



**Model APS-25E**  
Installation Manual  
Remote Control Vehicle  
Security System

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## Before You Begin

### **PROFESSIONAL INSTALLATION IS STRONGLY RECOMMENDED**

Roll down window to avoid locking the keys in the vehicle during installation.

Avoid mounting components or routing wires near hot surfaces or near moving parts like the steering wheel as it may prevent proper operation of the vehicle.

Tape or loom wires under the hood and dash for protection as well appearance.

Use grommets when routing wires through metal surfaces to prevent chafing and shorting.

Use a Digital Multi Meter for testing and verifying circuits. DO NOT USE A "TEST LIGHT" OR "COMPUTER SAFE PROBE" as these can set off air bags or damage sensitive vehicle computers and electronics.

**For technical support go to [www.avxtech1.com](http://www.avxtech1.com)  
or call 1 800 225 6074**

This device complies with FCC Rules Part 15 Operation is subject to the following two conditions

- (1) This device may not cause harmful interference and
- (2) This device must accept any interference that may be received, including interference that may cause undesired operation.

**NOTE:** The manufacturer is not responsible for any radio or TV interference caused by unauthorized modifications to this equipment. Such modifications could void the user's authority to operate the equipment

**11 Pin Main Wiring Harness****Part # 1122910**

1 WHITE	(+) Parking Light Output 15A Max
2 RED	(+) 12 Volt Input Parking Lts
3 DARK BLUE	Channel 3 Trunk Output (-) 300mA
4 WHITE/BLACK	+ 12 Volts Siren Output
5 RED/WHITE	+ 12 Volt Module Feed (See Red)
6 BLACK	Chassis Ground
7 YELLOW	Ignition Input Switched +12 Volts
8 DARK GREEN	Negative Hood / Trunk Trigger Input
9 BROWN	Negative Door Trigger Input
10 PURPLE	Positive Door Trigger Input
11 ORANGE	Ground Output While Armed (-) 300mA

**2 Pin Door Lock Output Harness****Part #1122242**

1 Red	Negative Lock/Pos. Unlock 300mA Max
2 Green	Positive Lock/Neg. Unlock

**INSTALLATION OF MAJOR COMPONENTS:****CONTROL MODULE:****P/N 1365419**

Select a mounting location inside the passenger compartment (up behind the dash) and secure using two screws provided. The control module can also be secured in place using cable ties.

**Do not** mount the control module in the engine compartment, as it is not waterproof. You should also avoid mounting the unit directly onto factory installed electronic components. These components may cause RF interference, which can result in poor transmitter range or intermittent operation.

**SIREN:****P/N AS9903E**

Select a mounting location in the engine compartment that is well protected from access below the vehicle. Avoid areas near high heat components or moving parts within the engine compartment. To prevent water retention, the flared, or opened end, of the siren must be pointed downward when mounted. Mount the siren to the selected location using the screws and bracket provided.

**HOOD OR TRUNK PIN SWITCH: (Optional)****P/N 1363699**

A pin switch is for use in protecting the hood or trunk (or hatchback) of the vehicle.

The switch must always be mounted to a grounded, metal surface of the vehicle. It is important to select a location where water cannot flow or collect and to avoid all drip "gutters" on hood and trunk fender walls. Choose locations that are protected by rubber gaskets when the hood or trunk lid is closed.

The pin switch can be mounted using a bracket when required or directly mounted by drilling a 9/32" diameter mounting hole.

Keep in mind that when properly mounted, the plunger of the pin switch should depress at least 1/4" when the hood or trunk lid is closed.

**PUSH-BUTTON LED COMBINATION SWITCH:****P/N PRLED**

Select a mounting location known and accessible to the operator of the vehicle. A dashboard plug or front dashboard panel is desirable because the pushbutton LED assembly needs the LED to be visible from the outside of the vehicle. It will be used for valet modes, programming features, programming transmitters, and for overriding the system when the transmitter is not functioning. Inspect behind the chosen location to insure that adequate clearance is allowed for the body of the switch, and also that the drill will not penetrate any existing factory wiring or fluid lines. Drill a 5/16" or 8mm hole in the desired location and mount the switch by passing the connectors, one at a time, through the panel from the front side and pressing on the bezel until the switch is fully seated.

**SHOCK SENSOR:****P/N AS9492a**

Select a solid mounting surface for the shock sensor on the firewall inside the passenger compartment and mount the sensor using the two screws provided. The shock sensor can also be secured to any fixed brace behind the dash using tie straps.

Whichever mounting method is selected, make certain that the sensitivity adjustment is accessible for use later in the installation.

**WIRING THE SYSTEMS 11 PIN MAIN HARNESS:****Part # 1122910****WHITE WIRE: + 12 VDC PULSED PARKING LIGHT OUTPUT ( 15 A MAX )**

This wire is provided to flash the vehicle's parking lights. Connect the white wire to the positive side of one of the vehicle's parking lights.

**RED 15A FUSED WIRE: 12VDC CONSTANT BATTERY SOURCE**

The connection of this wire supplies 12 VDC for both the alarm circuit, and the parking light feed wire. Connect this wire to a + 12 volt source capable of supplying 15 Amps of current to power both the parking lights and the control circuit.

**DARK BLUE WIRE: 300 mA PULSED OUTPUT/CHANNEL 2**

The dark blue wire pulses to ground via an independent RF channel from the keychain transmitter. This is a transistorized, low current output and should only be used to drive an external relay coil.

**CAUTION:** Connecting the dark blue wire to the high current switched output of trunk release circuits or some remote starter trigger inputs, will damage the control module.

Connect the dark blue wire to terminal 86 of the MRLY accessory relay (or equivalent 30 A automotive relay) and wire the remaining relay contacts to perform the selected function of channel 2.

**WHITE w/ BLACK TRACE WIRE: POSITIVE OUTPUT TO SIREN**

Route this wire through a rubber grommet in the firewall to the siren location. Connect the white/black wire to the positive wire of the siren. Secure the black ground wire of the siren to chassis ground.

**RED/WHITE 5A FUSED WIRE - (VOLTAGE SENSING): + 12 VDC CONSTANT BATTERY SOURCE**

Power supply for the control module.

**BLACK WIRE: CHASSIS GROUND**

Connect this wire to a solid, metal part of the vehicle's chassis. Do not confuse this wire with the thin black antenna wire that exits the control module independently.

**YELLOW WIRE: + 12 VDC IGNITION SOURCE**

Connect this wire to a source that supplies 12 VDC when the ignition key is in the ON and CRANK positions and off when the key is in the OFF position.

**DARK GREEN WIRE: (-) INSTANT TRIGGER**

This is an instant on ground trigger wire. It must be connected to the optional previously installed hood and trunk pin switches if used.

**BROWN WIRE: - DOOR TRIGGER**

If the vehicle's door courtesy light switches have a - ground output when the door is opened ( GM and most Imports ) you must connect this wire to the negative output from one of the door switches. In most cases, the brown wire will only need to be connected to one door switch, no matter how many doors the vehicle has.

**WARNING:** Do not use the brown wire if the vehicle has + 12 Volt output type door switches. (see PURPLE WIRE)

**NOTE:** For vehicles with interior delay lighting see programming under title "Completing The Installation".

**PURPLE WIRE: + DOOR TRIGGER**

If the vehicle's door courtesy light switches have a + 12 volt output when the door is opened ( most Fords and some Imports), you must connect this wire to the positive output from one of the door switches. In most cases, the purple wire will only need to be connected to one door switch, no matter how many doors the vehicle has.

**WARNING:** Do not use the purple wire if the vehicle has ground output type door switches. (see BROWN WIRE)

**NOTE:** For vehicles with interior delay lighting see programming under title "Completing The Installation".

**ORANGE WIRE: GROUND OUTPUT WHEN ARMED**

This wire is provided to control the starter cut relay. Connect the orange wire to terminal 86 of the relay and wire the remaining relay contacts as shown in the wiring diagram.

**IMPORTANT:** We do not recommend using this relay to interrupt the ignition wire. Only connect this relay to the low current starter solenoid feed wire, as indicated on the wiring diagram.

**GRAY/BLACK 2 PIN (blue) & RED/BLUE 2 PIN (white) CONNECTORS LED/VALET SWITCH Part # PRLED**

If you have not done so already, route the two 2 conductor, blue & white connectors from the previously installed combination LED Valet switch to the alarm control module and plug both connectors into their mating connectors on the end of the module.

**RED and GREEN 2 PIN (white) CONNECTOR: DOOR LOCK OUTPUTS Part # 1122242**

These wires will provide a pulsed ground output to the factory door lock control relay. The maximum current draw through these outputs must not exceed 300 mA.

**3 Wire Ground Switched Door Locks**

In this application, the **red wire** provides a ground pulse during arming (**pulsed ground lock**) output. Connect the red wire to the wire that provides a low current ground signal from the factory door lock switch to the factory door lock control relay. The **green wire** provides a ground pulse during disarming (**pulsed ground unlock**) output. Connect the green wire to the wire that provides a low current ground signal from the factory door unlock switch to the factory door lock control relay.

**3 Wire Positive Switched Door Locks**

In this application, the **red wire** provides a positive pulse during disarming (**pulsed + 12 volt unlock**) output. Connect the red wire to the wire that provides a low current positive signal from the factory door unlock switch to the factory door lock control relay.

The **green wire** provides a positive pulse during arming (**pulsed + 12 volt lock**) output. Connect the green wire to the wire that provides a low current positive signal from the factory door lock switch to the factory door lock control relay.

**Resistive Circuits, As Well As 4 Wire Polarity Reversal & 5 Wire Alternating 12 Volt Door Lock Control Circuits**

These applications require the use of additional components which may include relays, fixed resistors, or for convenience, the AS 9159 Door Lock Interface. Refer to the Audiovox Door Lock Wiring Supplement and or the Audiovox fax back service for information on your particular vehicle for properly connecting to these types of circuits.

**COMPLETING THE INSTALLATION**

**NOTE:** This unit has the ability to learn the dome light delay time, up to 60 seconds. If the vehicle has delay interior lights, and you wish to avoid three chirp, defect zone, indication normally associated with this type of interior light, we suggest you learn the interior light delay.

**TO LEARN THE DOME LIGHT DELAY:**

- (1) Use the transmitter to Lock / Unlock / Lock / Unlock / Lock / Unlock / Lock, the system. The LED turns on solid to confirm the system entered the learn mode.
- (2) Immediately open and close the door of the vehicle to initiate the dome delay. The unit will monitor the door trigger input Positive, (Purple), and Negative, (Brown) when active. When the dome light turns off, the unit will add 2 seconds then exit the learn mode.
- (3) The LED will begin flashing the Armed indication indicating the unit has exited the learn mode and is armed.

**Antenna Wire:** Be sure to extend the thin black antenna wire to it's full length and cable tie into place where it cannot be damaged. Avoid wrapping this wire around major, high current wire looms.

**Adjusting the Shock Sensor : P/N AS9492a**

The sensitivity of the pre-detect circuit, where used, is automatically set 30% less sensitive than the full trigger circuit. Using a small screwdriver, gently turn the adjustment screw fully counterclockwise. (DO NOT over turn this screw. Maximum rotation for this adjustment is 270°). Close the hood and trunk lids, and arm the alarm. Wait 6 seconds for the accessories trigger zone to stabilize, then firmly strike the rear bumper with the side of a closed fist considering the amount of force required to break a window.

**WARNING !** Never perform this test on the vehicle's glass, as you may break the window. Turn the adjustment screw clockwise ( increasing sensitivity ) about ¼ turn and re-test. Repeat this procedure until the alarm sounds. Ultimately, one firm strike to the rear bumper will cause the alarm to emit pre-detect warning tones.

**CAUTION:** Setting the sensitivity too high can cause false alarms due to noise vibrations from passing trucks and heavy equipment. To decrease sensitivity, turn the adjustment screw counter clockwise.

**Wire Dressing:**

Always wrap the alarm wires in convoluted tubing, or with a spiral wrap of electrical tape. Secure these looms along the routing using cable ties. This will ensure that the alarm wires are not damaged by falling onto hot or sharp moving surfaces in the vehicle.

**Operation:**

Take a few moments to check off the appropriate option boxes in the owner's manual and to fully explain the operation of the system to your customer.

**PROGRAMMING BANK 1 (TRANSMITTERS):**

**Transmitter Model Name, 143BP Is Also Found On Back Of Transmitter Case (Battery Use CR2032)**

- 1) Turn the ignition key to the on position.
- 2) Press and release the valet/programming switch 3 times (Siren Chirps)
- 3) Press the Lock Button of each transmitter you want programmed until you hear a chirp from the horn or siren.
- 4) Press the valet/program button to advance to the unlock channel two, (siren chirps)
- 5) Press the Unlock button of each transmitter you want to operate the unlock function until you hear a chirp from the horn or siren.
- 6) Press the valet/program button to advance to the trunk release channel three, (siren chirps).
- 7) Press the trunk button of each transmitter you want to operate the trunk release feature until you hear a chirp from the horn or siren.
- 8) Turn the ignition switch off.

The above action programs the Lock, Unlock, & optional Trunk Release, This remote has the ability to operate 2 similar alarms from a single transmitter. To toggle on and off vehicle one or two: Press the Trunk/Key button + the Lock button for 5 seconds. The LED flashes 2 times. Release the buttons, to select 2nd vehicle mode. Program this transmitter into the second vehicle's system. Any time you are in 2nd vehicle when the transmitter is operated, the LED will flash twice for each function. When in in the prime vehicle mode, the LED will flash once for each function.

**PROGRAMMING BANK 2 (ALARM FEATURES):**

You can enter bank 2 from bank 1 by turning the ignition key off then on from step 4 of Bank 1. (Siren Short then Long Chirp), or You can also go right to bank 2 by:

- 1) Turn the ignition key to the on position.
- 2) Press and release the valet/programming switch 3 times (Siren Chirps).
- 3) Turn the ignition key off then on. (Siren Short Then long Chirp)
- 4) Press the pushbutton switch once to advance to feature 1, twice to advance to feature 2, etc, then use the lock button of the transmitter to select the feature setting.

Example to set passive arming:

- 1) Turn the ignition key to the on position.
- 2) Press and release the valet/programming switch 3 times (Siren Chirps).
- 3) Turn the ignition key off then on. (Siren Short Then long Chirp)
- 4) Press the pushbutton switch 5 times to advance to feature 5, Passive/Active Arm, then use the lock button of the transmitter to select two chirps "Active Arm".
- 5) To exit the programming mode, turn the ignition key off. The program mode is automatically exited when there is no activity on the pushbutton switch or the transmitter lock button.

**Programmable Features :**

Feature Selection	1 Chirp	2 Chirps	3 Chirps	4 Chirps	Default
<u>1st Door L/UL</u>	.8 Sec.	3.5 Sec.	.8 S L, Dbl.U/L		.8 Sec.
<u>2nd Accy Lock</u>	Auto Lock On	Auto Lock Off			Off
<u>3rd Accy. UL</u>	Auto UL Dr	Auto UL Off			Off
<u>4th Passive Locks</u>	Passive	Active			Active
<u>5th Passive/Active Arm</u>	Passive Arm	Active Arm			Active Arm

