TRoubleshooting

Problem: D2D brake could not be detected.
Cause: The unit is locked in wire to wire brake communication mode.
Solution: Reset the power. If unsuccessful, perform a factory reset.

Diagnostics – Parking Light Flash Table

<table>
<thead>
<tr>
<th>Diagnostic table for start failure.</th>
<th>Cause</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking lights flashes</td>
<td></td>
</tr>
<tr>
<td>1 (Manual transmission only)</td>
<td>• Ready mode is not activated.</td>
</tr>
<tr>
<td>1 slow → 2 quick</td>
<td>• The system is set to valet mode.</td>
</tr>
<tr>
<td>1 slow → 2 quick → 2 quick</td>
<td>• The parking brake is active.</td>
</tr>
<tr>
<td>3 (Automatic transmission only)</td>
<td>• Yellow loop is connected.</td>
</tr>
<tr>
<td>4</td>
<td>• Brake wire is active.</td>
</tr>
<tr>
<td>5 (Manual transmission only)</td>
<td>• Tach signal is not learned.</td>
</tr>
<tr>
<td>6</td>
<td>• A tach signal is detected before ignition.</td>
</tr>
<tr>
<td>10</td>
<td>• Hood wire is active.</td>
</tr>
</tbody>
</table>

Diagnostic table for shutdown.

<table>
<thead>
<tr>
<th>Parking lights flashes</th>
<th>Cause</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>• Runtime has expired.</td>
</tr>
<tr>
<td>2</td>
<td>• Shutdown by remote.</td>
</tr>
<tr>
<td>3</td>
<td>• Failed start (VTS or tach failure, depending on selected).</td>
</tr>
<tr>
<td>4</td>
<td>• Brake shutdown.</td>
</tr>
<tr>
<td>10</td>
<td>• Hood shutdown.</td>
</tr>
<tr>
<td>Flash for 30 sec.</td>
<td>• Panic mode.</td>
</tr>
<tr>
<td>Flash for 60 sec.</td>
<td>• Alarm triggered.</td>
</tr>
</tbody>
</table>

Note: The installer can also use the PRG-1000 to diagnose shutdown and remote start failures. Refer to the PRG-1000 manual guide.

Quick Installation Guide

To obtain a copy of the installation guide, please visit our website at www.autostart.ca

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| Programming the transmitter to the module | 3 | NEWFEATURE – SmartStart™         | 7 |
| Entering Programming Options          | 3 | Testing                           | 7 |
| Programming Options                   | 4 | Troubleshooting                   | 9 |
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| Setting up the TACH                   | 6 | Diagnostic table for start failure. | 9 |
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| Multi-speed Tach Programming          | 6 |                                  |   |

The wiring diagram is at the middle of this guide.

MANUAL OR AUTOMATIC TRANSMISSION SETUP

This module may be installed on vehicles with manual or automatic transmissions. It is originally configured for manual transmissions. If the vehicle you are working on is automatic, it is mandatory to make a few quick and easy modifications before the unit is connected. In the event that configuration requires changes afterwards, a complete reset will be necessary before those changes become effective.

To install this unit in a vehicle with a MANUAL transmission:

1. Make sure the Yellow loop on the PC board is connected.
2. Connect the Orange handbrake wire located on the 12-pin harness to the vehicle handbrake circuit.
3. Connect the Blue/White (+) door input OR the Grey (-) door input wire located on the 12-pin harness to the vehicle door pin wire, which monitors all the doors of the vehicle (only use 1 of the 2 door trigger inputs). Make sure the Purple TACH wire is plugged in – the TACH wire MUST be hooked up when the module is set for a manual transmission.
4. Make all your regular connections.
5. Power up the unit by first inserting the 5-pin connector, then the 6-pin connector and finally the 12-pin connector. The parking lights will flash 4 times.
6. When learning the transmitter, the parking lights will flash 5 times quickly.
7. Upon the first successful remote start, the system will lock the transmission settings to manual mode.

Notice

The manufacturer will accept no responsibility for any electrical damage resulting from improper installation of the product, be that either damage to the vehicle itself or to the unit. This unit must be installed by a certified technician using all safety devices supplied. Please note that this guide has been written for properly trained Autostart technicians; a certain level of skills and knowledge is therefore assumed. Please review the installation guide carefully before beginning any work.

Warning

Before installing the unit, if installing on a vehicle with a manual transmission, test that the OEM Door Switch contacts of the vehicle work well, and that the Parking Brake system operates properly. If installing on a vehicle with an automatic transmission, test that the vehicle does not start when the gearshift lever is in the "Drive" position. If it starts in gear, reset the remote starter to manual transmission.

Quick installation Guide http://www.autostart.ca P.9
Hood switch shutdown. With the vehicle running under the remote car starter, open the hood; the vehicle should shut down. If it does not shut down, check the hood pin-switch and its connector.

Brake shutdown circuit. With the vehicle running under the remote car starter, press and release the brake pedal. The engine should shut down immediately. If it continues to run, check the brake switch connection.

Parking brake shutdown circuit (manual transmissions only). With the vehicle running under remote start, disengage the parking brake. The engine should shut down immediately. If the engine continues to run, check the parking brake switch connection.

OEM alarm control. Make sure the module is able to arm and disarm the OEM alarm (if applicable).

Door locks and trunk testing. Make sure each of these options respond to the transmitter (if installed).

Door pin shutdown circuit (manual transmissions only). Make sure the system exits ready mode when each door is opened. (Test each door.)

Starter kill option. Sit inside the vehicle with all doors closed. Arm the vehicle, then try to start the engine with the key. The engine should not start. If the engine starts, rewire the starter kill to reach proper operation.

Valet mode. Make sure the remote car starter is able to properly enter and exit valet mode. When setting the remote car starter into valet mode, pressing the lock button will lock the doors without activating the starter kill. (Refer to the user guide for further information on valet mode.)

Idle mode. Make sure the vehicle properly enters and exits idle mode.

Door. Make sure that when the system is armed, opening any door or opening the trunk will trigger the alarm (if installed).

Hood trigger. Make sure that when the system is armed, opening the hood should trigger the alarm.

Most comebacks are the result of misunderstandings about how a product works or performs. Take the time to properly explain all functions and features to the customers before they leave the premises. Doing this will save time and money.

**NEW FEATURE – HYBRID OPTION**

Warning: For automatic transmissions only.

This option is disabled by default. It can be enabled in Mode 4 of the programming options. HYBRID mode is a special feature that is intended to facilitate the remote starter installation on most Hybrid vehicles. With HYBRID mode enabled, the remote starter will give a four second crank output on its crank wire (it will not rely on VTS to stop the crank cycle). The only way to shorten the four second crank output is to program a tach signal to the remote starter. If a tach signal is programmed, the remote starter will act like normal (the HYBRID feature should be used when a tach reference is not available from the vehicle or the bypass being used at the time of installation).

**ENTERING PROGRAMMING MODE**

These are the programming buttons:

<table>
<thead>
<tr>
<th>The Hood Pin</th>
<th>The Antenna Programming Button (the A.P.B.)</th>
</tr>
</thead>
</table>

The P.B. is located on the side of the module. This push button mimics the hood-pin switch in order to avoid having to get out of the vehicle and pressing the hood-pin switch. The P.B. will work only when the hood pin is installed and the hood is up.

Complete step by step module programming:

1. Entering Programming Mode
2. Programming the transmitter to the module
3. Entering Programming Options
4. Programming the options
5. Adjusting the Horn output (if installed)
6. Setting up the TACH, VTS or Multi-speed Tach

**To install this unit in a vehicle with an AUTOMATIC transmission:**

1. Cut the loop on the pc board (Yellow wire).
2. Make sure the Orange handbrake wire is not connected to any of the vehicle circuits.
3. Make all the regular connections.
4. Power up the unit. The parking lights will flash 4 times.
5. When learning the first transmitter, the parking lights will flash 5 times quickly then give 2 slow flashes.
6. Upon the first successful remote start (once the yellow loop has been cut), the system will lock the transmission settings to automatic mode.

**Note:** If upon pressing the START button the parking lights give 3 slow flashes, make sure that the Orange handbrake wire is not connected, the hand brake is not engaged and that the yellow loop is cut and isolated/taped.

**DElS. VEHrICLE WARNING:** The G-Plug wire must not be connected when the brake is detected through D2D.

**DIESEL VEHICLE WARNING:** The G-Plug wire must not be connected when the brake is detected through D2D.

**NEW FEATURE – HYBRID OPTION**

Warning: For automatic transmissions only.

This option is disabled by default. It can be enabled in Mode 4 of the programming options. HYBRID mode is a special feature that is intended to facilitate the remote starter installation on most Hybrid vehicles. With HYBRID mode enabled, the remote starter will give a four second crank output on its crank wire (it will not rely on VTS to stop the crank cycle). The only way to shorten the four second crank output is to program a tach signal to the remote starter. If a tach signal is programmed, the remote starter will act like normal (the HYBRID feature should be used when a tach reference is not available from the vehicle or the bypass being used at the time of installation).

**ENTERING PROGRAMMING MODE**

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Complete step by step module programming:

1. Entering Programming Mode
2. Programming the transmitter to the module
3. Entering Programming Options
4. Programming the options
5. Adjusting the Horn output (if installed)
6. Setting up the TACH, VTS or Multi-speed Tach

**Diesel Vehicle Warning:** The G-Plug wire must not be connected when the brake is detected through D2D.

**New Feature – Hybrid Option**

Warning: For automatic transmissions only.

This option is disabled by default. It can be enabled in Mode 4 of the programming options. HYBRID mode is a special feature that is intended to facilitate the remote starter installation on most Hybrid vehicles. With HYBRID mode enabled, the remote starter will give a four second crank output on its crank wire (it will not rely on VTS to stop the crank cycle). The only way to shorten the four second crank output is to program a tach signal to the remote starter. If a tach signal is programmed, the remote starter will act like normal (the HYBRID feature should be used when a tach reference is not available from the vehicle or the bypass being used at the time of installation).
When teamed up with a SmartStart™-compatible module, remote start features can be accessed using a smartphone. These features include lock/unlock, engine start/stop, trunk release, panic, and alarm notifications. For alarm notifications, the Xpresskit™ bypass option (C2D) must be enabled.

To use these features, connect the SmartStart™ module to the SmartStart™ port located at the back of the remote start module (see the wiring diagram). The SmartStart™ feature must be enabled using the programming options list found in this guide.

TESTING

Before putting the vehicle back together, it is recommended to check that the system operates properly. The following testing procedures should be used to verify proper installation and operation of the system. Before testing, make sure that all connections are soldered and that the unit is plugged in.

- Make sure the system properly enters and exits ready mode:
  - Ready mode is a sequence of steps that must be followed in order to allow manual transmission vehicles to be remote started. To get into ready mode:

1. Ensure that all the doors, hood, and trunk are closed. Make sure that the gear selector is in the neutral position.
2. With the engine already running, apply the parking brake once and release the brake pedal.
3. Within 20 sec of engaging the parking brake, press and hold the [ ] or [ ] on the transmitter.
   (SmartStart™ uses only [ ].)
   The parking lights will flash 3 times quickly and remain lit.
4. Remove the key; the engine will keep on running.
5. Exit the vehicle. All doors should be closed, including the hood and trunk.

Now there are three possible options

<table>
<thead>
<tr>
<th>OPTION 1: No lock</th>
<th>OPTION 2: Manual shut down (default)</th>
<th>OPTION 3: Automatic shut down</th>
</tr>
</thead>
<tbody>
<tr>
<td>The engine stops.</td>
<td>The engine keeps going until you press either:</td>
<td>The engine runs for 8 sec, then locks the doors before finally shutting down the engine without user interaction.</td>
</tr>
<tr>
<td></td>
<td>[ ] to lock the doors and shut down the engine;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>[ ] to unlock the doors and shut down the engine;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>[ ] to shut down the engine without affecting the doors.</td>
<td></td>
</tr>
</tbody>
</table>

WARNING: The vehicle is not armed or locked down.

1. The Parking lights will flash.

The system will exit ready mode if a door, the hood or the trunk is opened, if the brake pedal is pressed, if the parking brake is disengaged or if the ignition key is turned to the IGNITION ON (RUN) position.

- Remote-start the engine and listen for starter drag. If the starter cranks for too long, carry out another tech programming procedure.

### Programming the Transmitter to the Module

1. In programming mode (page 2) — the parking lights will stay on for up to 20 seconds.
2. Before the lights go out, turn the ignition key to OFF (if not OFF already), then ON, then OFF.
3. Press and hold the [ ] button and keep it down until the parking lights flash 3 times quickly (unit will click). The parking lights remain lit for 20 seconds.
4. The transmitter has been stored in memory. Each unit can store 4 remotes in its memory.
5. Either close the hood to end the programming procedure or select one of the sub-menus before the lights turn off.

To program a transmitter on the second vehicle for multi-car operation:
- press the [ ] button (instead of [ ] ) in step 3 of the transmitter programming procedure.

### ENTERING PROGRAMMING OPTIONS

1. In programming mode (page 2) — the parking lights will stay on for up to 20 seconds.
2. Before the lights go out, press and hold the brake pedal and then press one of the following buttons.
   - LOCK to access mode 1;
   - UNLOCK to access mode 2;
   - TRUNK to access mode 3;
   - START to access mode 4.
3. The parking lights will flash 1, 2, 3 or 4 times to confirm entry into a mode.
4. Release the brake pedal.

Once the desired mode has been selected, the unit will fall out of default into function #1 of that mode; you can now select the option you want in function 1. Once this option has been chosen, the unit will move on to function 2 of the mode selected, and so on:
   - LOCK to access option 1;
   - UNLOCK to access option 2;
   - TRUNK to access option 3;
   - START to access option 4.
5. After the programming of any mode is completed, the parking lights and the LED on the antenna will turn ON for 20 sec. During these 20 seconds, select one of the sub-menus if needed.

### Programming the Transmitter to the Module

- Press and hold the hood pin down for 4 seconds.
- Release the hood pin.
- The parking lights will turn ON.

- While the parking lights are ON, press the hood pin once more and release immediately.
  - The parking lights will turn ON and stay ON for 20 seconds leaving you time to select one of the sub-menus.
  - You now have 20 seconds to select one of the sub-menus.
  - Note 1: To exit programming mode, close the hood.
  - Note 2: For vehicles that require the ignition to be turned ON to activate the brake circuit, follow these steps:
    - After flashing the hood, turn the ignition ON and wait for the parking lights to come ON. Then, press the brake pedal to access the sub-menus.

### Programming the Transmitter to the Module

- Make sure the hood is closed.
- Turn the ignition key to the IGNITION ON (RUN) position.
- Within 5 seconds, press the programming button on the antenna twice for 1 second each time. The LED will come ON solid for 20 sec.

To access option 3:
- To access option 2:
- To access option 4:

### Programming the Transmitter to the Module

- Make sure that the wire to wire brake communication is locked once an analog signal is detected on the remote starter's brake input. To detect D2D brake again, after being locked in "wire to wire" mode, make sure no connection is made at the brake input wire and then reset the power.

### Programming the Transmitter to the Module

- Before putting the vehicle back together, it is recommended to check that the system operates properly. The following testing procedures should be used to verify proper installation and operation of the system. Before testing, make sure that all connections are soldered and that the unit is plugged in.

- Make sure the system properly enters and exits ready mode:

1. Ensure that all the doors, hood, and trunk are closed. Make sure that the gear selector is in the neutral position.
2. With the engine already running, apply the parking brake once and release the brake pedal.
3. Within 20 sec of engaging the parking brake, press and hold the [ ] or [ ] on the transmitter.
   (SmartStart™ uses only [ ].)
   The parking lights will flash 3 times quickly and remain lit.
4. Remove the key; the engine will keep on running.
5. Exit the vehicle. All doors should be closed, including the hood and trunk.

### Programming the Transmitter to the Module

- Press and hold the hood pin down for 4 seconds.
- Release the hood pin.
- The parking lights will turn ON.
### PROGRAMMING OPTIONS

#### MODE 1  
*INDICATES DEFAULT SETTING*

**FUNCTION 1 – Ignition-controlled door locks**
- **OPTION 1**  
  Ignition lock DISABLED  
- **OPTION 2**  
  Ignition lock ENABLED  
- **OPTION 3**  
  Ignition unlock only  
- **OPTION 4**  
  Ignition lock only

**FUNCTION 2 – Secure Lock**
- **OPTION 1**  
  Secure lock DISABLED  
- **OPTION 2**  
  Standard secure lock ENABLED  
- **OPTION 3**  
  Smart secure lock ENABLED

**FUNCTION 3 – Starter Kill**
- **OPTION 1**  
  Passive arming (60 sec.)  
- **OPTION 2**  
  Active arming  
- **OPTION 3**  
  Passive arming (3 min.)

**FUNCTION 4 – Door lock / unlock pulse timing**
- **OPTION 1**  
  7/10 sec. lock / unlock pulses  
- **OPTION 2**  
  4-sec. lock / unlock pulses  
- **OPTION 3**  
  7/10 sec. lock pulse and two ¼ sec. unlock pulses  
- **OPTION 4**  
  1/10 sec. lock / unlock pulses

**FUNCTION 5 – LED flashing**
- **OPTION 1**  
  Enabled (will only flash when ignition is OFF)  
- **OPTION 2**  
  DISABLED  
- **OPTION 3**  
  ENABLED (will only flash when Starter kill engages (depends on Mode 1, Function 3 programming)

#### MODE 2  
*INDICATES DEFAULT SETTING*

**FUNCTION 1 – Safe Start**
- **OPTION 1**  
  Safe start ENABLED  
- **OPTION 2**  
  Safe start DISABLED  
- **OPTION 3**  
  Swap Start

**FUNCTION 2 – Engine Run Time**
- **OPTION 1**  
  Run time = 3 minutes in gas mode / 8 minutes diesel mode  
- **OPTION 2**  
  Run time = 10 minutes in gas mode / 20 minutes diesel mode  
- **OPTION 3**  
  Run time = 25 minutes in gas mode / 30 minutes diesel mode

**FUNCTION 3 – Idle Mode & Turbo Mode (auto) / Turbo Mode (manual)**
- **OPTION 1**  
  Idle mode & turbo mode DISABLED (AUTO) / turbo mode DISABLED (MANUAL)  
- **OPTION 2**  
  Idle mode & turbo mode ENABLED (AUTO) / turbo mode ENABLED (MANUAL)

**FUNCTION 4 – Engine type and Cold Weather Mode**
- **OPTION 1**  
  Diesel mode with 20-minute run time in cold weather mode (30-sec. wait to start delay)  
- **OPTION 2**  
  Diesel mode with 3-minute run time in cold weather mode  
- **OPTION 3**  
  Diesel mode with 8-minute run time in cold weather mode (18-sec. wait to start delay)  
- **OPTION 4**  
  Diesel mode with 8-minute run time in cold weather mode (7-sec. wait to start delay)

**FUNCTION 5 – Disarm option**
- **OPTION 1**  
  Disarm with Ignition, Accessory and Ground Out  
- **OPTION 2**  
  Disarm only

---

### VIRTUAL TACH ADJUSTMENT

**Warning:** For automatic transmissions only.

Virtual Tach System combines the latest microcontroller technology and a complex algorithm that took years to develop. VTS is able to effectively monitor the engine starting sequence and release the starter at the right time without physically connecting the tach wire to the remote starter. The VTS constantly monitors the data and readjusts itself automatically in order to maximize its capability to start the engine properly in any weather or deteriorating battery condition.

**OPTIONAL TIME DELAY ADJUSTMENT IN VIRTUAL TACH SYSTEM**
Follow these steps to program crank time adjustment, if needed:

1. In programming mode (page 2).
   - Before the lights go out, press and hold the brake pedal and press the LOCK and UNLOCK buttons simultaneously — the parking lights will flash 4 times. Do not release the brake pedal.
   - Press the LOCK button if you wish to increase the time delay or the UNLOCK button if you want to decrease it. The time delay will be increased or decreased by 50 ms and the parking lights will flash once every time the LOCK or UNLOCK button is pressed.
   - Press the TRUNK button to save the settings you have entered.
   - Release the brake pedal — the time delay programming is now complete.

### MULTI-SPEED TACH PROGRAMMING

1. In programming mode (page 2).
   - Before the lights go out, press and hold the brake pedal and press the LOCK and UNLOCK buttons simultaneously — the parking lights will flash 4 times. At that point, release the brake pedal.
   - Start up the engine and allow the vehicle to reach regular engine idle speed.
   - Once the engine is running at normal idle speed, press the brake pedal and keep it down until you hear the parking light output click 5 times.
   - Release the brake pedal — the tach programming is now complete.

**Caution!** — Tach jumper settings:
Some new vehicles have a higher TACH voltage threshold, which would fall out of the normal TACH trigger circuit of the remote car starter. Changing the jumper to TACH Threshold HIGH will allow the module to properly detect the TACH signal. **BUT,** if you are having trouble with the TACH, please call our tech support team. Problems requiring changing the TACH jumper settings are very rare.

### TRANSPONDER PROGRAMMING

This procedure is detailed in the full installation guide. To obtain a copy of the installation guide, please visit our website at www.autostart.ca.

### RESETTING THE MODULE

**WARNING!** By resetting the module, all programmed values are erased — i.e., tach, transmitter as well as programming options. The programming options are returned to their default values.

1. Enter programming Mode (page 2).
2. Once having reached the programming mode, quickly press and release the brake pedal until the parking lights flash 8 times.

### BYPASS

Remote starters of this series have the ability to work in two way mode (D2D) with Xpresskit bypass modules. They also offer one way communication with Xpresskit, ADS and Fortin brand bypass modules. **Note:** For Hardware 5.0 and higher there can only be one bypass connected to the unit.
### MODE 3
*INDICATES DEFAULT SETTING*

**FUNCTION 1 – Home Valet**
- **OPTION 1** Home valet ENABLED
- **OPTION 2** Home valet DISABLED

**FUNCTION 2 – AUX 1 Programming**
- **OPTION 1** Horn confirmation upon the 2nd press of the LOCK button
- **OPTION 2** Priority door access
- **OPTION 3** Horn confirmation upon the 1st press of the LOCK button
- **OPTION 4** Negative Accessory output

**FUNCTION 3 – AUX 2 Programming**
- **OPTION 1** Constant output
- **OPTION 2** Toggle ON/OFF (with 30-second time out)
- **OPTION 3** Toggle ON/OFF (with 4-minute time out)
- **OPTION 4** Active when started remotely

**FUNCTION 4 – AUX 3 / TRUNK output**
- **OPTION 1** 1-sec. output
- **OPTION 2** Constant output
- **OPTION 3** Trunk output with disarm and rearm pulses

**FUNCTION 5 – External Trigger**
- **OPTION 1** Zone 3 with disarm/rearm (trunk monitor)
- **OPTION 2** Key sense
- **OPTION 3** Engine start/stop
- **OPTION 4** SmartStart™

### MODE 4
*INDICATES DEFAULT SETTING*

**FUNCTION 1 – Alarm control**
- **OPTION 1** ENABLED (HORN must be enabled in MODE 3 FUNCTION 2, option 1 or 3)
- **OPTION 2** DISABLED

**FUNCTION 2 – Ready Mode Option / Hybrid Option**
- **OPTION 1** ENABLED by handbrake
- **OPTION 2** ENABLED by remote
- **OPTION 3** Hybrid option ENABLED

**FUNCTION 3 – Ready mode completion option**
- **OPTION 1** Open/Close door
- **OPTION 2** Remote
- **OPTION 3** Open/Close door with automatic door-lock

**FUNCTION 4 – Bypass**
- **OPTION 1** ADS (1-way D2D)
- **OPTION 2** Xpresskit (2-way D2D)
- **OPTION 3** Fortin (1-way D2D)

**FUNCTION 5 – N/A**
- **OPTION 1** N/A
- **OPTION 2** N/A
- **OPTION 3** N/A
- **OPTION 4** N/A

### HORN ADJUSTMENT
Note: Before adjustment, horn option must be enabled.

1. In programming mode (page 2).
2. Press and hold the brake pedal, then simultaneously press the UNLOCK and START buttons—the horn will chirp 5 times.
3. Release the brake pedal.
4. To change the timing:
   1. To increase the horn pulse by 3 ms, press the LOCK button.
   2. To decrease the pulse by 3 ms, press the UNLOCK button.
   3. To increase the pulse by 10 ms, press the START button.
   4. To decrease the pulse by 10 ms, press the TRUNK button.
5. To save the new settings: press LOCK and UNLOCK simultaneously. If 3 chirps are returned, the new setting has been saved.
6. You have 20 more seconds to select one of the sub-menus if needed.

Quick installation Guide [http://www.autostart.ca](http://www.autostart.ca) P.5
WIRING SCHEMATIC

REAR VIEW OF THE MODULE

Yellow loop
ADS & Fortin bypass
INV 200 (Door lock pulse inverter)
Jumper for Starter 2
Jumper for Ignition 2
Jumper for Accessories 2

Parking lights jumper in Neutral position
Positive Parking lights
Negative Parking lights
Optional programming port / SmartStart
Xpresskit bypass

SIDE VIEW OF THE MODULE

Programming Button
TACH Threshold: HIGH
TACH Threshold: NORMAL

For Automatic transmissions:
Cut the yellow loop before plugging the module.

YELLOW .................. IGNITION
RED .................. 12V (Battery)
ORANGE ........... ACCESSORIES (Heater Blower Motor)
PURPLE ............ STARTER
GREEN ........... 5TH RELAY
RED .................. 12V (Battery)

1- BLACK .................. GROUND (-)
2- PURPLE .................. TACH (AC)
3- GREY .................. HOOD SWITCH (-)
4- ORANGE ............ BRAKE SWITCH (+)
5- YELLOW ...... PARKING LIGHTS (+/-)
6- BLUE/WHITE .......... POS. Door input
7- WHITE/ORANGE ............ STARTER kill output
8- ORANGE ............ PARKING Brakes input
9- WHITE/BLUE ............ EXT. TRIGGER output
10- WHITE ............ MISE À LA MASSE lorsqu’en marche
11- GREY .................. NEG. Door input
12- YELLOW .......... (+) Glow plug input
11- GREY .................. NEG. Door input
10- WHITE .......... GROUND when running
9- PURPLE ............ EXT. TRIGGER input
8- ORANGE .......... Parking Brakes input
7- WHITE/ORANGE ............ STARTER kill output
6- BLUE/WHITE .......... POS. Door input
5- WHITE/GREEN .......... DISARM output
4- WHITE/BROWN .......... REARM output
3- GREEN .......... UNLOCK output
2- BROWN .......... LOCK output
1- BLUE .......... TRUNK output

NOTE
BLUE JUMPER MUST BE SET TO A VERTICAL POSITIVE OR NEGATIVE PARKING LIGHTS OUTPUT

30 A Fuse
N/A

V0.08 VM - July 11, 2014