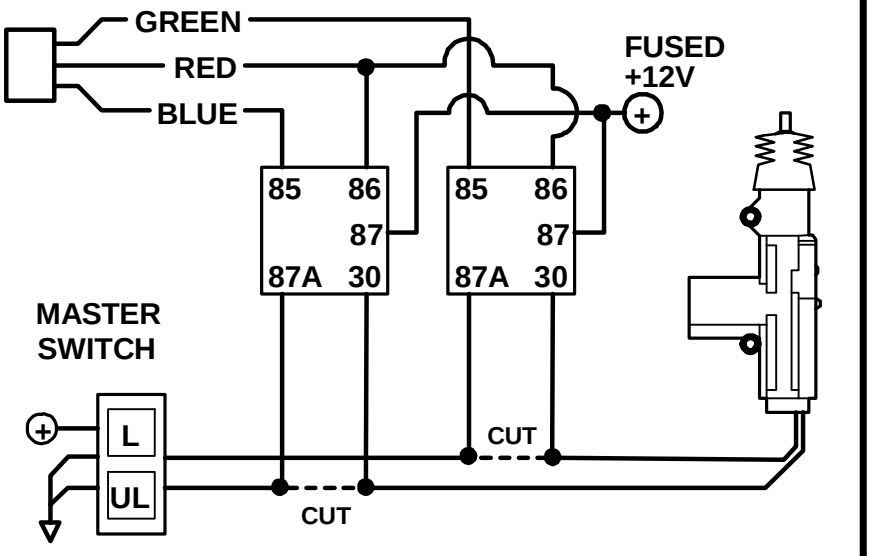
NEGATIVE TRIGGER DOORLOCK WIRING



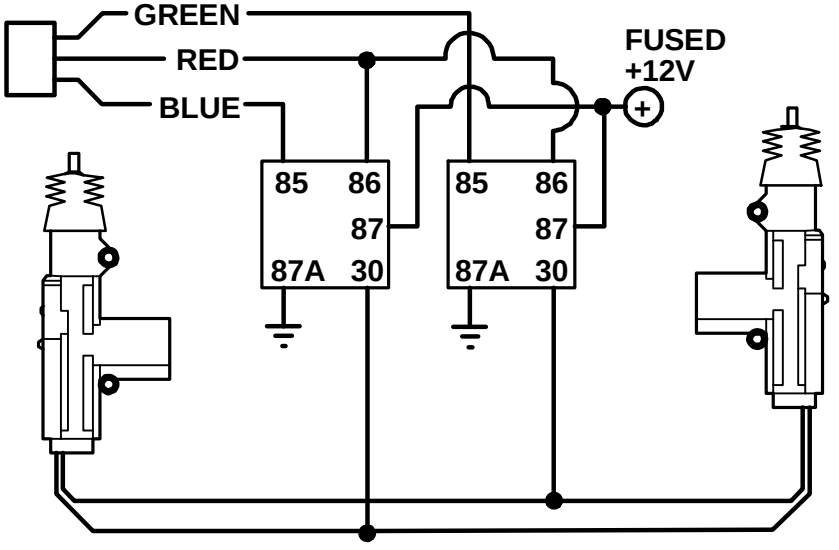
POSITIVE TRIGGER DOORLOCK WIRING



REVERSE POLARITY DOOR LOCK WIRING

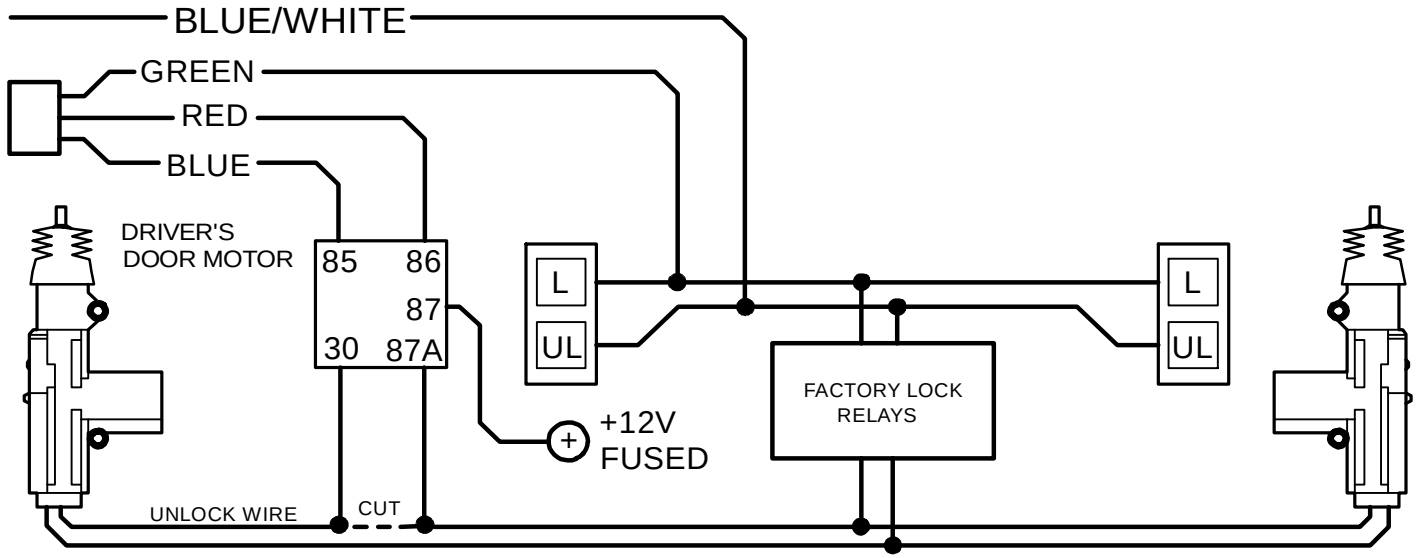


AFTERMARKET MOTOR/DOOR LOCK WIRING

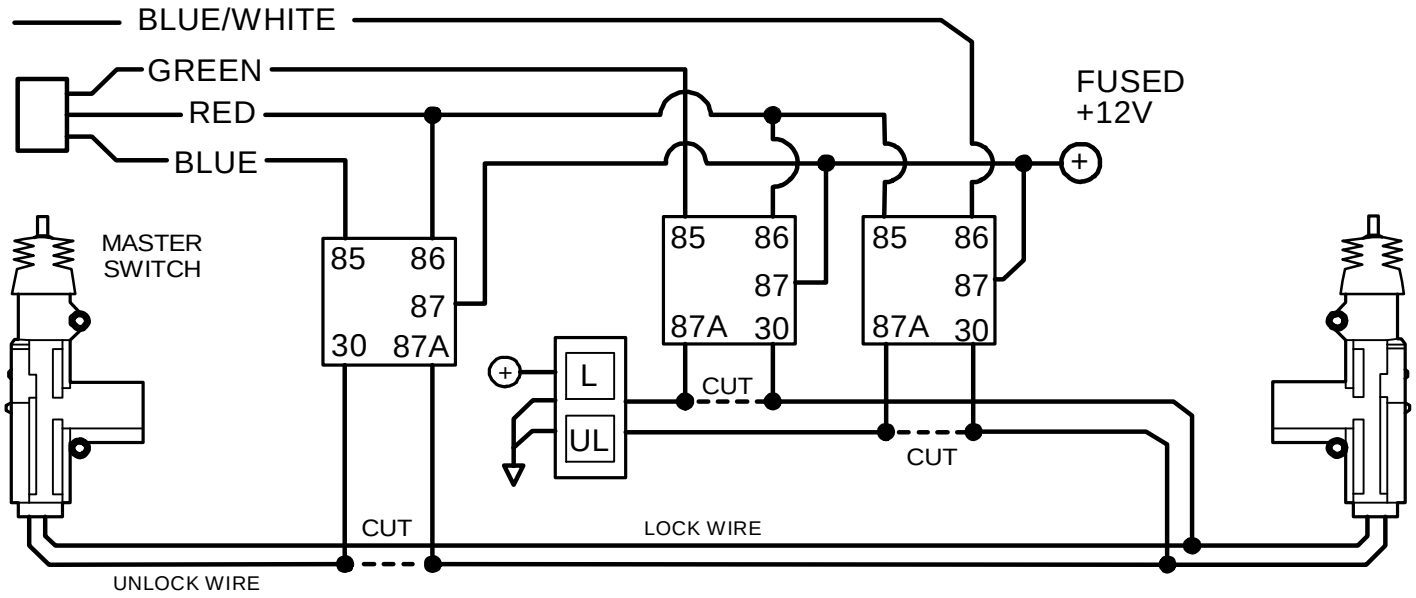


SEPARATE DRIVER'S DOOR UNLOCK WIRING

NEGATIVE TRIGGER DOOR LOCKS



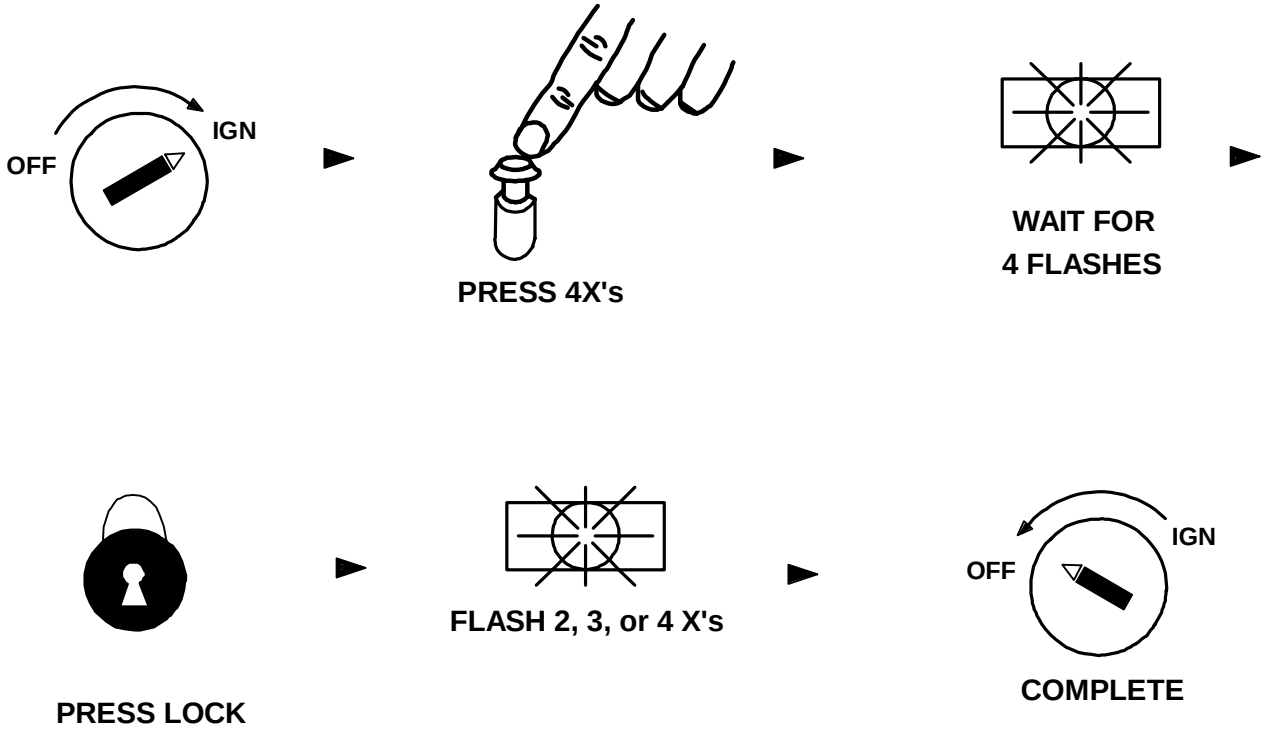
WIRING FOR REVERSE POLARITY DOOR LOCKS



TRANSMITTER PROGRAMMING

NOTE: All transmitters must be learned at the time of programming. This system can learn up to 4 remotes.

1. Turn key to the ON position and press program button 4 times.
2. After a short delay, the unit will flash the parking lights 4 times; Siren 4 times, Horn 4 times and status LED will be on solid.
3. Press Lock button of the first transmitter. You should get 1 chirp / light flash confirming the remote is coded, then press Lock button of a second transmitter, the unit will flash 2 times confirming the remote is coded and so on. If all 4 codes are learned, the unit will automatically exit code learning mode, otherwise turn key off.



2 VEHICLE OPERATION and PROGRAMMING: To set up the 2 vehicle operation you must have all 4 remotes for programming. For the first vehicle (remotes 1 & 2) press the Lock as in step 1 thru 3. To change from vehicle 1 to vehicle 2, press the **VEH** button on remote for about 2 seconds. The LED on remote will change from green to red.

OPTION PROGRAMMING

1. Turn the Ignition ON and press the Valet/Program button 5 times.
2. After a short delay, the parking lights will flash 5 times, Siren and Horn 5 times and status LED will be on solid.
3. Within the next few seconds, press the Valet/Program button [again] the number of times that corresponds to the options chart below. Siren and or horn should chirp for each press.
4. When you get to the desired option number, quickly press the appropriate button on the remote control according to the chart below. The system will provide 1 chirp/flash for Button 1 (Lock Symbol) and 2 chirps/flashes for button 2, 3 for Button #3 and 4 for button #4. (See Chart below for option descriptions and values.)
5. When you are finished customizing options, turn ignition off and check operation.

1-Way Alarm or 2-Way Alarm or Keyless Entry					
Option #	**Option Description**	**TX Button #1 - Lock**	*TX Button #2 - Unlock* **Default**	**TX Button #3 - Trunk**	**TX Button #4 - Panic**
1	**Siren Output**	**Trigger Only**	**Arm / Disarm / Warning / Trigger**	**Warning and Trigger**	
2	**Horn Output**	**Trigger Only**	**Warning and Trigger**		
3	**Horn Chirp Confirmation (Lock/Unlock)**	**1 Press**	**2 Press**		
4	**Horn Pulse (Chirp) Arm/Disarm/Warning**	**15 milliseconds**	**20 milliseconds**	**40 milliseconds**	
5	**Passive Arming**	**Passive Arm with Lock**	**OFF**	**Passive Arm without Lock**	
6	**Active Re-Arm and Auto Re-Arm**	**Active Re-Arm with Lock**	**OFF**	**Auto Re-Arm with Lock**	**Auto Re-Arm without Lock**
7	**Data Port Protocol**	**ADS-OFA Series**	**Fortin EVO Series**		
8	**Door Lock Pulse**	**3 Sec.**	**0.50 Sec.**	**Double Unlock**	
9	**30 Sec. Parking Lights with Disarm**	**OFF**	**ON**		
10	**Trunk Release Selection**	**Double Press**	*½ Second Press*	**2 Second Press**	
11	**Disarm with trunk pop**	**OFF**	**ON**		
12	**Open Door Warning**	**5 Seconds**	**60 Seconds**	**15 Seconds**	**30 Seconds**
13	**Auto Lock with Ignition**	**Lock and Unlock**	**OFF**	**Ignition Lock Only**	

Option #	Option Description	TX Button #1 - Lock	*TX Button #2 - Unlock *Default**	TX Button #3 - Trunk	TX Button #4 - Panic
14	**Arm & Disarm thru OEM Remote (data mode only)**	**ON**	**OFF**		
15	**Arm/Disarm with IGN ON**	**ON**	**OFF**		
16	**White/Red Wire Selection**	**Aux 2 Output**	**OEM Disarm**		
17	**Carjack Protection**	**ACTIVE***	**DISABLE**	**PASSIVE**	
18	**System Type**	**2-Way Alarm**	**1-Way Alarm**	**Keyless Entry**	
19	**Reset Options to Default**	Reset Options 1 thru 17 (2 Flashes)			
Note 1: Option Reset doesn't change system type. Must use option 18 to change system type.					
Note 2: The Blue hood trigger wire can be used to select option level (same as pressing remote). Pulse the hood wire to toggle through the option values: Pulse hood once (1 chirp), Pulse the hood again (2 chirps), Pulse 3 or 4 times for options that have 3 or 4 values.					
Note 3: In Keyless Entry Mode only alarm triggers are disabled, all other functions work (passive lock, passive kill etc.).					

1. SIREN OUTPUT:

This option controls whether the Siren Chirps with Arm / Disarm and Warning. There are 3 choices:

1. Siren Activates with Alarm Trigger only.
2. ***Siren Chirps with Arm / Disarm / Warning and Alarm Trigger - Default.***
3. Warning Chirps and Alarm Trigger (no arm / disarm chirps).

2. HORN HONK OUTPUT:

This option controls whether the Car Horns Chirp with Arm and Disarm and Warning. There are 3 choices:

1. Horn Honk with Alarm Trigger only.
2. **Warning Chirp and Alarm Trigger - *Default.***

3. HORN CHIRP CONFIRMATION with LOCK and UNLOCK - 1 or 2 Button Press

This option allows the system to honk the vehicle horns for Lock/Unlock confirmation on 1 button press or a 2nd press within 3 seconds. The horn output must be connected to use this feature. ***Default = 2 Press.***

4. HORN PULSE DURATION: This option allows adjustment the “CHIRP” pulse duration of the car horns. The choices are 15, 20 or 40 milliseconds.

PROGRAMMABLE OPTIONS Cont.

5. PASSIVE ARMING

This option is used to automatic arm the alarm system 30 seconds after the ignition is tuned off and the last door is closed. If a door is reopened during the 30 second countdown, the system will wait and begin the countdown again after the door is closed. There are 3 choices:

1. Passive Arm with Lock – The system Locks the doors with Passive Arm. This choice is best for security but increases the risk of locking the keys in the ignition.
2. ***OFF = Default*** – No Passive Arming.
3. Passive Arm without Lock – The system Passive Arms without locking the doors.

6. ACTIVE REARM / AUTO REARM:

The option controls whether the alarm system rearms 30 seconds after disarm. This is handy if the vehicle is accidentally disarmed without your knowledge. There are 4 choices:

1. Active Rearm ON – The system will Rearm and lock the doors unless the door, hood or trunk is opened.
2. ***OFF = Default*** - No Automatic Rearm in Passive or Active Mode.
3. Auto Rearm with Lock - The alarm system will always rearm and lock the doors after disarm unless the ignition is turned on. This applies to Passive and Active Mode. This choice is best for security but increases the risk of locking the keys in the ignition.
4. Auto Rearm without Lock - The alarm system will always rearm without locking the doors after disarm unless the ignition is turned on. This applies to Passive and Active Mode.

7. DATA PORT PROTOCOL: *Default = EVO / SL Series*

This option controls the Data Port Protocol for ADS / OFA Series modules or EVO / SL Series modules. The default is set for EVO / SL Series Protocol. This option has no effect on conventional wiring of Bypass modules. Both Data Protocols are 2-Way communication.

8. DOOR LOCK PULSE

This option sets how the door lock circuit works. There are 3 choices:

1. 3 Second Lock and Unlock - For older European vehicles that require a long lock and unlock pulse to operate Vacuum door lock systems.
2. ***0.5 Second Lock and Unlock - Default.***
3. Double Unlock – This feature may be required to interface with a factory alarm or keyless entry system. The first pulse disarms the factory alarm; the 2nd pulse unlocks the doors.

PROGRAMMABLE OPTIONS Cont.

9. PARKING LIGHTS ON WITH DISARM or UNLOCK:
Keeps parking lights 30 seconds when system is disarmed to assist in locating and providing illumination near your vehicle when approaching at night for safety.

10. TRUNK RELEASE SELECTION:
To eliminate the possibility of accidentally opening the trunk, there are (3) options for button press selection. This option will allow you to change whether the Trunk release activates by a:

1. Double button - ½ second presses.
2. ***Single ½ second press - Default.***
3. Press and Hold 2 seconds. Aux 2 output stays active as long as remote button is pressed.

11. DISARM with TRUNK POP:
This option controls whether the system will disarm when the Trunk release is activated from the remote control. ***Default = ON.***

12. OPEN DOOR WARNING:
This option changes the delay time in which the alarm system begins to monitor the Door circuit. This option will prevent the alarm from giving warning chirps on vehicles with a delayed dome light. You can set the time delay for 60, 30, 15 or 5 Seconds. The ***Default = 60 Seconds.***

13. AUTO LOCK WITH IGNITION:
This feature controls whether the doors will automatically lock when the ignition is turned on and unlock when the ignition is turned off. Some vehicles already have this feature from the factory you should turn off this option. Doors will not lock if they are open to prevent locking the keys in. There are 3 choices:

1. Lock and Unlock with ignition on and off.
2. ***Off = Default.***
3. Ignition Lock only.

14. ARM & DISARM thru OEM REMOTE:
This option allows the OEM factory remote to Arm and Disarm the alarm system when you lock and unlock the doors. This feature only works on newer CANBUS vehicle using a Data Module that supports this feature. ***Default = Off.***

PROGRAMMABLE OPTIONS Cont.

15. ARM / DISARM with IGNITON ON:
This option allows you Arm and Disarm the system with the Ignition ON. This is used when there is a remote starter added to the system. The ***Default = Off.*** Lock/unlock without arm and disarm while the ignition on.

16. RED/WHITE WIRE SELECTION:
This option controls the function of the Red/white wire as either OEM Disarm or 2nd AUX output.
Default = OEM Disarm.

17. CARJACK PROTECTION:
This option enables Car Jack protection. There are 3 choices:

1. Active Carjack.
2. ***Off = Default***.
3. Passive Carjack

18. SYSTEM TYPE:
The option selects the type of system. This system can be configured to operate as a Keyless Entry, 1-Way Alarm or 2-Way Paging Alarm System. When selecting keyless entry, all features operate except the alarm triggers are disabled. The 1-Way system uses AM transmission. The 2-Way system uses FM transmission. The RF range will be much improved using the FM 2-Way antenna system. If you accidentally change system from 1-Way to 2-Way (or vise versa), you need to use the hood switch wire to change option 18 back to correct antenna system. Note: the Keyless entry mode only works as a 1-way system.

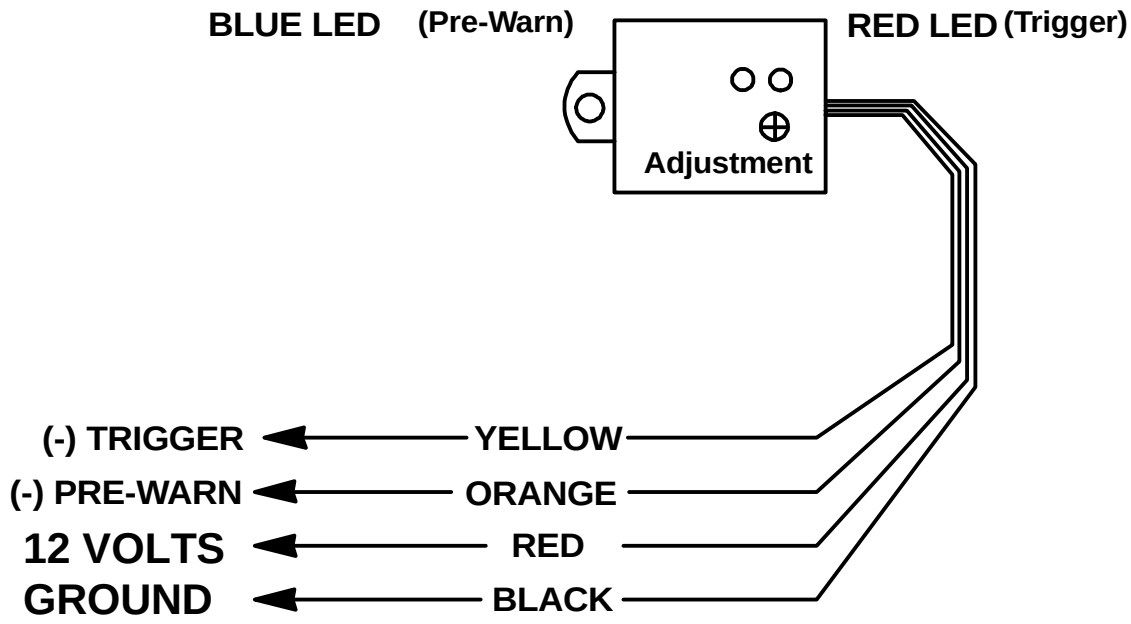
19. OPTION RESET: (RESTORE TO DEFAULT)
This option restores all programmable options 1 thru 17 to factory default. The unit will flash the lights 2 times and all values will be reset to factory original settings. ***Resetting the option table to default does not change the type of antenna system.***

WIRING: 4-PIN Shock Sensor (22 Gauge wires)

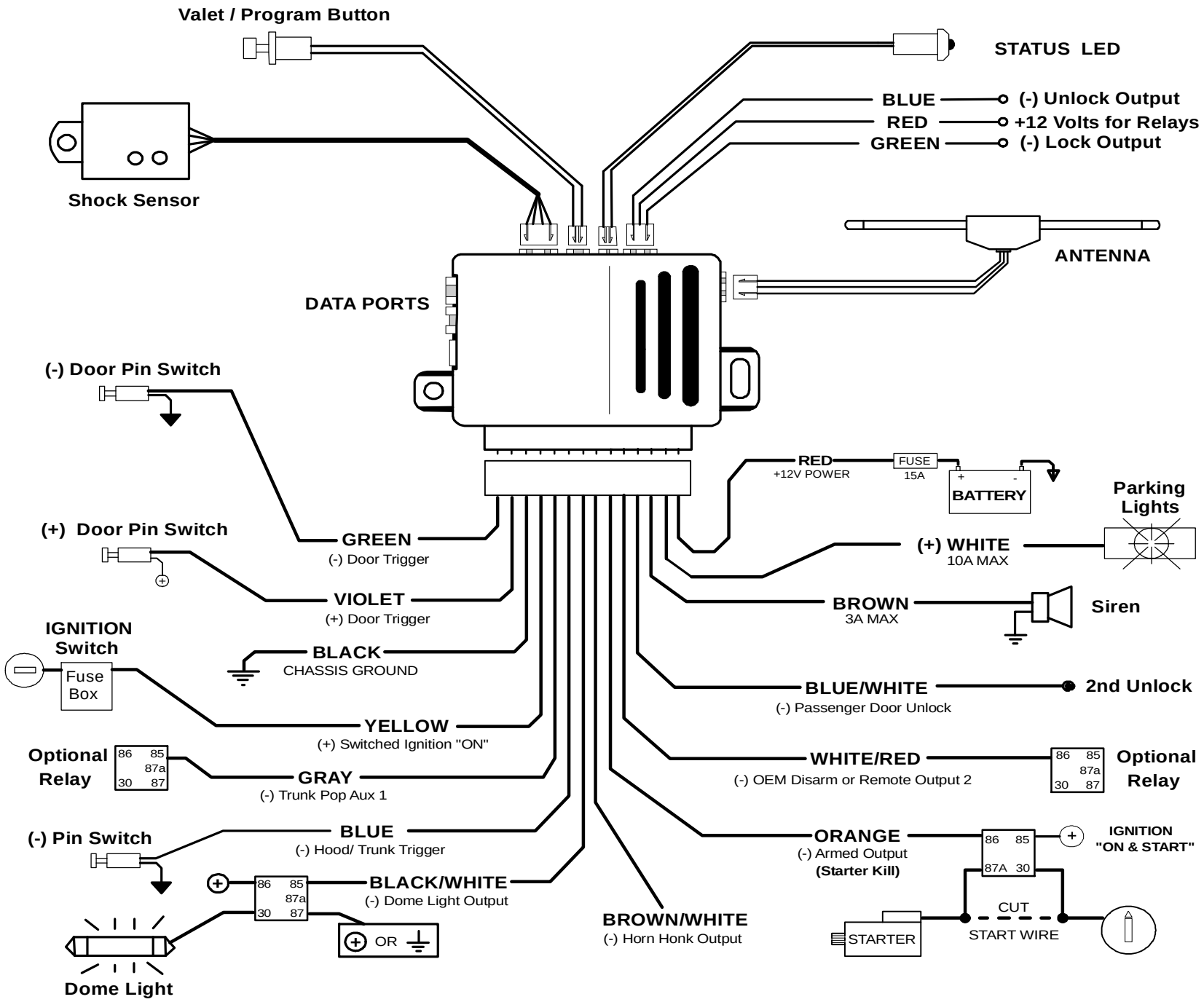
SHOCK SENSOR: The sensor supplied with this system does not require any additional wiring. Simply mount the sensor in a suitable location, plug it in, and adjust the sensitivity. There are 2 LED's on the shock sensor to assist you in adjusting sensitivity. The Blue LED indicates the "Warn Away" level and the Red LED indicates a full alarm shock sensor violation.

NOTE: Your sensor may have 1 or 2 adjustment knobs (depending on model) to adjust both Pre-Warn and alarm trigger.

SHOCK SENSOR

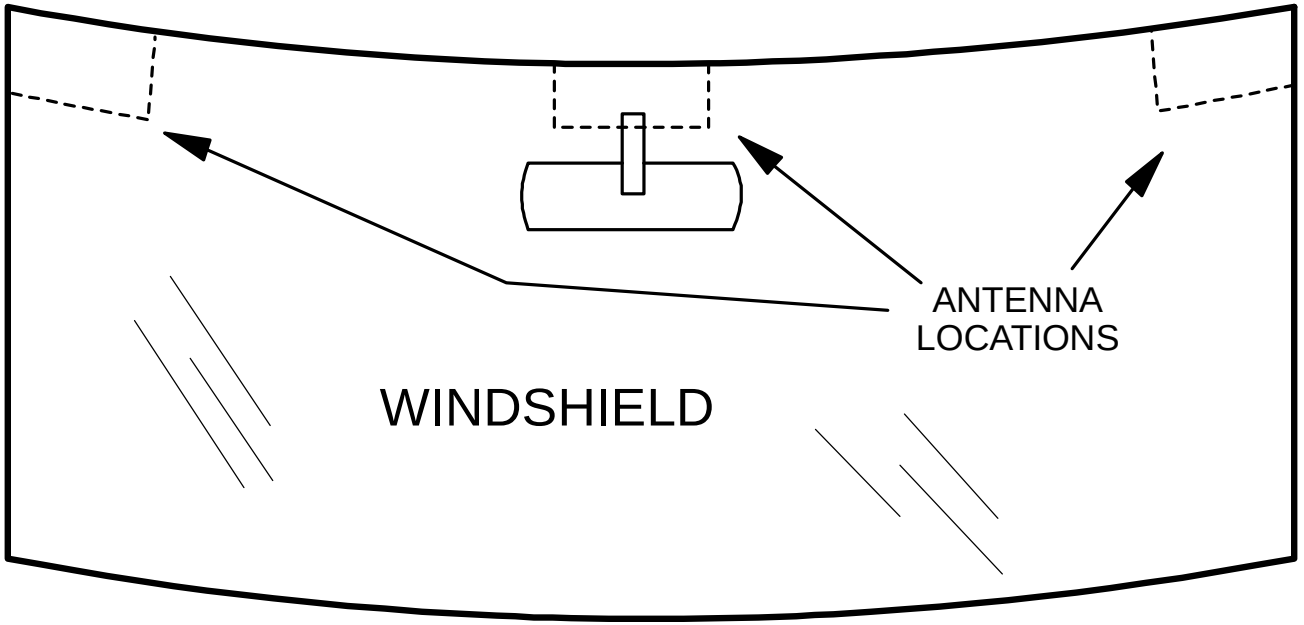


WIRING DIAGRAM



ANTENNA DIAGRAM

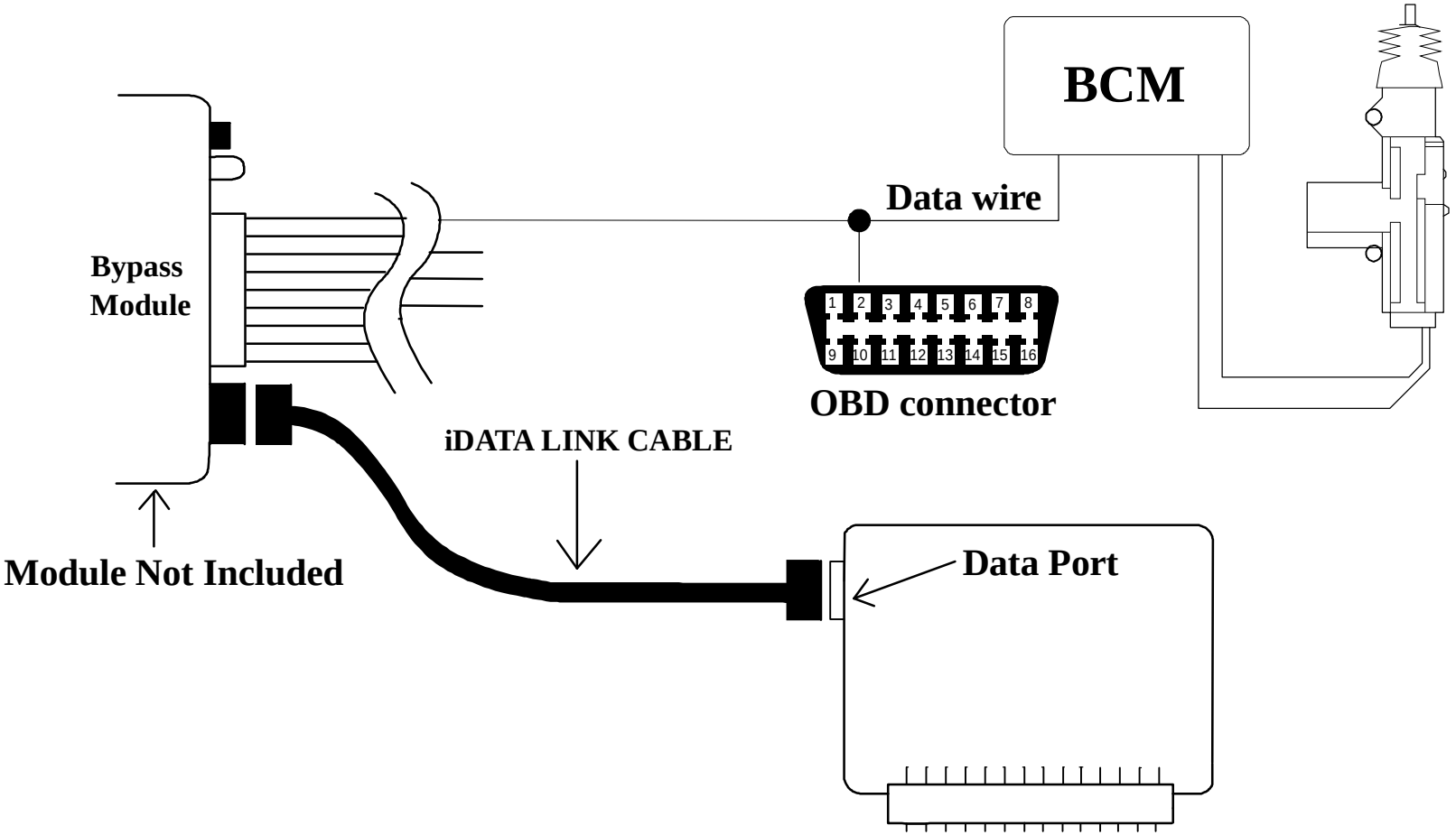
ANTENNA MODULE: For optimum range and performance, the antenna should be located high up on the front windshield glass. For example: behind the rearview mirror. Note: Window tints or Films may decrease the range of the system. The mounting surface for the antenna should be clean and dry.



DATA PORT DIAGRAM

This unit includes DP Technology that will allow you to directly Plug-In our Data Port Bypass Modules. There are 2 types of Protocol, ADS - OFA Series and EVO - SL series modules. The default is set for EVO - SL Series Protocol. Please refer to Databus module manual for detail instructions. The Data Port Protocol must be programmed for the correct module.

See Option # 7 on page 9



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