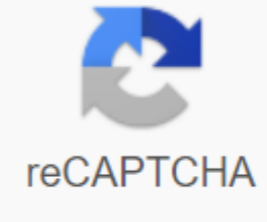




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Avital 3100lx installation guide

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When the alarm is off the lights are still flashing, I'm not sure if it will stop once I install the yellow wire. Even with the sensitivity set at a high level, I can bank the car very well without forcing the alarm. Any thoughts or advice? Thank you. - A couple of things: The yellow wire must be connected to the car's ignition wire. The main function of this wire in your case will be for programming. Another thing is that you need it for the onboard relay. These alarms are bad about on-board relay clicking if you don't plug the ignition wires. I would also recommend plugging a white wire into your parking lights. It's nice to have a visual and audible notification when the alarm goes off. (make sure you switch it to which ever the polarity you're clicking on) As for the shock sensor, where do you have the brain installed? The impact sensor is built into the brain, and if the brain is not tightly protected, it will never converge. Also, it sounds like an alarm can be in valet mode. The LED should stop blinking when you disarm it. - Discussion Starter - #3 - July 16, 2013 I'll plug in the yellow wire tomorrow, and check to make sure I'm not in valet mode, I may need to open it, there's a led jumper in this jumper module for a flash of parking light. Not AN LED. - If the impact sensor is on board you want to attach the entire brain bundled to use in the car. Its always recommended that the shock sensors be lightning bolted according to directional instructions. For some reason, vibrations are transmitted better in this way compared to being firmly fixed on something solid. - If the impact sensor is on board you want to attach the entire brain bundled to use in the car. It Recommend that the shock sensors be lightning bolted according to the directional instructions. For some reason vibrations are better transmitted way compared to being firmly set on anything solid. Mmm. I had to look at the guide and read it for myself. Has been putting these things over the years and never noticed that. FWIW, I never had any luck tying them to use. The steering column always seems to work best. - Discussion Starter - #7 July 16, 2013 Does anyone know how to say which wire is the ignition entrance? I have 6 wires or so to choose from. Yellow - Ignition input, I haven't installed this wire yet. I'm still trying to figure out which wire to connect it to. Discussion Starter and #8 July 16, 2013 Ok, I realized the ignition wires, and the LED stopped flashing, not armed ... I had a constant question, now that I have almost everything done, the alarm will still not go off when I open the door. With this old ford, the door switch causes light, and that's all that seems to be doing. The Duralast/Door Jamb Switch (SW92) AutoZone.com so I just plugged a purple wire to the light. But when I would connect the green negative door wire to the ground, it wouldn't arm... Now that I have everything almost complete, it doesn't work again. Any advice? Talk Starter - #9 July 2013 Ok, so the reason the alarm doesn't work is when the door was open because you need to wait like 10 seconds after the weapon. - Discussion Starter and #10 July 17, 2013 Well, the setup is about as far as I'm going to take it. I didn't install a starter interruption. And for some reason the horn does not blow with alarm. I had one problem, the alarm went off when I was driving for some reason. I'm not sure if it was just an accident, or something plugged in wrong. - Okay, I figured the ignition wires, and the LED stopped flashing, not armed ... I had a constant question, now that I have almost everything done, the alarm will still not go off when I open the door. With this old ford, the door switch causes light, and that's all that seems to be doing. The Duralast/Door Jamb Switch (SW92) AutoZone.com so I just plugged a purple wire to the light. But when I would connect the green negative door wire to the ground, it wouldn't arm... Now that I have everything almost complete, it doesn't work again. Any advice? Wait a minute you use both green and purple wires in the installation? Just use purple. If your door trigger negatively use green, positive use is purple. Sent from my SCH-I545 using Tapatalk 2 for almost a decade I've enjoyed a viper remote start in my car. I love being able to warm up the engine and the air conditioning is running by the time I sit in the driver's seat. I wanted the same convenience for my wife and after 5 years gave permission after seeing all the other improvements I made on her veteran Hyundai trajet. If you are good at car audio, electronics, electronics, and maintenance, the remote launch system is very easy. You should have a wiring chart for your car and it helps if there is already an existing viper or DEI alarm installed. For cars that have never had an aftermarket alarm and use an immobiliser factory, you will need an immobiliser bypass module from DEI. I bought an avital 5303l system for my car, which is also a DEI product. This installation requires a heavy Gauge wiring connection to the car's ignition key switch. Soldering is a must here. I have attached a complete guide to installing the Avital 5303L. The installation I have performed does not include wiring the door lock or door switches, as they have already been connected to the existing viper alarm.avital 5303 installation.pdf It is hyper important to have a wire system at home at 12volt deliveries and check all the necessary features. I bought a bitwriter to allow much easier programming of some features. I modeled the state of the door, the remote launch, the alarm launch, and the 2 way the pager features the remote control. Brake stop and neutral safety features are also important. For dry testing, a neutral safety wire must be tied to 0Volt. To check the brake turn off just tap it to 12Volt. Everything worked well and I decided the following features that I wanted to install or omitted:1. No parking light to connect. I find this feature annoying and I give away the fact that the driver is coming to a remote start of the vehicle. Something dangerous in our island house. 2. Remote start-up will not control the condition of the engine. I have a fixed handle time of 1.0second. Old cars like ours never give a proper tach or voltage signal. My car never worked properly with the feedback signal. With 4 Phillips screws, 10mm bolt and cable releasing the trunk from the bottom lid removed reveal the old viper module and wiring the ignition. The car's battery must be plugged in to do certain tests. The viper 350hv installed in this vehicle has a kill relay to prevent ignition if the module is unceremoniously yanked out. I went around this murder by connecting the purple wire to the black 0volt. It is necessary to identify the battery 12volt, accessories, ignition1/2 and starter wires. These 6 wires will be connected to the remote start relay module. The key switch has a socket connector with 3 pairs of hatches. Standing 12volt will always have tension on it. In this car it is red and ORANGE wires in the middle of the socket socket for the key switch. The key must be inserted to find the other 4 wires. Turning to the position of Accessories, With my multi-meter gives YELLOW wires. Check by turning off then back into the accessories needed. This wire is at the top of the socket connector. Next, ignition1 and ignition 2 wires. Turning the key to ignition and sensing the harness gives me PINK wires like a ignition Orange Wire is like a ignition 2. The toggling between the accessories and the ignition position checks my find. Both of these wires are at the bottom of the socket socket. Finally, the starting wire at the top of the socket socket. This includes actually cranking the engine. Of course, the starter solenoid wires can be temporarily disabled, but the starter on this vehicle is difficult to achieve. Once the GRAY wire is identified now on some real setup! Having an existing viper alarm system makes installation much easier. The wires are already there to be tapped in and beautifully defined. Turning off the battery is important here to avoid exploding fuses. I used the same H1 12pin jst connector. I removed the pins I didn't use for with the avital module. Fortunately, dei does both avital and viper, so the connections are pretty versatile. The wiring is highlighted in yellow, which I used for my installation. I cable tied the avital 5305l module inside the dash. It is taken from the brake pedal switch that sends 12volt to light. Testing is simple, depressing the pedal to get 12volt. The other side of the switch will have a permanent 12volt. The brown wire is tapped in the switched 12volt. IT'S VERY IMPORTANT! If you have led the park and brake lights, you should remove the park lights WHITE wires from the H1 connector! The eyelids produce a reverse tape that actually disables the remote starter! I learned that along the way. This wire is located on the pin 1.c21-4 connector on the car's ecm module. In the park wires on this pin goes 12Volt.Due because of the horribly stupid wiring Hyundai uses in this car, a neutral safety feature can not be installed at this time. I will need to put a delay on the relay timer temporarily 0volt neutral safety wire to remote, starting then the relay powered from the position of the transmission park will keep it on 0V. Every sane car manufacturer uses 0volt to identify gears on ecm. Retarded Hyundai engineers use 12volt only when the key is in the ON position. The remote launch module refuses to run if the black and white security wire is not yet on 0volt. Fortunately, my wife has not yet gone down her mother's path, turning off her car in gear complete with keys and wide-open doors. Easy for car thieves to chase her. Sheesh.After cleaning the windshield, I stuck the antenna behind the rearview mirror. I smashed the wiring down the driver's side pole. Since I've already identified the necessary heavy Gauge wires, I solder connected the wires shown on the wiring diagram. My 100wat iron solder came in handy for this step. I turned off the battery here to avoid any malfunctions. Keep in mind this step is the most difficult because it involves a tough Under the dash. The battery must be turned off for this step. Avital 2 red wires with guards I tied to 12volt BATTERY RED wires (middle of the connector). Avital red white wire with the guard I tied to BATTERY ORANGE Wire (middle of the connector). Avital orange wire I tied to THE ACCESSORIES YELLOW wire (middle of the connector). Avital pink wire I tied to the ignition1 PINK wire (bottom of the connector). Avital pink white wire I tied to the ignition2 ORANGE wire (bottom of the connector). I had to cut the starting wire now. The avita green wire that I tied to the GRAY wire running to the key switch. Avital Violet ties with the other end of the GRAY wire running on the starter engine. This wire is at the top of the connector. The latest pic shows a handy wiring circuit I made to identify all the heavy sensor wires for the remote launch module. As soon as I put the electric tape and plugged back into the connector and reconnected the car battery. It is very important to manually drive the car and ensure that all circuits to the wiring oem work properly! I left a spare programming cable connected to the avital 5305l module. This will make it easy to set up future dates without having to take off the dash. On a mixed note, the bitwriter refuses to write when the system is in valet mode. It should be in alarm mode to read and write. The horn was easy to install. The black wire went to the chassis for 0volt. With the car remote control started I did

the following tests. 1. Off by pressing the brake pedal.2. By manually inserting the key and trying to start while the car is on a remote launch. This is to test the anti grinding feature. Now the wife has the ability to remotely run with her veteran Hyundai trajet. We live in a hot climate, so the air conditioning is a huge comfort by the time she actually gets in the car. She also loves the new 2 way pager remote control. She likes the cute factor. Thank me! Not bad for an anniversary gift. Yes.

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