



Model APS 800a
Installation Manual

SELECTABLE FEATURES

Note : The method of manual override can either be selected to operate from the valet switch or operate as custom code. Be certain to place a check mark indicating the method used in the box located on the last page of the owner's manual.

RF Programmable Features :

Feature Selection	1 Chirp	2 Chirps	3 Chirps	4 Chirps	Default
<u>1st Door L/UL</u>	1 Sec.	3.5 Sec.	1 Sec L, Dbl. U/L		1 Sec.
<u>2nd Accy Lock</u>	Auto Lock On	Auto Lock Off			Auto Lock Off
<u>3rd Accy. UL</u>	Auto UL Dr.	Auto UL All	Auto UL Off		Auto UL Off
<u>4th Headlights</u>	On Arm	On Disarm	On Both	Off	Both
<u>5th Passive Locks</u>	Passive	Active			Active
<u>6th Passive/Active Arm</u>	Passive Arm	Active Arm			Active Arm
<u>7th Voltage Sense</u>	Voltage Sense	Hardwire			Hardwire
<u>8th Siren/Horn</u>	Siren/Horn	Siren Only	Horn Only		Siren/Horn
<u>9th Horn Chirp</u>	10mS	16mS	30mS		16mS
<u>10th Override Method</u>	Custom Code	Valet			Valet
<u>11th Two Step Unlock</u>	On	Off			Off
<u>12th Chirp Delete From Tx</u>	On	Off			Off

To program these selectable features;

	Action	System Response
	Turn ignition on	No response
	Press and release the valet switch 3 times	1 Chirp - LED 1 flash
	Within 3 seconds, turn ignition Off	Short chirp, then long chirp
<u>First</u>	Then On Press transmitter Lock button to change Press transmitter Lock button to change	1 chirp = 1 second door locks 2 chirps = 3.5 second door locks 3 chirps = 1 sec. lock, dbl 1 sec. unlock
	or	
<u>Second</u>	Press and release the valet switch Press transmitter Lock button to change	2 chirps = auto locks off 1 chirp = auto locks on
	or	
<u>Third</u>	Press and release the valet switch Press transmitter Lock button to change Press transmitter Lock button to change	3 chirps = auto unlock off 1 chirp = auto unlock drivers door only 2 chirps = auto unlock all doors
	or	
<u>Fourth</u>	Press and release the valet switch Press transmitter Lock button to change Press transmitter Lock button to change Press transmitter Lock button to change	3 chirps = headlight output when arming and disarming 4 chirps = headlight output off 1 chirp = headlight output when arming 2 chirps = headlight output when disarming
	or	
<u>Fifth</u>	Press and release the valet switch Press transmitter Lock button to change	2 chirps = active locks 1 chirp = passive locks
	or	
<u>Sixth</u>	Press and release the valet switch Press transmitter Lock button to change	2 chirps = active arming 1 chirp = passive arming
	or	
<u>Seventh</u>	Press and release the valet switch Press transmitter Lock button to change	2 chirps = hardwire 1 chirp = voltage sense

	or	
<u>Eighth</u>	Press and release the valet switch Press transmitter Lock button to change Press transmitter lock button to change	1 chirp = siren and horn output 2 chirps = siren output only 3 chirps = horn output only
	or	
<u>Ninth</u>	Press and release the valet switch Press transmitter Lock button to change Press transmitter Lock button to change	2 chirps = horn chirp output 16mS 3 chirps = horn chirp output 30mS 1 chirp = horn chirp output 10 mS
	or	
<u>Tenth</u>	Press and release the valet switch Press transmitter Lock button to change	2 chirps = valet switch override operation 1 chirp = custom code override operation
	or	
<u>Eleventh</u>	Press and release the valet switch Press transmitter Lock button to change	2 chirps = 2 step unlock off 1 chirp = 2 step unlock on
	or	
<u>Twelfth</u>	Press and release the valet switch Press transmitter Lock button to change Press and release the valet switch	2 chirps = chirp delete from transmitter inactive 1 chirp = chirp delete from transmitter active Exit program mode
	or	
	Turn ignition key off	Exit program mode

Note : Once you enter the feature programming mode, do not allow more than 15 seconds to pass between steps, or the programming will be terminated.

INSTALLATION OF MAJOR COMPONENTS

Control Module :

Select a mounting location inside the passenger compartment (up behind the dash) and secure using the 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 :

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 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 :

A pin switch is included 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 the bracket provided, or direct mounted by drilling a ¼ " diameter mounting hole. Keep in mind that when properly mounted, the plunger of the pin switch should depress at least ¼ " when the hood or trunk lid is closed.

Dash Mounted LED :

A small LED is included that will serve as a visual indicator of the alarm status. It should be installed in the dash, located where it can be easily seen from outside the vehicle, yet not be distracting to the driver.

Once a location has been selected, check behind the panel for wire routing access, and to confirm the drill will not damage any existing components as it passes through the panel.

Drill a ¼ " diameter hole, and pass the red and blue wires from the LED through the hole, from the front of the panel. Firmly press the body of the LED into the hole until fully seated.

Valet Switch :

Select a mounting location for the switch that is easily accessible to the driver of the vehicle. The switch does not have to be concealed, however, concealing the switch is always recommended, as this provides an even higher level of security to the vehicle.

The valet switch can be mounted to the lower side of the dash by drilling a ¼ " diameter hole in the selected location. Be sure to check behind the dash for adequate clearance for the body of the switch, and to confirm that the drill will not damage any existing components as it passes through the dash. You should also make certain that the back of the switch is accessible for wiring later in the installation.

Shock Sensor :

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.

THE RECEIVER/ANTENNA ASSEMBLY:

The Superheterodyne Receiver Antenna Assembly provided with this unit allows routing from below the dash board for maximum operating range. Choose a location above the belt line (dashboard) of the vehicle for best reception. Special considerations must be made for windshield glass as some newer vehicles utilize a metallic shielded window glass that will inhibit or restrict RF reception. In these vehicles, route the antenna toward a rear window location for best reception. Secure the antenna with double stick tape provided. After securing the antenna with tape, we advise also securing a section of the antenna cable to a fixed support. This will prevent the antenna from dropping down in case the double stick tape is exposed to extreme heat which may loosen it's gummed surface. Route the 3 pin connector toward the control module using caution not to pinch the cable as this will cause poor or no RF reception to the control module.

WIRING THE SYSTEM

Large 9 Pin Edge Connector :

Red Fused Wire : + 12 VDC CONSTANT BATTERY SOURCE

This wire controls the sensitivity of the voltage sensing circuit, which detects the turning on of an interior light when a door is opened. It will also detect the switching on of parking or headlamps, and in many cases will trigger the alarm when a thermostatically controlled electronic radiator cooling fan switches on.

When installing this system into vehicles with electronic " after fans ", it is recommended you disable the voltage sense circuit. In voltage sensing applications, the closer to the battery that the red wire is connected, the less sensitive the voltage sense circuitry will be. Moving this connection point to the fuse panel will increase the sensitivity, and connecting to the courtesy lamp fuse in the vehicle will provide maximum sensitivity of the voltage sense circuit.

When hardwiring the control module to pin switches at all entry points, the voltage sense circuit must be disabled. Set programmable feature # 6 to the voltage sense "OFF" position, 2 chirps, then connect the red wire to a + 12 VDC constant battery source.

White Wire : + 12 VDC PULSED PARKING LIGHT OUTPUT (15 AMP 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.

Yellow Wire : + 12 VDC IGNITION SOURCE

Connect this wire to a source that is live when the key is in the on and crank positions. Be sure that this source is off when the key is in the off position.

White w/ Black Trace Wire : POSITIVE OUTPUT TO SIREN

Route this wire through a rubber grommet in the firewall, and 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.

Black Wire : CHASSIS GROUND

Connect this wire to a solid, clean, metal part of the vehicle's chassis.

Dark Blue w/Black Trace Wire: Alternate Channel 3 Output (Dbl. Push Required)

This wire is controlled from the transmitter button programmed to the receiver's channel 3. By double pressing this the transmitter button, this output will become active for 1 second. This is a transistorized, low current (300 mA) output, designed to provide an output only when the transmitter is intentionally operated, such as is the case with remote start add on modules. If you require more than 300mA drive from this output, you must drive an external relay coil, and arrange the relays contacts to perform the specified function.

Dark Blue Wire : DELAYED 300 mA PULSED OUTPUT / CHANNEL 3

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, and some remote start trigger inputs, will damage the control module.

In these cases connect the dark blue wire to terminal 86 of the AS - 9256 relay (or equivalent 30 A automotive relay), connect terminal 85 to a fused + 12 volt source, and wire the remaining relay contacts to perform the selected function of channel 3.

Orange Wire: 300 mA GROUND OUTPUT WHEN ARMED - N. C. STARTER DISABLE (**Optional Relay Required**)

This wire is provided to control the starter cut relay. Connect the orange wire to terminal 86 of the relay. Connect relay terminal 85 to an ignition wire in the vehicle that is live when the key is in the on and crank positions, and off when the key is in the off position. (This is where the yellow wire from the alarm should also be connected).

Cut the low current starter solenoid wire in the vehicle, and connect one side of the cut wire to relay terminal 87A. Connect the other side of the cut wire to relay terminal 30.

Note : This is a normally closed starter cut arrangement, and when power is removed from the security system, the starter disable feature will not operate, allowing the vehicle to start. Audiovox does not recommend using the Orange wire to interrupt anything but the starting circuit of the vehicle.

MINI 12 PIN EDGE CONNECTOR:

Light Blue/Black: Channel 6 Output:

This output can be setup to operate from a separate button of the transmitter, or to operate when a programmed transmitter is used to disarm the system. This output is particular useful on vehicles with factory preset options for specific drivers, (His & Hers). This output, in these instances, can be connected to the driver specific trigger wire to set the options. This is a transistorized, low current (300 mA) output, if you require more than 300mA drive from this output, you must drive an external relay coil, and arrange the relays contacts to perform the specified function.

Light Blue/Red: Channel 7 Output:

This output can be setup to operate from a separate button of the transmitter, or to operate when a programmed transmitter is used to disarm the system. This output is particular useful on vehicles with factory preset options for specific drivers, (His & Hers). This output in these instances can be connected to the driver specific trigger wire to set the options. This is a transistorized, low current (300 mA) output, if you require more than 300mA drive from this output, you must drive an external relay coil, and arrange the relays contacts to perform the specified function.

White w/ Blue Trace Wire : Headlight Output - Arm / Disarm Or Both

The white w/ blue trace wire is provided to control the optional headlight illumination feature of the system. This is a transistorized, low current (300 mA) output, and should only be used to drive an external relay coil. This wire provides a 30 second ground signal whenever the system is remotely armed or disarmed.

Connect the white w/ blue trace wire to terminal 86 of the AS 9256 relay (or an equivalent 30 Amp automotive relay), and connect relay terminal 85 to a fused + 12 VDC battery source. Connect relay terminal 87 to one of the low beam headlight wires in the vehicle, and connect relay terminal 30 to either chassis ground or a fused (15 Amp Min) + 12 VDC battery source, depending on the polarity of the headlight circuit in the vehicle.

Dark Green w/ White Trace Wire : Entry Illumination (300 mA max.)

The dark green w/ white trace wire provides a 30 second ground signal whenever the system is disarmed, and pulses ground whenever the system is triggered.

It should be used to provide the (optional) entry lighting, and to flash the vehicle's dome light while the alarm is sounding. This is a transistorized, low current output, and should only be used to drive an external relay coil.

Connect the dark green with white trace wire to terminal 86 of the AS - 9256 relay (or equivalent 30 A automotive relay), and wire the remaining relay contacts according to the polarity of the dome light circuit in the vehicle.

NOTE : When wiring this feature in vehicles with factory equipped delay lighting circuits, it is best to connect to the output of the timer which feeds the dome light, rather than at the door switch. This will ensure that the dome light pulses when the alarm is triggered.

Black w/ White Trace Wire : 300 mA Horn Output

The black w/ white trace wire is provided to beep the vehicle's horn. This is a transistorized low current output, and should only be connected to the low current ground output from the vehicle's horn switch.

If the vehicle uses a + 12 VDC horn switch, then connect the black w/ white trace wire to terminal 86 of the AS 9256 relay (or an equivalent 30 Amp automotive relay), and connect relay terminal 85 to a fused + 12 VDC battery source. Connect relay terminal 87 to the vehicle's horn switch output, and connect relay terminal 30 to a fused + 12 VDC battery source.

Orange w/ White Trace Wire : 300 mA GROUND OUTPUT WHEN DISARMED - N. O. STARTER DISABLE (Optional Relay Required).

This wire is provided to control the starter cut relay. Connect the orange w/white wire to terminal 86 of the relay. Connect relay terminal 85 to an ignition wire in the vehicle that is live when the key is in the on and crank positions, and off when the key is in the off position. (This is where the yellow wire from the alarm should also be connected).

Cut the low current starter solenoid wire in the vehicle, and connect one side of the cut wire to relay terminal 87. Connect the other side of the cut wire to relay terminal 30.

Note : This is a normally opened starter cut arrangement, and when power is removed from the security system, the starter disable feature will remain operational, and the vehicle will not start. Audiovox does not recommend using the Orange w/ White trace wire to interrupt anything but the starting circuit of the vehicle.

Dark Green w/ Black Trace Wire : Latching Output / Channel 4

This wire latches to ground via an independent RF channel from the keychain transmitter. This is a transistorized, low current (300 mA) output, and should only be used to drive an external relay coil.

This wire provides an immediate ground signal, and stays at ground for up to 8 seconds, as long as the button(s) on the keychain transmitter remain pressed, providing the ignition is off or all doors are closed.

CAUTION ! Connecting this wire to any high current circuits will damage the control module.

Connect this output to terminal 86 of the AS 9256 relay (or an equivalent 30 Amp automotive relay), and wire the remaining relay contacts to perform the selected function of channel 4.

Light Blue w/Green Trace Wire: Channel 5 Output

This wire provides a pulsed or switched output which operates when the programmed transmitter button is pressed and released or pressed and held, for up to 8 seconds. This output also has the ability to operate with the ignition on providing the transmitter is pressed twice, or pressed twice and held. The output in these instances will be the same as above, pulsed when pressed twice and released, switched for up to 8 seconds when the transmitter button is pressed twice and held. This is a transistorized, low current (300 mA) output, and should only be used to drive an external relay coil.

CAUTION ! Connecting this wire to any high current circuits will damage the control module.

Connect this output to terminal 86 of the AS 9256 relay (or an equivalent 30 Amp automotive relay), and wire the remaining relay contacts to perform the selected function of channel 5.

Dark Green Wire : (-) INSTANT TRIGGER ZONE 2

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

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.

CAUTION : Do not use the purple wire if the vehicle has ground output type door switches. (see Brown Wire).

Brown Wire : - DOOR TRIGGER

If the vehicle's 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.

WARNING : Do not use the brown wire if the vehicle has + 12 volt output type door switches. (see Purple Wire).

Light Green Wire : (-) Instant Trigger Zone 1

This is an instant on ground trigger wire. This wire (zone) should be reserved for connection to optional ground output trigger devices such as motion and / or shock impact sensors.

3 Pin Antenna/Receiver Connector:

Plug the previously routed three pin connector from the antenna receiver assemble into the mating connector of the control module. This connector supplies 12 volts, ground and RF data from the antenna receiver to the remote start module. Be certain this connector is firmly seated making good contact to the control unit.

2 Pin Blue Connector : VALET PUSH-BUTTON SWITCH

Route the grey and black wires in the 2 pin connector from the valet switch to the control module, and plug it into the mating blue connector on the side of the module.

2 Pin White Connector : DASH MOUNTED LED

Route the red and blue wires in the 2 pin white connector from the LED to the control module and plug it into the mating white connector on the side of the module.

4 Pin White Connector : SHOCK SENSOR

Route the red, black, blue, and green wires in the 4 pin white connector from the shock sensor to the control module and plug one end into the shock sensor, and the other end into the mating white connector on the side of the module.

Red / Green / Red w/Black Trace 3 Pin White Connector : Door Lock Outputs

The Red and Green wires will provide either a pulsed ground output to the factory door lock control relay or a pulsed + 12 volt output to the factory door lock control relay. In either case, the maximum current draw through these outputs must not exceed 300 mA. The Red w/Black trace wire will provide a pulsed ground only, and will only provide an output when the unlock button of the transmitter is pressed a second time after a first unlock command was issued. This is used for second step unlock or all doors unlock in a two step circuit. In this arrangement, Red is used to control the drivers door unlock relay and the Red/Black will be used to control unlock of all other doors.

3 Wire Ground Switched Single Step Door Locks

In this application, the **red wire** provides a ground pulse during arming, or the **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, or the **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. Red/Black Not Used.

3 Wire Ground Switched 2 Step Door Locks

In this application, the **red wire** provides a ground pulse during arming, or the **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 the first ground pulse during disarming, or the **drivers door pulsed ground unlock** output. Connect this wire to the **drivers door unlock** relay that requires a low current ground signal to unlock only the drivers door. If the vehicle does not have a separate drivers door relay, one will have to be added. Locate the drivers door unlock motor wire and cut it at a convenient location to allow wiring of an optional relay. Connect the door side of the cut wire to terminal 30 of the optional relay added. Connect the vehicle side of the cut wire to terminal 87a of the optional relay added. Connect the green wire of the 3 pin harness to terminal 86 of the optional relay added. Connect terminal 85 of the optional relay added to a fused constant + 12 volt source. Most vehicles door lock/unlock motor legs rest at ground, and switch +12 volts to the door lock/unlock motor legs for operation, if this is the case in the vehicle you are working on, connect the remaining terminal, 87, to a fused + 12 volt source. In the rare instance that the vehicle door lock/unlock motor legs rest at + 12 volts and switches ground to the door lock/unlock motors, connect the remaining terminal, 87, to chassis ground.

The Red/Black wire provides a pulse ground output when the unlock button of the transmitter is pressed a second time after disarming. Connect the Red/Black 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, or the **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 or the **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. Red/Black Not Used.

3 Wire Positive Switched 2 Step Door Locks

The **green wire** provides a positive pulse during arming or the **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.

The **red wire** provides a positive pulse during disarming, or the **drivers door pulsed positive unlock** output. Connect this wire to the **drivers door unlock** relay that requires a low current positive signal to unlock only the drivers door. If the vehicle does not have a separate drivers door relay, one will have to be added. Locate the drivers door unlock motor wire and cut it at a convenient location to allow wiring of an optional relay. Connect the door side of the cut wire to terminal 30 of the optional relay added. Connect the vehicle side of the cut wire to terminal 87a of the optional relay added. Connect the red wire of the 3 pin harness to terminal 86 of the optional relay added. Connect terminal 85 of the optional relay added to chassis ground. Most vehicles door lock/unlock motor legs rest at ground, and switch +12 volts to the door lock/unlock motor legs for operation, if this is the case in the vehicle you are working on, connect the remaining terminal, 87, to a fused + 12 volt source. In the rare instance that the vehicle door lock/unlock motor legs rest at + 12 volts and switches ground to the door lock/unlock motors, connect the remaining terminal, 87, to chassis ground.

The Red/Black wire provides a pulse ground output when the unlock button of the transmitter is pressed a second time after disarming. Because the vehicle you are working on requires a positive pulse from the factory door lock switch to the factory door lock control relay, you will have to add a relay to invert the output polarity of this wire. Connect the Red/Black wire to terminal 86 of the optional added relay. Connect terminal 85 & 87 to a fuse + 12 volt source. Connect terminal 30 to the low current door unlock wire from the factory door switch to the door unlock control relay.

Resistive Circuits, As Well As 4 Wire Polarity Reversal and 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

Adjusting the Shock Sensor : The sensitivity of the pre - detect circuit 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.

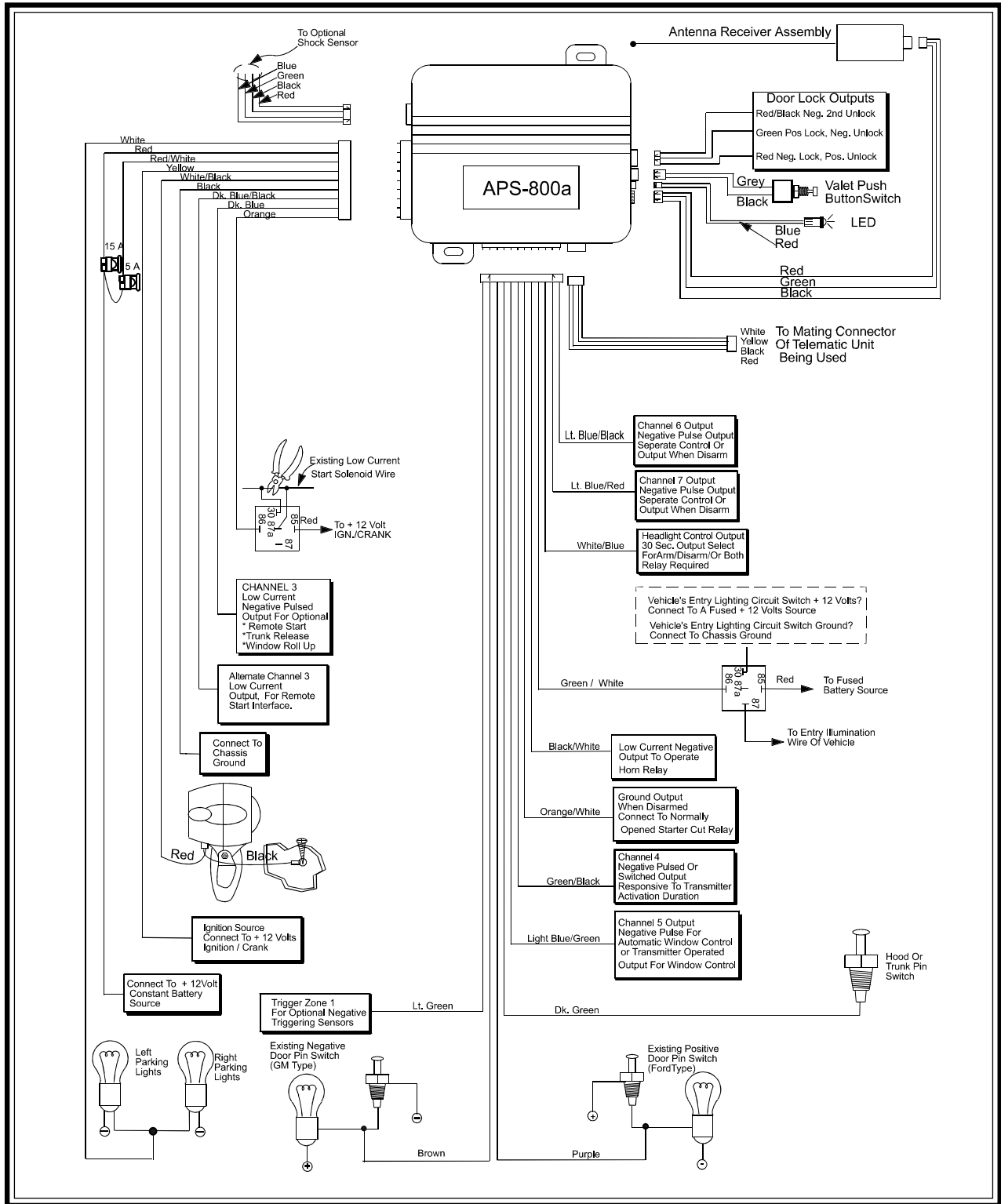
WARNING : Never perform this test on the vehicle's glass, as you may break the window.

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.



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