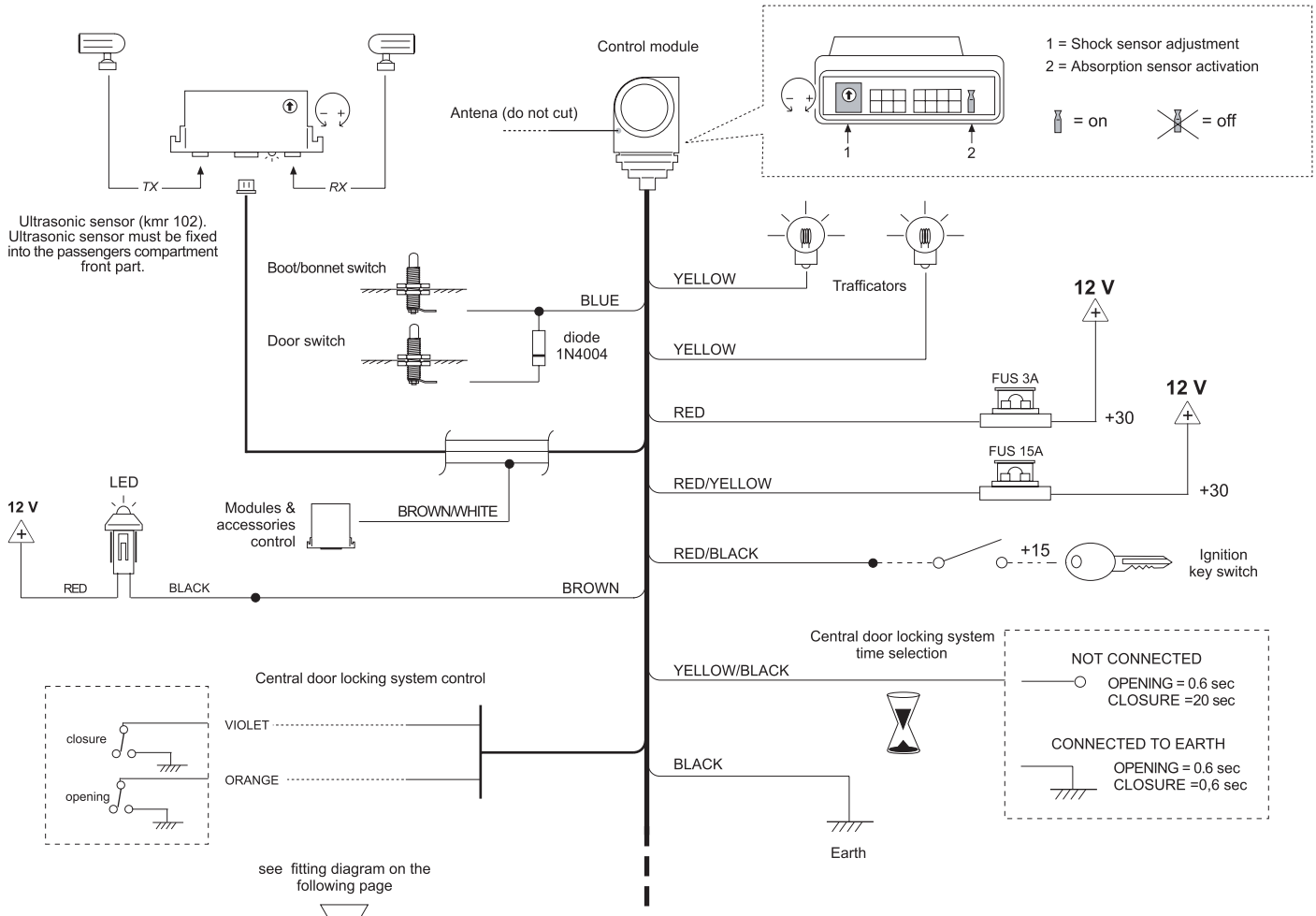
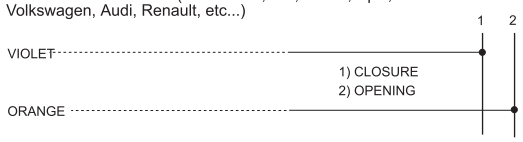


FITTING DIAGRAM

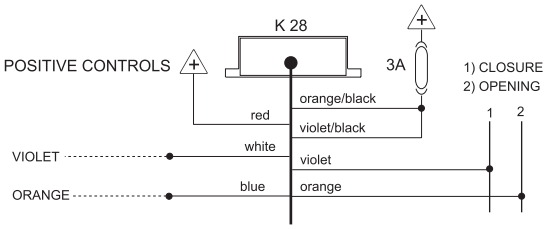
Ultima revisione 07 Dicembre - 2001 ore 10:20

V034 101 UK

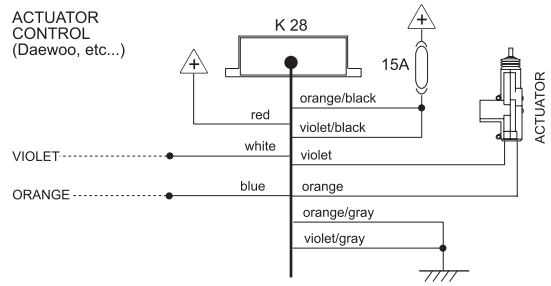
NEGATIVE CONTROLS (Alfa Romeo, Fiat, Lancia, Opel, Volkswagen, Audi, Renault, etc...)



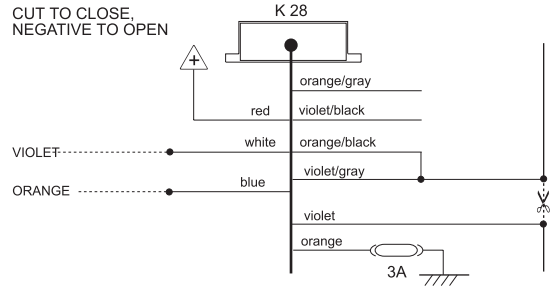
POSITIVE CONTROLS



ACTUATOR CONTROL (Daewoo, etc...)



CUT TO CLOSE, NEGATIVE TO OPEN



PIN CODE EMERGENCY RESET

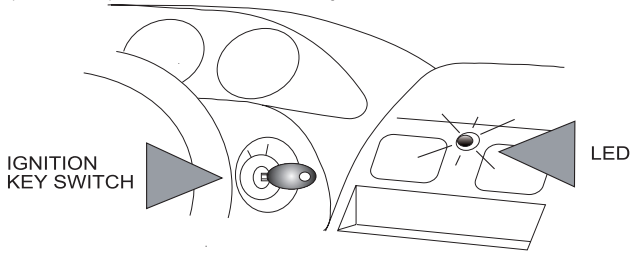
In case of (remote control loss or misfunctioning) and *only if the alarm is armed,* you can disarm the system using the PIN-code supplied in the concealed envelope.

To do this, you need:

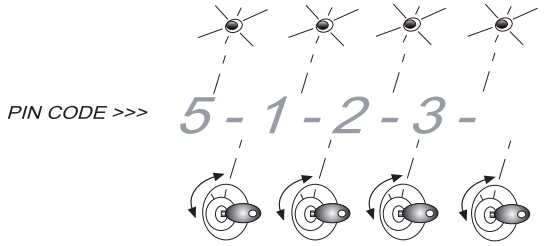
- the ignition key to confirm the PIN-code;
- to pay attention to the LED that shows the digits composing your PIN-code;
- the concealed envelope with your PIN-code.

The alarm being armed will cause the siren activation. Enter your car, close the door, stay calm and concentrated and follow these instructions carefully:

- the alarm LED is flashing: turn the instrument panel on and make sure the LED switches off. Now you have entered emergency reset procedure.
- keep the concealed envelope at reach, read the first digit (e.g. 5);
- turn the instrument panel off, the LED will start to flash. Count the flashes, at the 5th flash (e. g. 5 flashes) turn the istrument panel on to confirm the first digit.
- read the second digit (e.g. 1), turn the instrument panel off, count the flashes, at the 1st flash (e. g. 1 flash) turn the instrument panel on to confirm the second digit.
- repeat the same procedure for the third and forth digits.



If your PIN CODE has been correctly confirmed, the alarm system will immediately disarm.



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FITTING INSTRUCTIONS

POSITIONING THE CONTROL MODULE

The control module must be installed in the engine compartment in a vertical position. For a proper and trouble free instllation, please follow these instructions carefully:
a) the control module must be installed far from heat sources (such as exhaust manifold and turbochargers), mechanical moving parts (such as windshield wipers, alternator, driving belts, pulleys, etc.) and high voltage coils.

PLACING THE HARNESS

Note: the harness must be sheated.
Choose the fixing position for the harness, then locate it, making sure that it won't hinder future maintenance. To ensure a proper and long-lasting installation, seal any way from the engine compartment to the passenger compartment with silicone. Secure the harness with the supplied plastic clamps.

POSITIVE SUPPLY

RED WIRE This cable supplies the alarm. Connect it via a 3A fuse (fuse box) to a cable that supplies +12 V.

INDICATORS SUPPLY

RED/YELLOW WIRE This cable supplies the indicators. Connect it via a 15A fuse to the wire coming from the battery (it is always present, ususally as a big section wire.)

GROUND CONNECTION

BLACK WIRE This wire ensures the proper working of engine immobilizing. Connect it to the bodywork via an eyelet faston. Protect this cable with paraffin against oxidation.

INDICATORS

YELLOW WIRES The indicator cables can usually be found in the indicator toggle switch output or in the hazard light switch. After locating the wires, make sure that they supply with a suitable +12V the respective indicator, by activating the operating lever. This is essential to avoid connections to a wrong wire.

UNDER IGNITION KEY POSITIVE (+15)

RED/BLACK WIRE This wire enables the control module to detect the vehicle state (engine ignited or not ignited) on car models not equipped with monoblock. Connect the red/black wire to the ignition key block outlet wire +15V.

CENTRAL LOCKING SYSTEM

ORANGE & VIOLET WIRES The control module has been designed to control any kind of negative central locking system. For other applications, use the module K 28 (refer to the wiring diagram on the back). Before connecting the wires, check how your car's locking system works. To do this, check if the actuator is installed in the driver side door. If it is installed you can open and close the doors from the passenger side. If not,the actuator must be installed. (There are a few cars not equipped with the actuator: Hyudai, Volvo and a few others). Check the polarity of the operating wires (usually two output wires from the actuator to the control module) by opening and closing the doors. NOTE: the orange wire controls opening and the violet wire controls closure. On some car models (Volkswagen, Audi, Opel, Seat, and others) when closing the doors, it is possible to close the windows as well, just increasing closure timing (yellow/black wire not connected).

CENTRAL LOCKING SYSTEM TIMING

YELLOW/BLACK WIRE If you connect this wire to ground, the control module supplies negative controls for opening and closure of 0.6 secs. If you don't connect the yellow/black wire, the control module provides an activation time of 20 secs. to allow the electric window closure by door closure.

BOOT / BONNET / DOOR SWITCH

BLUE WIRES This line allows you to connect the switch of the engine compartment, of the luggage compartment or of the door (to obtain instant alarm). The supplied switch can be mounted in the engine compartment, in the luggage compartment or where not originally,present, on condition that there is enough space for it to work properly.
The switch must be installed on a metal part, if this is not possible, provide a ground to the switch through a cable. Ensure the switch a sufficient clearance (at least 1 cm.), this because of thermal expansion materials are subject to. After splicing, test the switch with a closed circuit tell-tale or a tester.
Note: an incorrectly installed switch may cause false alarms, it may be damaged and it won't protect your car.
Connect the switch to the respective harness wire. To connect the original door switch, interpose a 1N4004 diode (refer to wiring diagram).

ACCESSORIES MODULES CONTROLS

BROWN/WHITE WIRE This wire supplies a negative if connected. It controls optional modules as K72, for electric window closure, or K48 for various applications.

L.E.D.

BROWN WIRE This wire controls the L.E.D., connect it to the L.E.D. black wire.

VOLUMETRIC SENSOR CONNECTION - K40S

3-WAY CONNECTOR Inserting this connector to the K40S module, you will activate the volumetric protection function of the alarm system. The two transducers must be mounted in the passenger compartment, on the upper part of the door uprights, in a position that doesn't hinder visor movement.

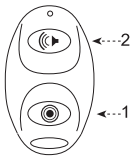
SHOCK SENSOR

To adjust the shock sensor, turn the trimmer next to the control module clockwise. The shock sensor should be adjusted so that it activates only when necessary. This is to avoid false alarms.

ABSORPTION SENSOR

The absorption sensor comes into operation when it detects a current consumption of at least 3 W in the electric plant (caused by a courtesy light switching on, for example). This allows the system to detect the opening of a door or of the luggage compartment, without connecting the perimenter alarm wire. On some car models, where the radiator cooling fan comes automatically into operation with the engine stopped (Audi, Volkswagen, etc...), you must exclude the absorption sensor, taking off the jumper next to the connector.

OPERATING INSTRUCTIONS



ARMING

Press the button n. 1 on the remote control (see picture) The alarm system will be armed, the doors and the electric windows (if connected) will close. The indicators will flash for 3 times and the LED will start to flash. The instant line (blue wire) and the monoblock will be active. After 40 secs. inhibition time (to close electric windows and to stabilize volumetric and shock sensors) the LED will slow down flashing frequency. The remaining lines will be armed, ensuring the car a total protection.

DISARMING

Press the button n. 1 on the remote control (see picture). The alarm system will be disarmed, the doors will open, the indicators will flash and the LED will turn off.

PARTIAL ARMING

Press the button n. 1 and then the button n. 2 on the remote control (see picture). The alarm system will be armed partially, excluding the ultrasonic sensor (kmr 203 and kmr 103) and the window closure.

SIREN STOP BY REMOTE CONTROL

Simply press the button n. 1 on the remote control, to stop siren chirping during the alarm, keeping the system armed.

PANIC ALARM

Press the button n. 2 on the remote control (see picture), to activate the siren without indicator flashing.

NOTE: during the first 40 seconds after arming the alarm system, you cannot activate panic alarm.

MEMORY REPORT BACK

This function allows you to know if the alarm was triggered while armed. After disarming the alarm, turn on the ignition key. The LED will flash indicating how the alarm was last triggered. Count the flashes and refer to the chart below:

1 flash = INSTANT LINE
2 flashes = ABSORPTION SENSOR
4 flashes = SHOCK SENSOR
8 flashes = VOLUMETRIC SENSOR

PROGRAMMING NEW REMOTE CONTROLS

With the alarm armed, turn on the ignition key, hold down the button n. 2 on the remote control until you hear a beep. Press the button n. 1 and the button n. 2 simultaneously on the new remote control to program, until you hear the beep. To exit program mode simply wait some seconds.

NOTE:

Each remote control, that isn't programmed during program mode, will be automatically excluded. This is to guarantee safety in case the remote control should be lost.

FEATURES	KMR 102	KMR 101
Radio-controlled compact alarm	✔	✔
Vega variable code	✔	✔
Central locking system	✔	✔
Absorption and shock sensors	✔	✔
Ultrasonic sensor	✔	
Doors and bonnet protection	✔	✔
Indicators flashing	✔	✔
Siren stop by remote control	✔	✔
Shock and ultrasonic sensors exclusion by remote control	✔	✔
Memory report back	✔	✔
Accessories control	✔	✔
L.E.D.	✔	✔
Panic alarm	✔	✔
Programmable remote controls	✔	✔
Emergency reset by PIN code	✔	✔
Electronic siren 118 dB	✔	✔
Automatic hazard consumption off	✔	✔

CAUTIONS

- Avoid any contact with liquids, do not wash or immerse the remote control in water. The electronic circuit doesn't need calibration. If range decreases, just replace the battery.
- Particular care should be taken in case you wash the engine compartment. This is to prevent irreparable damages to the inner electronics.