

CRIMESTOPPER

CS-870RKE

REMOTE KEYLESS ENTRY SYSTEM

INSTALLATION & OPERATING INSTRUCTIONS

INTRODUCTION:

CONGRATULATIONS on your choice of a Remote Keyless Entry System by Crimestopper Security Products Inc. This booklet contains the information necessary for installing, and operating your system. If any questions arise, contact your installation dealer or Crimestopper Security Products Inc. at the Tech Support number below.

***IMPORTANT INFORMATION: Primary and Optional Features**

-PRIMARY FEATURES: These are features that must be connected in order for the system to operate properly i.e. Power & Ground, along with the Primary features of Power Locks & Flashing Lights.

-OPTIONAL FEATURES: Optional features are connected only if desired or agreed upon by the installing dealer i.e. Horn Chirp and Trunk Pop. These features may require additional parts and labor charges. Consult with your installer and come to an agreement about your optional features **before** installation. NOTE: The LED is required for programmable options.

TECH SUPPORT

**Mon-Fri 8:00 AM-4:30 PM Pacific Time
(800) 998-6880**

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email@crimestopper.com

This device complies with FCC Rules part 15. Operation is subject to the following two conditions: 1) This device may not cause interference, and (2) this device must accept any interference that may be received, including interference that may cause undesired operation. The manufacturer is not responsible for any radio or TV interference caused by unauthorized modification to this equipment. Such modification could void the user's authority to operate the equipment.

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TABLE OF CONTENTS

<i>Pre-Installation & Component Mounting</i>	2-3
<i>Wiring</i>	3-4
<i>Power Door Lock Wiring</i>	4-5
<i>Negative Trigger Door Locks</i>	6
<i>Positive Trigger Door Locks</i>	7
<i>5-Wire Reverse Polarity Trigger Door Locks</i>	8
<i>After Market Door Locks</i>	9
<i>1-Wire Door Locks</i>	10-12
<i>Wiring Diagram</i>	13
<i>Transmitter Programming</i>	14
<i>Operating Instructions</i>	15

PRE-INSTALLATION CONSIDERATIONS

BEFORE BEGINNING, check all vehicle manufacturer cautions and warnings regarding electrical service (AIR BAGS, ABS BRAKES, ENGINE / BODY COMPUTER AND BATTERY).

PLAN OUT YOUR INSTALLATION and determine most suitable locations for all components to be placed. These components include: the module itself, valet/program button and possible relays. Allow enough wire to create a service loop with strain relief, should servicing be required.

DAMAGE resulting from incorrect installation or failure to follow guidelines stated in this book will not be covered under warranty and subject to repair or replacement charges.

USE A VOLT/OHM METER to test and locate all connections. Test Lights can damage a vehicle's computer systems.

DO NOT ROUTE ANY WIRING THAT MAY BECOME ENTANGLED with brake, and gas pedals, steering column, or any other moving parts in the vehicle.

COMPONENT MOUNTING

CONTROL MODULE: Locate the module underdash as high as possible. Driver's Side usually provides an easy location for the majority of the wiring connections. The antenna wire should be routed away from any metal if possible. DO NOT alter the length of the antenna wire, or ground the antenna wire.

PROGRAM BUTTON: Mount the button in a hidden but accessible location. It is used for programming new remote controls.

LED (Optional): The optional Red LED provides a useful theft deterrent. The LED blinks after you lock the vehicle with your remote simulating an alarm system. The LED is also used when programming remotes. If you decide to install the LED, choose a visible location in the dash or console for a location.

WIRING

YELLOW WIRE: IGNITION SWITCHED "ON" AND "START" +12 VOLTS

Connect to an ignition wire that shows +12 Volts when the key in both "On" and "Start" positions.

BROWN/BLACK: (-) HORN HONK/CHIRP OUTPUT (Optional, requires relay)

This wire provides a negative pulse output to honk/chirp the factory horn for audible lock/unlock confirmation. Connect Brown/White to terminal 86 of a relay. Connect terminal 85 to +12V Constant. Connect terminal 87 to +12V or GROUND depending on the type of horn activation circuit in the vehicle. Connect terminal 30 to the horn activation circuit. NOTE: Many vehicles use a Negative type of horn circuit, however we recommend that you test the circuit on your vehicle before making any connections to avoid any possible damage.

BLACK WIRE: SYSTEM CHASSIS GROUND

THIS WIRE MUST BE CONNECTED TO CHASSIS METAL OF THE VEHICLE. Scrape away any paint or dirt from the connection point to ensure a good connection. Keep ground wire short.

GRAY WIRE: (-) AUXILIARY REMOTE OUTPUT 1 (Optional, requires relay)

Negative Pulsed output controlled by pressing Button #3 (Trunk Symbol) for at least 1 second.

WIRING

WHITE WIRE: +12Volt PARKING LIGHT (On-Board Relay 10A)

- A) For Domestic Cars Signal Circuit: Cut 2 Diodes from White wire. Connect fused White wire to switched +12V parking light wire at back of light switch. If this is not possible, connect directly to one of the parking lights at the front of the vehicle.
- B) For European vehicles with separate right and left circuits: Use the 2 diodes as shown to separate the output signal.

RED WIRE: +12V POWER INPUT (15 amp fuse)

Connect to +12 Volt source with supplied fuse & holder. Recommended location for this connection is at the vehicle battery positive terminal.

POWER DOOR LOCK WIRING:

DETERMINING DOOR LOCK TYPE:

We recommend determining the type of locking system the vehicle has before connecting any wires. Incorrect connection may result in damage to the alarm and/or vehicle locking system. Door lock information is provided as a guide. Your vehicle may differ.

LOCK RELAY: (On-Board Relay)

WHITE/BLACK: Normally Closed (Terminal 87A On-board Lock Relay)

GREEN: LOCK Output (Terminal 30 On-board Lock Relay)

VIOLET/BLACK (Fused 10A): Normally Open (Terminal 87 On-board Lock Relay)

UNLOCK (On-Board Relay):

BROWN: Normally Closed (Terminal 87A On-board Unlock Relay)

BLUE: UNLOCK Output (Terminal 30 On-board Unlock Relay)

VIOLET (Fused 10A): Normally Open (Terminal 87 On-board Unlock Relay)

POWER DOOR LOCK WIRING:

Negative Trigger (-):

Many Imports; Late model Ford & General Motors

Negative trigger door lock systems send a Negative (Ground) pulse to existing factory relays to lock and unlock the vehicle doors.

Positive Trigger (+):

Many General Motors; Chrysler / Dodge / Plymouth

Positive trigger door lock systems send a Positive (12V) pulse to existing factory relays to lock and unlock the vehicle doors.

Reverse Polarity: Many Ford/Lincoln/Mercury/Dodge/Chrysler/Plymouth and early 90's GM Trucks

Reverse Polarity systems use no relays, but instead the door lock/unlock motors are controlled directly from the lock and unlock switches in the door. The lock and unlock wires rest at Negative Ground when not in use. When the lock or unlock button is pressed, one of the circuits is "Lifted" and replaced with +12V causing a lock or unlock to occur.

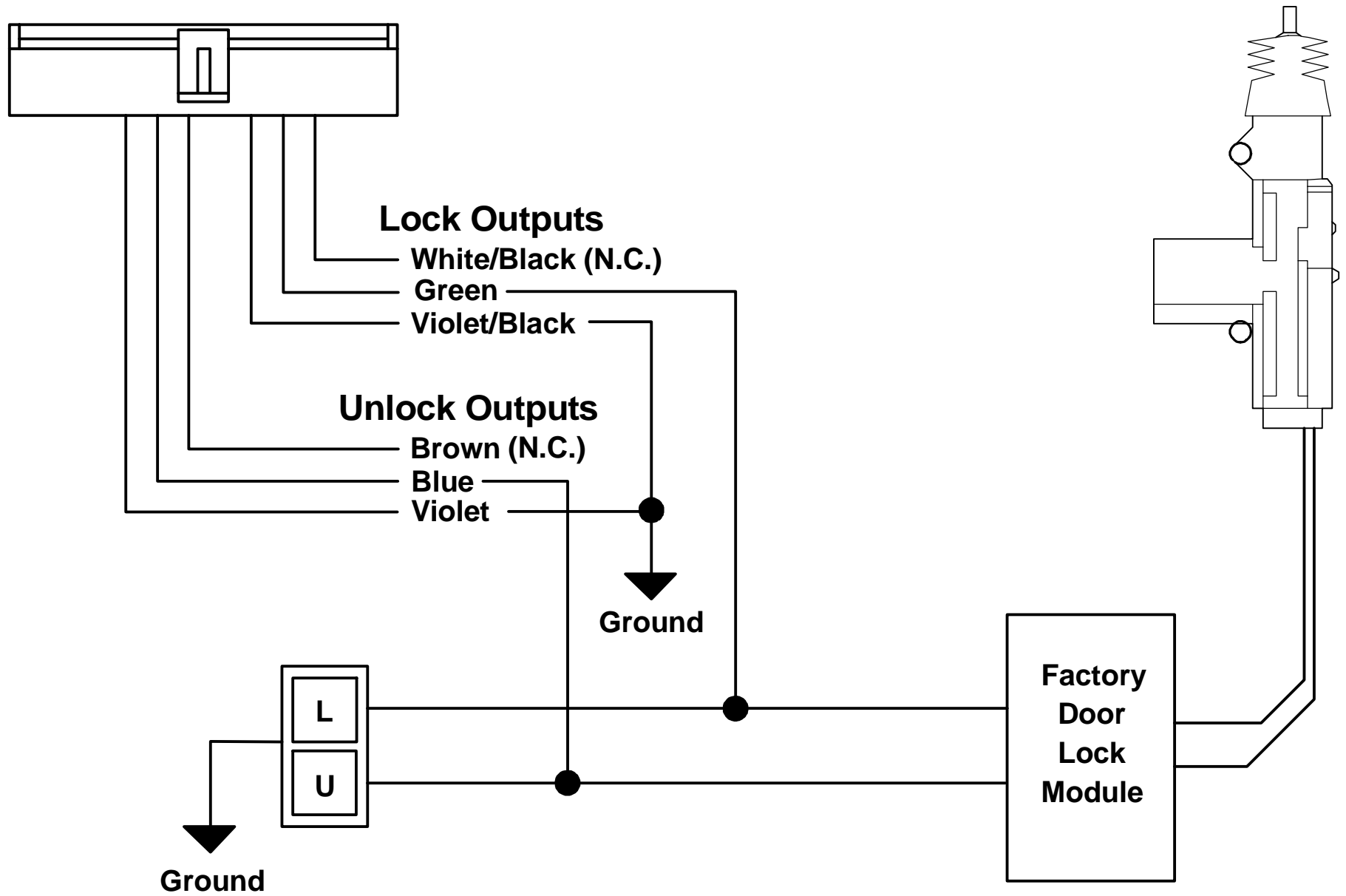
Single Wire (Dual Voltage): Late model Chrysler/Dodge/Plymouth Vehicles, some 2000-UP GM Cars

Dual Voltage systems have lock/unlock switches that send varying levels of Positive voltage OR Negative ground current to the SAME wire for both lock and unlock. When the vehicle's Body Computer Module (BCM) or door lock module senses different voltages on this wire, the system will either lock or unlock. Single wire door lock systems require resistors.

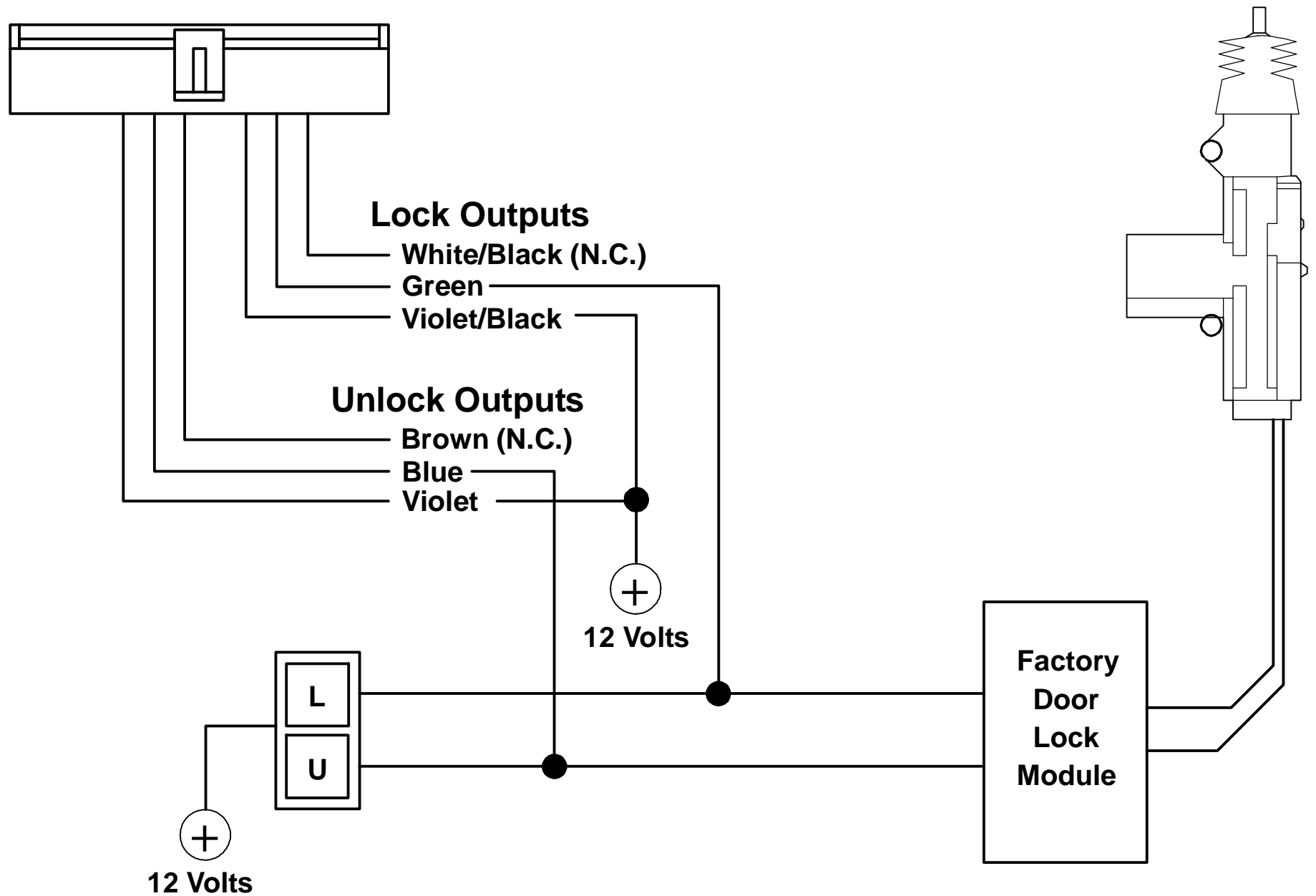
Databus Systems 2000-UP GM Cars, 2003-UP GM Trucks & SUV's, '96-UP Jeep and Chrysler

Databus systems send low current "Data messages" to the door lock controllers on a network in order to lock and unlock the vehicle. To install aftermarket systems in these vehicles, an interface module is required that converts the regular lock/unlock pulses into "Data messages" to allow locking & unlocking. Interface modules are sold separately.

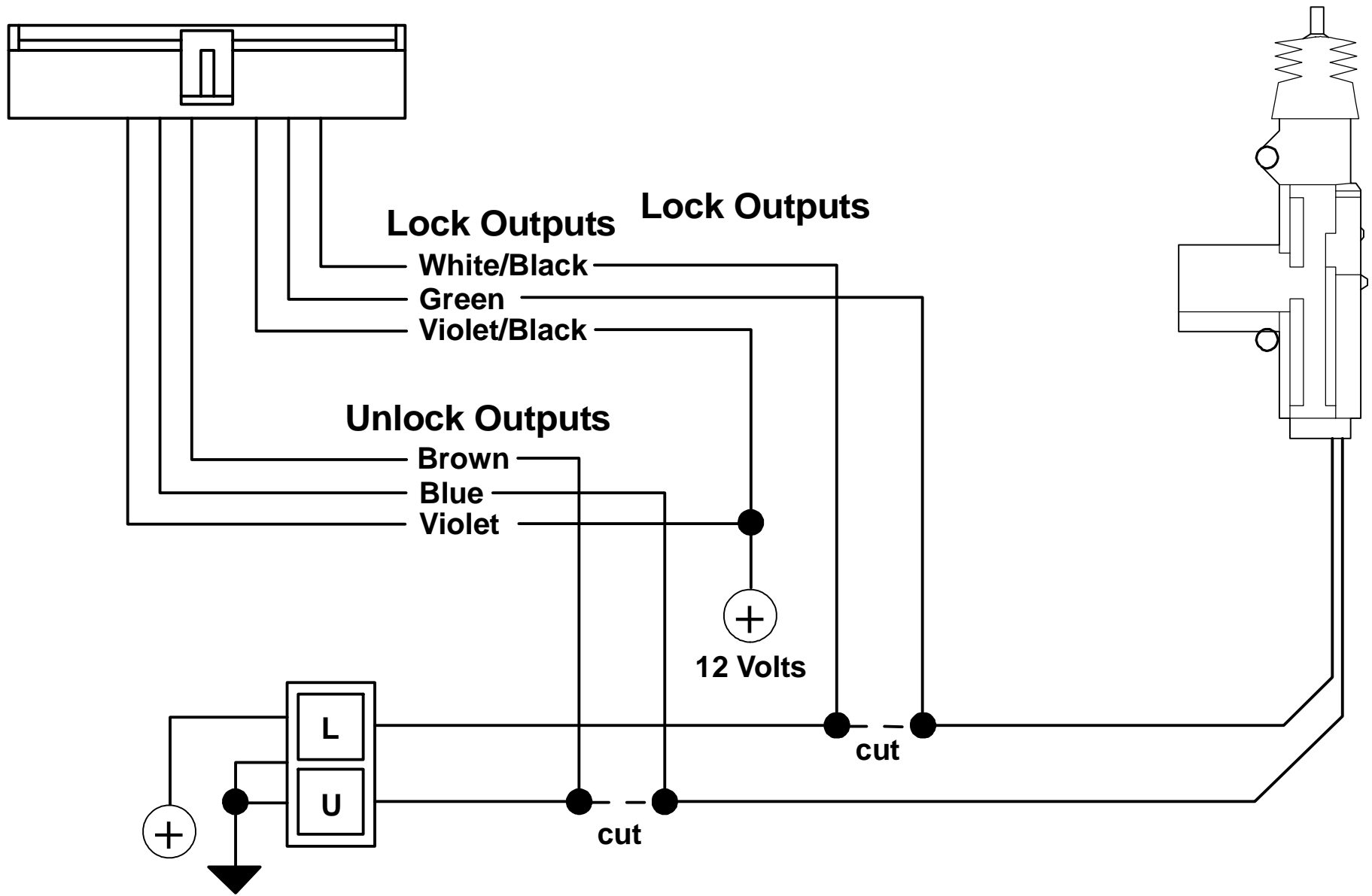
NEGATIVE TRIGGER DOOR LOCK WIRING



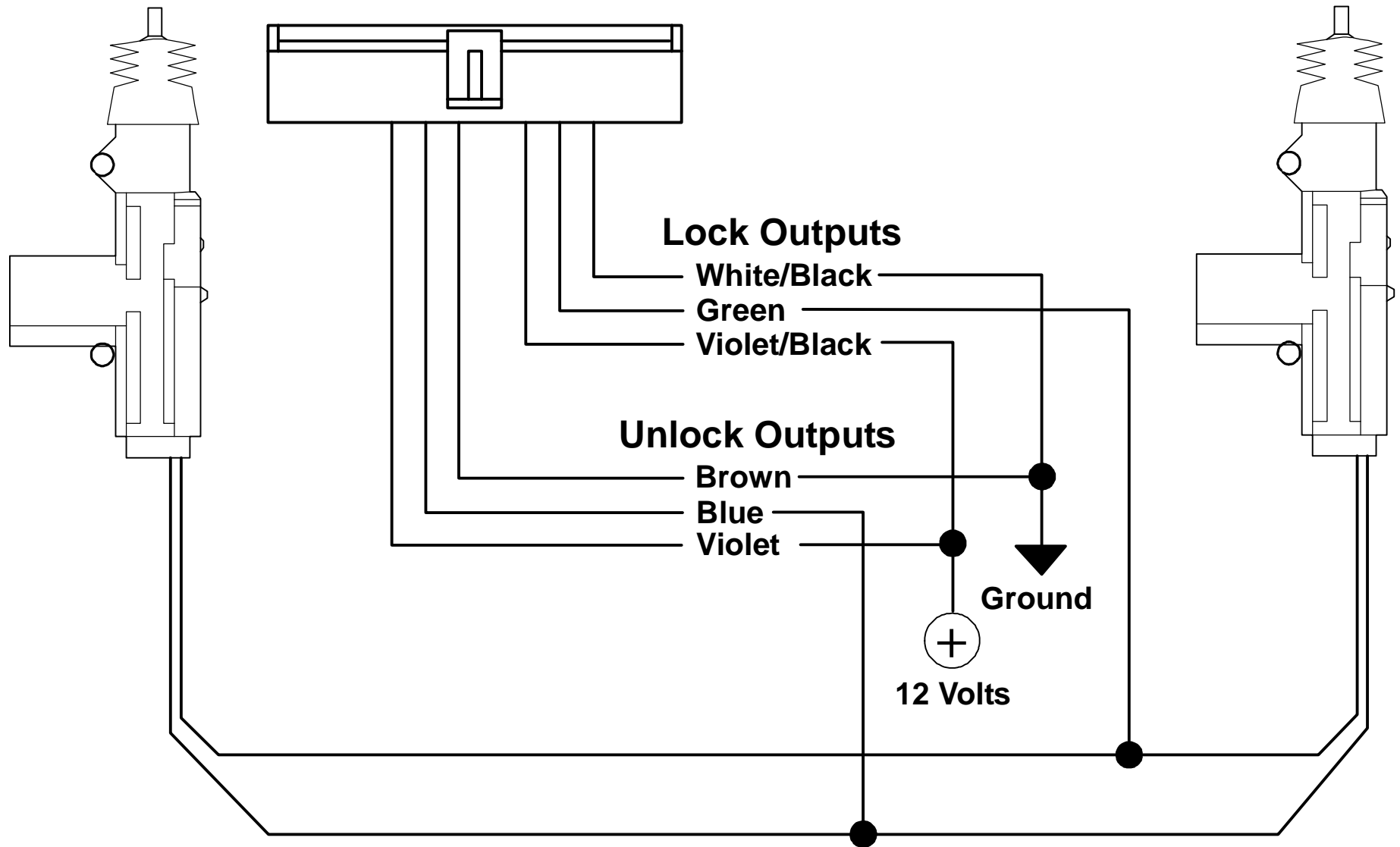
POSITIVE TRIGGER DOOR LOCK WIRING



5 WIRE REVERSE POLARITY DOOR LOCK WIRING



AFTER MARKET DOOR LOCK WIRING



1-WIRE RESISTOR DOOR LOCKS

Single Wire (Dual Voltage): Late model Chrysler/Dodge/Plymouth Vehicles, some 2000-UP GM Cars

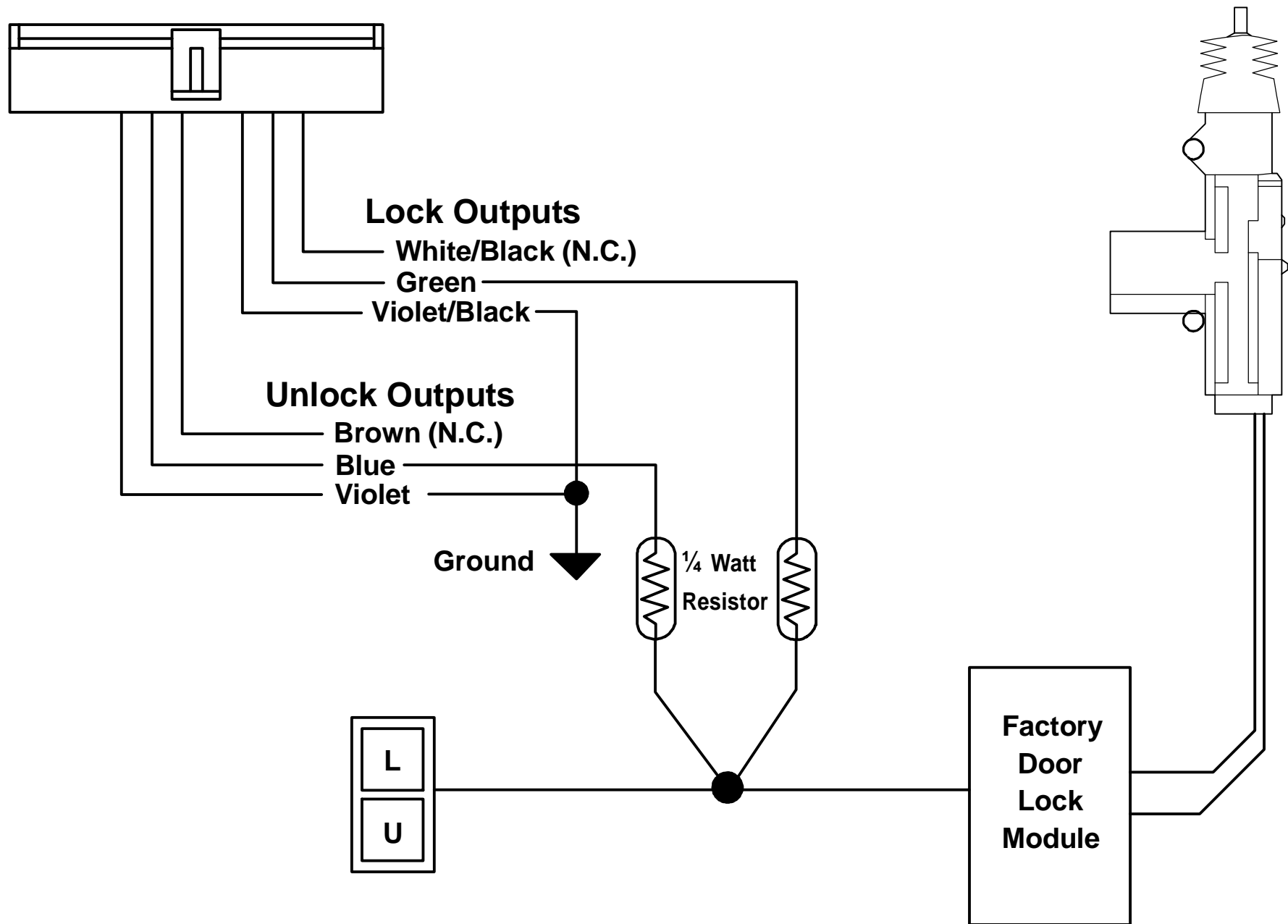
Dual Voltage systems have lock/unlock switches that send varying levels of Positive voltage OR Negative ground current to the SAME wire for both lock and unlock. When the vehicle's Body Computer Module (BCM) or door lock module senses different voltages on this wire, the system will either lock or unlock. Single wire door lock systems require resistors.

1. Locate your vehicle in the chart below to determine the proper resistor value(s), wire color and location.
Note: the information is intended as a guide and your vehicle may differ.
2. See chart below for installation.

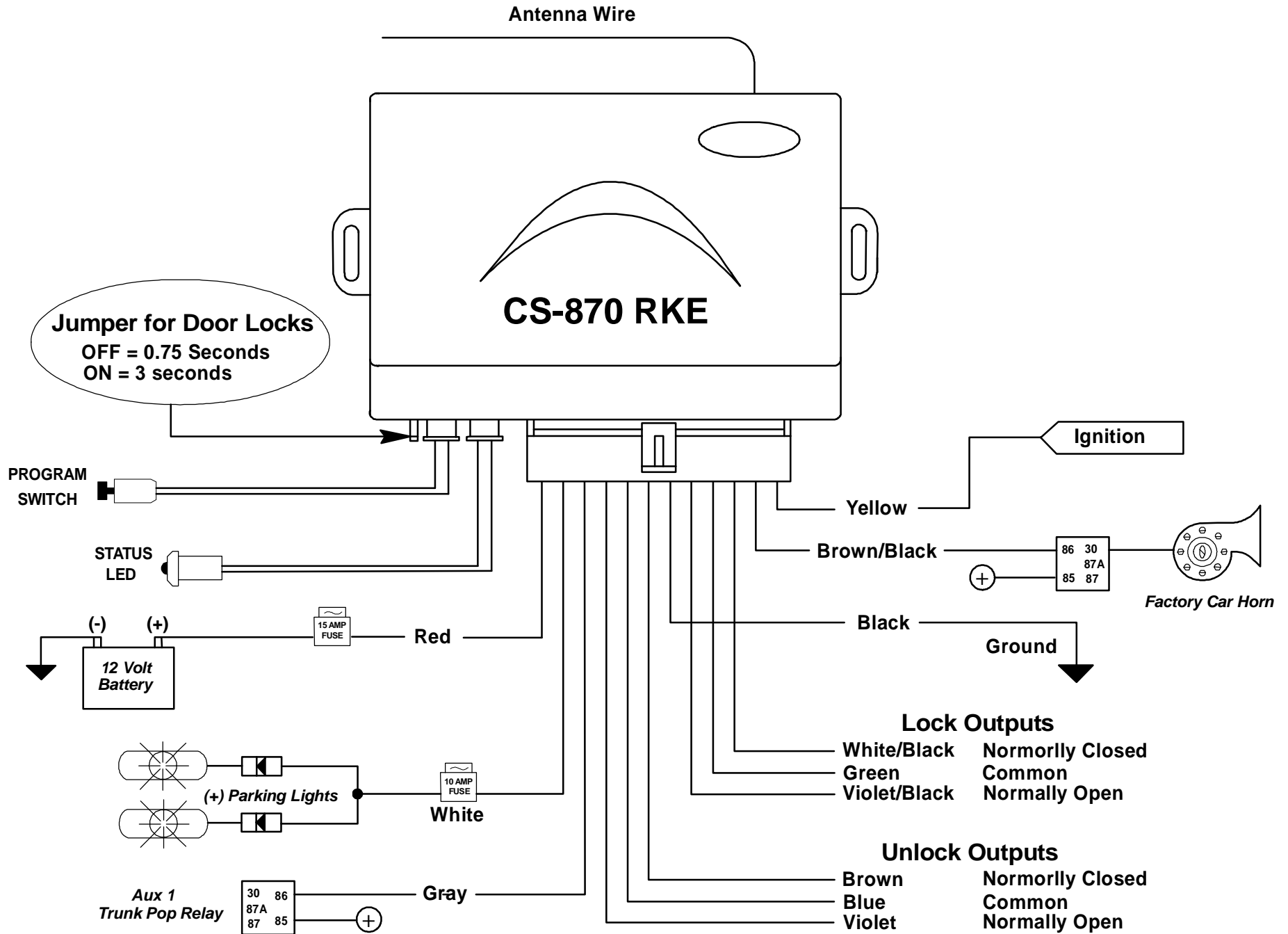
Vehicle	Polarity	Lock Resistor	Unlock Resistor	Wire Color	Location
Buick Rendezvous 2001-UP	Neg.	470 Ohms	None	Red / Black	BCM at Console
Chevy Malibu 2001-UP	Neg.	None	1.5K Ohms	White	Driver's Kickpanel
Chevy Impala, Monte Carlo 2000-UP	Neg.	470 Ohms	None	Orange / Black	Driver's Kickpanel
Chrysler 300M, Concord, Intrepid, LHS, 1998-UP	Pos.	2.7K Ohms	620 Ohms	White / Green	BCM at Driver's Kickpanel
Chrysler 300C	Neg.	330 Ohm	100 Ohm	Violet / Green	Driver's Kickpanel
Chrysler Pacifica	Neg.	1.8K Ohm	750 Ohm	Violet / Blue	Inside Driver's Door
Chrysler PT Cruiser 2001-2006	Neg.	None	1.5K Ohms	White / Green	Driver's Kickpanel
Chrysler PT Cruiser 2001-2006 with alarm	Neg.	2.7K Ohms	7.5K Ohms	White / Green	Driver's Kickpanel
Chrysler PT Cruiser 2007-UP	Neg.	None	250 Ohms	LT Green/ DK Green	Driver's Kickpanel
Chrysler 1995-00 Cirrus, Stratus, Sebring Cont, with alarm	Pos.	900 Ohm	430 Ohm	LT Green/ Orange	Driver's Kickpanel
Chrysler 1995-00 Cirrus, Stratus, Sebring Cont without alarm	Pos.	620 Ohms	2.7K Ohms	White / Green	BCM at Driver's Kickpanel
Chrysler Sebring and Stratus coupe 2001 without alarm	Pos.	620 Ohms	2.7K Ohms	White / Green	BCM at Driver's Kickpanel
Chrysler Sebring and Stratus coupe 2001 with alarm	Pos.	750 Ohms	1.8K Ohms	LT Green/ Orange	BCM at Driver's Kickpanel
Chrysler Sebring and Stratus sedan 2001 without alarm	Pos.	1780 Ohms	730K Ohms	White / Green	BCM at Driver's Kickpanel
Chrysler Sebring and Stratus sedan 2001 with alarm	Pos.	1780 Ohms	730K Ohms	LT Green/ Orange	BCM at Driver's Kickpanel
Chrysler Town & Country 1996-2000 without alarm	Neg.	1.5K Ohms	250 Ohms	White / Green	Driver's Kickpanel

Chrysler Town & Country 1996-2000 with alarm	Neg.	4020 Ohms	665 Ohms	White / Green	Driver's Kickpanel
Chrysler Town & Country 2001-06 without alarm	Neg.	5.2K Ohms	2K Ohms	Violet / Green	BCM at Firewall
Chrysler Town & Country 2001-06 with alarm	Neg.	2K Ohms	5.2K Ohms	Violet / Blue	BCM at Firewall
Chrysler Voyager 2001-2006	Neg.	5.3K Ohms	2K Ohms	White / Green	Driver's Kickpanel
Dodge Caravan 1996-2000 without alarm	Neg.	1.5K Ohms	250 Ohms	White / Green	Driver's Kickpanel
Dodge Caravan 1996-2000 with alarm	Neg.	4020 Ohms	665 Ohms	White / Green	Driver's Kickpanel
Dodge Caravan 2001-06 without alarm	Neg.	5.2K Ohms	2K Ohms	Violet / Green	BCM at Firewall
Dodge Caravan 2001-06 with alarm	Neg.	2K Ohms	5.2K Ohms	Violet / Blue	BCM at Firewall
Dodge Charger	Neg.	330 Ohm	100 Ohm	Violet / Green	Driver's Kickpanel
Dodge Durango 2000	Neg.	620 Ohms	1.5K Ohms	LT Green / Orange	Driver's Kickpanel
Dodge Durango 2001-02 without alarm	Neg.	815 Ohms	315 Ohms	White / Green	Driver's Kickpanel
Dodge Durango 2001-02 with alarm	Neg.	620 Ohms	1.5K Ohms	White / Orange	Driver's Kickpanel
Dodge Magnum	Neg.	330 Ohm	100 Ohm	Violet / Green	Driver's Kickpanel
Dodge Neon 2000-UP without alarm	Neg.	None	1.5K Ohms	LT Green	Driver's Kickpanel
Dodge Neon 2000-UP with alarm	Neg.	2.7K Ohms	750 Ohms	LT Green	Driver's Kickpanel
Dodge Ram Pickup 2002 without alarm	Neg.	815 Ohms	315 Ohms	White / Green	Driver's Kickpanel
Dodge Ram Pickup 2002 with alarm	Neg.	2K Ohms	480 Ohms	LT Green / Orange	Driver's Kickpanel
Dodge Ram Pickup 2004	Neg.	880 Ohms	280 Ohms	Violet / LT Blue	Driver's Kickpanel
Ford Probe 1990-97	Pos.	None	4.7K	Green / Black	Driver's Kickpanel
Ford Escape 2001-UP	Neg.	1K Ohm	None	Pink / White	Driver's Kickpanel
Jeep Liberty 2002-UP	Neg.	1.4K Ohm	440 Ohm	Pink / Violet	Driver's Kickpanel
Mazda 323 1995	Neg.	1K Ohms	None	White / Blue	Driver's Kickpanel
Mazda 626 1998-01	Neg.	1K Ohms	None	Yellow / Green	Driver's Kickpanel
Mazda Millennia 1995-99	Neg.	1K Ohms	None	Red / Black	Driver's Kickpanel
Mazda Millennia 2001	Neg.	1K Ohms	None	White/Blue	Driver's Kickpanel
Mazda MPV 2000 without alarm	Neg.	2.2K Ohms	None	DK Green	Pass Kickpanel
Mazda MPV 2000 with alarm	Neg.	2.2K Ohms	None	LT Green	Pass Kickpanel
Mazda Protégé 1998-03	Neg.	1K Ohms	None	Green / Red	Driver's Kickpanel
Mazda Tribute 2001-UP	Neg.	1K Ohm	None	Pink / White	Driver's Kickpanel
Mercedes Benz SLK230 98-01	Neg.	526 Ohms	None	White / Green	Driver's Kickpanel
Oldsmobile Alero 1999-UP	Neg.	None	1.5K Ohms	White	Driver's Kickpanel
Plymouth Breeze 1996-00	Pos.	620 Ohms	2.7K Ohms	White / Green	Driver's Kickpanel
Plymouth Voyager 1996-2000 without alarm	Neg.	1.5K Ohms	249 Ohms	White / Green	Driver's Kickpanel
Plymouth Voyager 1996-2000 with alarm	Neg.	4020 Ohms	665 Ohms	White / Green	Driver's Kickpanel
Pontiac Aztec 2001-UP	Neg.	470 Ohms	None	Red / Black	BCM at Console
Pontiac Grand Am 1999-UP	Neg.	None	1.5K Ohms	White	Driver's Kickpanel

1-WIRE RESISTOR DOOR LOCKS



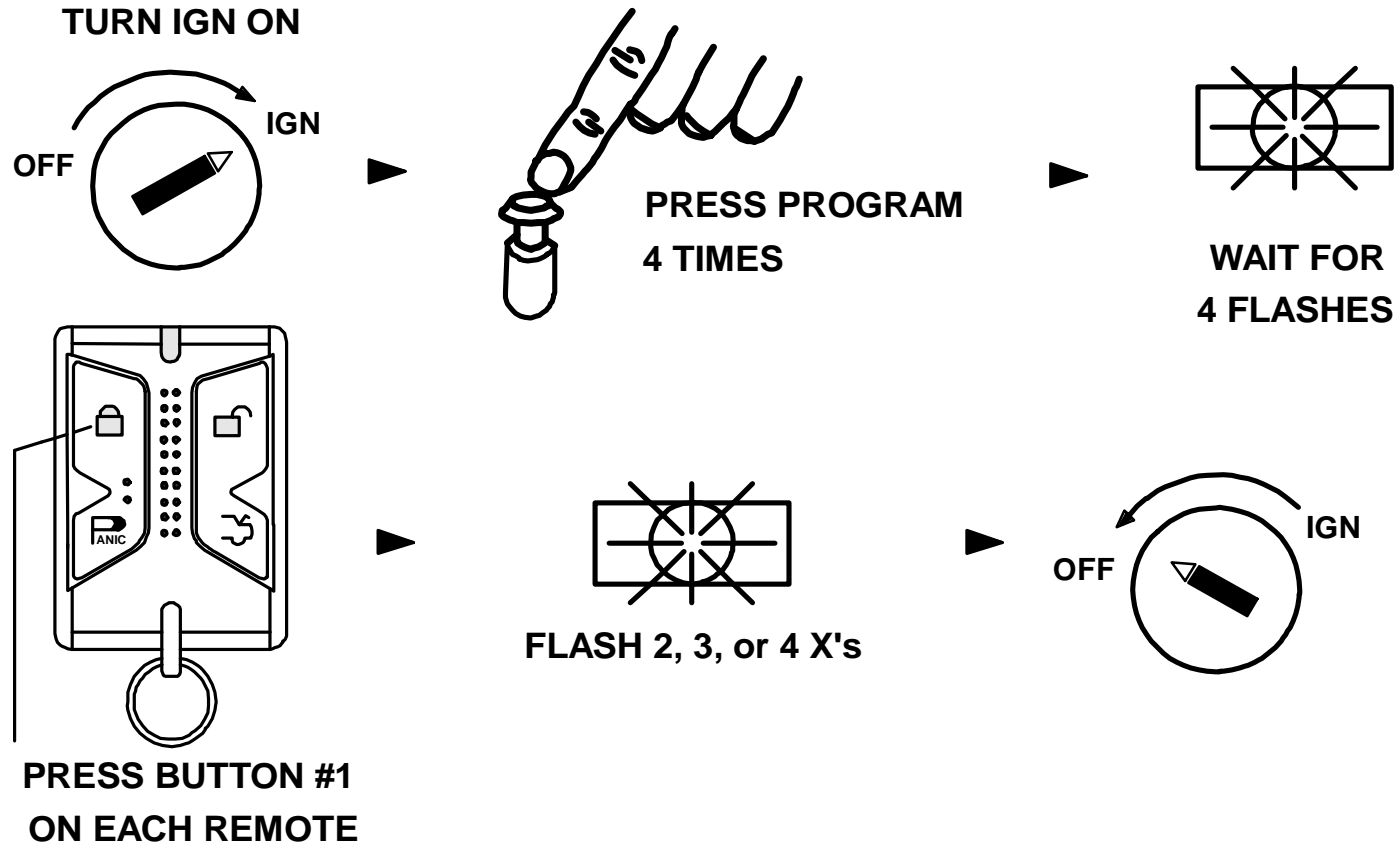
SYSTEM WIRING DIAGRAM



TRANSMITTER PROGRAMMING

1. Turn Ignition ON.
2. Press the Program/Override Button 4 times. After a few second delay, the unit will chirp and flash the lights 4 times.
3. Press button 1 on the remote control you wish to learn. You will get 2 Horn chirps and light flashes indicating the unit is waiting for a 2nd code, then press button #1 of a second transmitter or transceiver, the unit will chirp and flash the lights 3 times indicating its waiting for the 3rd code and 4 times. If all 3 codes are learned, the unit will automatically exit code-learning mode, otherwise turn key off to exit programming mode.

Note 1: All transmitter codes must be learned at the time of programming. Any transmitters not present will be dropped from system memory. This system will learn a total of 3 transmitters max.



OPERATION

REMOTE LOCK

To lock the doors, press the Lock Symbol (Button #1) on the transmitter. Lights will flash once and LED will begin flashing. You will also hear a single horn chirp (if optional horn chirp feature is installed).

REMOTE UNLOCK

To unlock the doors, press the Unlock Symbol (Button #2) on the transmitter. Lights will flash 2 times. You will hear 2 horn chirps (if horn chirp installed).

REMOTE PANIC PROTECTION (OPTIONAL, REQUIRES HORN HONK FEATURE)

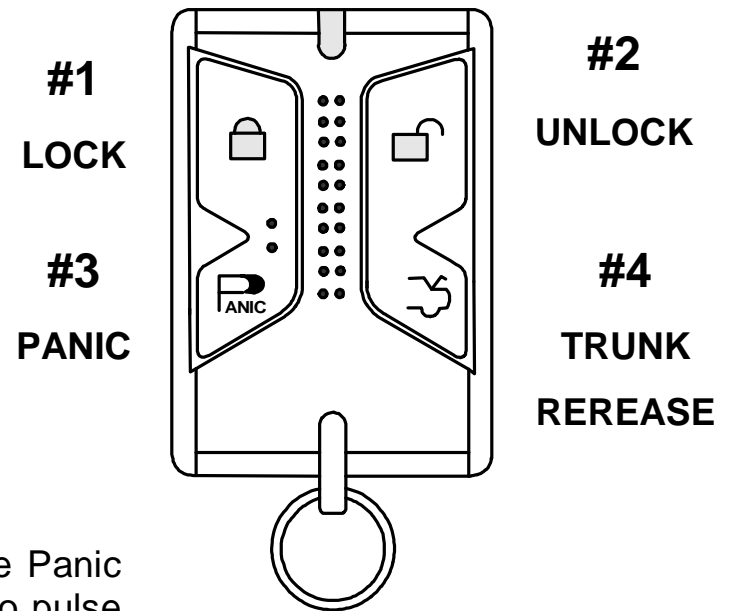
To sound the Panic Alarm in an emergency, press and hold the Panic Symbol (Button #3) for at least 2 seconds. The horn will begin to pulse and parking lights will flash for up 30 seconds or until the Panic Button on the transmitter is pressed again to reset this mode.

TRUNK / HATCH POP (OPTIONAL)

To pop the trunk (Optional), press the Trunk Symbol (Button #4) on the transmitter for at least 2 seconds. There is a slight delay on this function. This is an intentional delay to help prevent your trunk or hatch from opening accidentally when the remote is in your pocket or purse.

CAR FINDER MODE

To activate Car Finder Mode, press the Lock Button after the doors are already locked. The Lights will flash 3 times and the Horn will honk 3 times



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