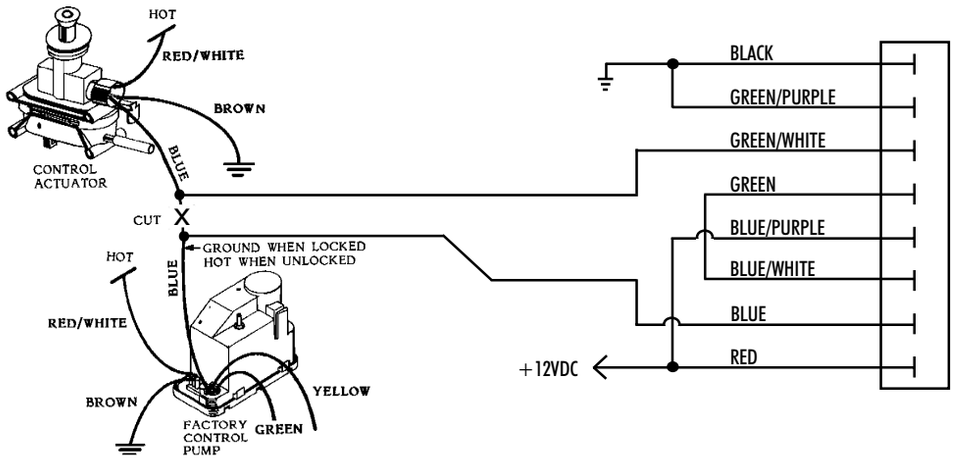
Door Lock System #4: **SINGLE-WIRE SYSTEMS**

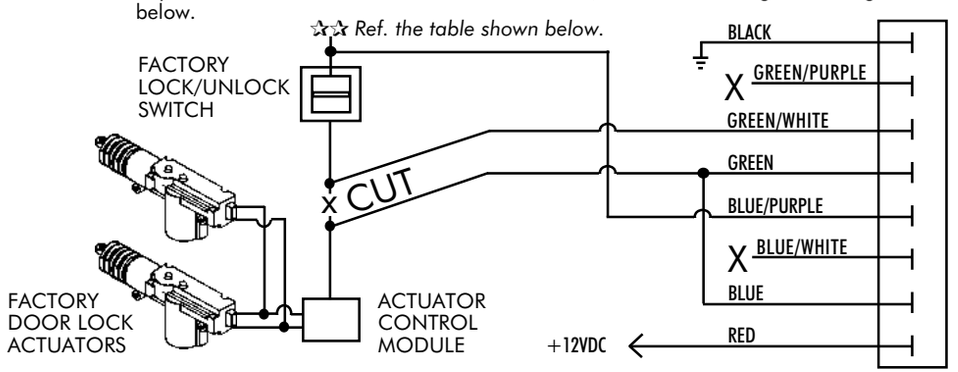
A. SINGLE WIRE, POLARITY SWITCHING (MOSTLY MERCEDES BENZs)



B. SINGLE WIRE, SHUNT SWITCHING (SOME FORDS: 1992 PROBE)

This door lock system uses a single wire to activate the door locks. Applying an activated signal on the activation wire causes the doors to unlock, and by removing the activated signal, the doors will lock.

NOTE: If the correct wire is cut, the driver and front passenger switches will not lock or unlock any of the doors. Once the correct wire is located, connect according to the diagram below.



CAR STYLES	ACTIVATION WIRES	☆☆
SOME **FORD** PROBES	GREEN/BLACK	+12VDC
SOME **MAZDA** MPVS	GREEN/BLACK	GROUND
SOME **NISSAN** 300ZX & 240SX	ORANGE/BLACK	GROUND

SECO-LARM® U.S.A., Inc.

17811 Sky Park Circle, Suite D&E, Irvine, CA 92614

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REMOTE KEYLESS ENTRY SYSTEMS

SLI 830, SLI 830-4: Lock and unlock doors, flash lights, operate 3rd channel.

Note: SLI 830 work on RF frequency 315MHz.
SLI 830-4 work on RF frequency 433.92MHz.

	SLI 830, SLI 830-4
Lock	Press lock button. Doors will lock, and the parking lights or domelights will flash once.
Unlock	Press unlock button. Doors will unlock, and the parking lights or domelights will turn on for either 11 or 16 secs.
Auxiliary Output	Press lock & unlock buttons together at the same time. This activates the auxiliary output to pop the trunk or do other functions for as long as the buttons are pressed.
Car Finder	Press unlock button. Doors will unlock, and the parking lights or domelights will turn on for either 11 or 16 secs.

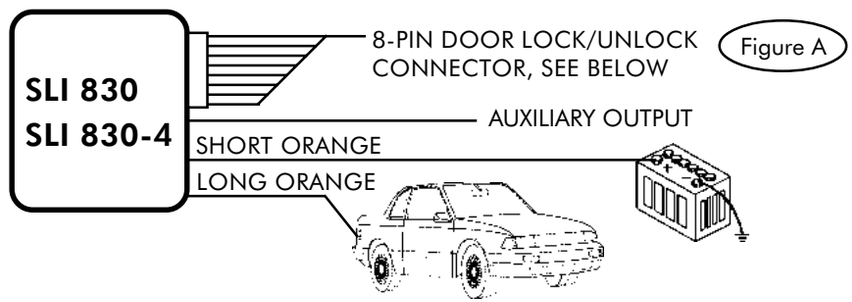


Figure A

BROWN/WHITE WIRES TO AUXILIARY OUTPUT

1. Auxiliary Output – Supplies a 200mA transistor ground output which can be used activate auxiliary devices, such as popping the trunk, when transmitter lock and unlock buttons are pressed simultaneously.
2. Connection – Connect the BROWN/WHITE auxiliary output wire via a 30A relay to activate the auxiliary output to pop the trunk or do other function for as long as the buttons are pressed. (See fig. B):

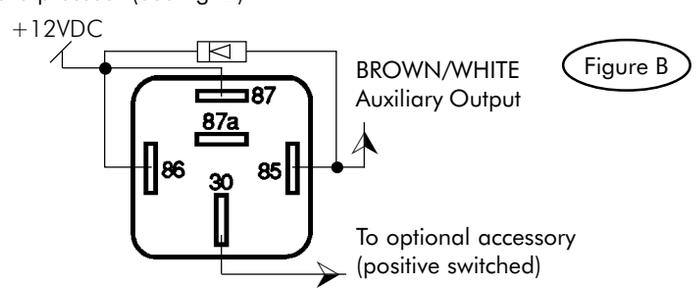


Figure B

ORANGE WIRES TO PARKING LIGHTS OR DOMELIGHTS

1. The orange wires can be used to flash the vehicle's parking lights or domelights, NOT BOTH. Works with positive- or negative-switched systems.
2. FLASHING PARKING LIGHTS (See fig. A):
   a. Long orange wire – Connect to a wire which has +12VDC when the parking lights are turned on, but has no +12VDC when they are off. This may be a wire coming from the parking light switch, or a wire under the hood going to the parking lights.
   b. Short orange wire – Connect to a constant (unswitched) +12VDC source. It can be directly connected to the battery terminal or to a constant +12VDC fuse block terminal.

   NOTE: For safety, do not connect the orange wire to flash the car's headlights. The current required to turn on the headlights may cause a fire should a connection ever become loose. This warning applies to any alarm brand in any car, even if an optional heavy duty relay is used.
3. FLASHING DOMELIGHTS:
   a. Test the domelight wire for polarity – Find a wire which either switches to +12VDC when the domelight is turned on (most Fords), or which switches to (–) ground when turned on (most GMs and Japanese autos).
   b. Positive switching – Connect the long orange wire to the wire which became +12VDC when the domelights turned on. Connect the short orange wire to a constant (unswitched) +12VDC source, such as a constant +12VDC from the fuse block terminal (see fig. C).
   c. Negative switching – Connect the long orange wire to the wire which became (–) ground when the domelights turned on. Connect the short orange wire to the car's metal body using one of the car's factory bolts (see fig. D).

Figure C

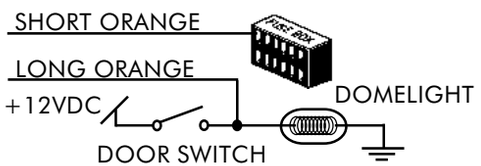
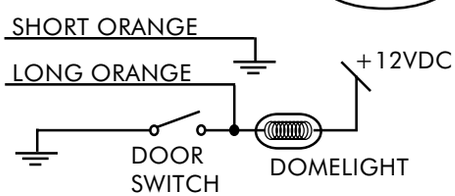


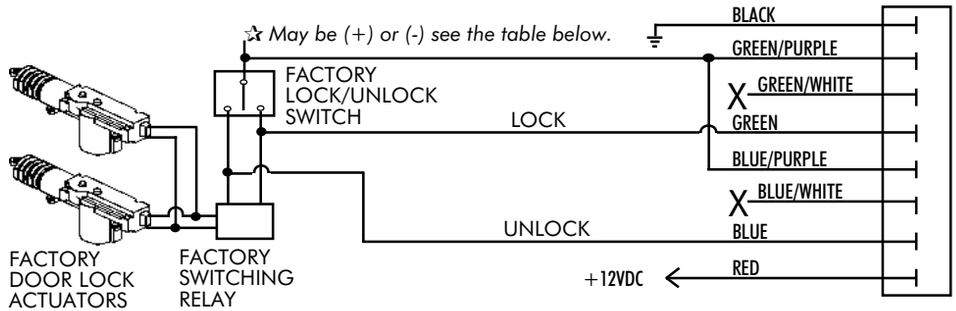
Figure D



PROGRAMMABLE TIMER	WIRELOOP	UNCUT	CUT
LOCK TIMER	GREY	0.5 SEC.	3.5 SEC.
FLASHING LIGHT TIMER DURING LOCK		0.5 SEC.	3.5 SEC.
UNLOCK TIMER	BROWN	0.5 SEC.	3.5 SEC.
FLASHING LIGHT TIMER DURING UNLOCK AND DURING CAR LOCATOR		11 SEC.	16 SEC.

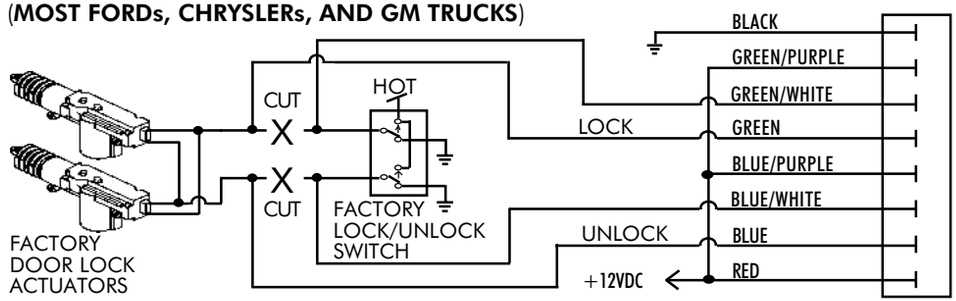
WIRE CONNECTIONS FOR DOOR LOCK/UNLOCK

Door Lock System #1: **RELAY SWITCHING TO FACTORY ACTUATORS**



CAR STYLE	LOCK WIRE	UNLOCK WIRE	☆
MOST **GM** CARS	LIGHT BLUE	BLACK	+12VDC
MOST **JAPANESE** CARS			GROUND

Door Lock System #2: **POSITIVE REVERSAL SWITCHING TO FACTORY ACTUATORS**
(**MOST FORDs, CHRYSLERs, AND GM TRUCKS**)



MOST FORD CARS:
PINK/GREEN -- LOCK
PINK/YELLOW - UNLOCK

MOST FORD TRUCKS:
BLACK/ORANGE -- LOCK
PINK/GREEN -- UNLOCK

MOST CHRYSLERs:
ORANGE -- LOCK
PINK -- UNLOCK

MOST GM TRUCKS:
LIGHT BLUE -- LOCK
BLACK or BLACK/WHITE-- UNLOCK

Door Lock System #3: **AFTERMARKET DOOR LOCK ACTUATORS**

If the car does not have power door locks, install aftermarket actuators according to the manufacturer's instructions. **SECO-LARM** model SR-5202-M door lock actuators are recommended.
If the car is equipped with central door locks and with only one switch in the driver's door, it may be necessary to add another actuator.