



FALCON TP100 –TRANSPONDER BYPASS KIT

TP100 is designed to temporarily bypass most OEM transponder type ignition immobiliser systems when remote starting. TP100 operates by using one of the vehicles spare keys to transmit the original keys uniquely CODED RF ID to the receiver COIL in the key cylinder. The CODED signal identifies to the vehicles computer that a valid key is present thereby enabling the fuel management system. The TP100 will only operate as a bypass when the vehicle has been remote started. As soon as either the brake is depressed or an ignition key is inserted into the key cylinder (optional Keysense Circuit must be connected) the Transponder Bypass Kit (TP100) shuts off. The keysense circuit is an optional shut off circuit and does not have to be used on all vehicles.

KEYSENSE SHUT-OFF CIRCUIT: YELLOW WIRE (OPTIONAL)

TP100 is equipped with a single wire optional KEYSENSE SHUTOFF CIRCUIT. This circuit is a relayed (-) or (+) input designed to shut off the Transponder Bypass Kit as soon as the ignition key is inserted into the key cylinder. This prevents the vehicle from detecting two keys at the same time, which can cause a hard code to be sent to the vehicles computer or worse cause the keys to stop working altogether. Installer selects input polarity (+) or (-) by jumper position. Put jumper on BJ1 if vehicles keysense wire goes to positive when key is inserted, put jumper on BJ2 if vehicle keysense wire switches to ground when key is inserted.

INSTALLATION INSTRUCTIONS

1. Open TP100 and place the head of the key (transponder portion) inside the ribbon cable loop.
2. Close the box ensuring that the head of the key is firmly in place between the ribbon cable.
3. Connect the Red wire to a fused constant 12 volts supply.
4. Connect the Black wire to the (-) Negative Out When Running output on the remote starter. (Directstart: J2-Pin#8)
5. Place the PVC Ring over or around the key cylinder. Once PVC Ring is in place perform a remote start test first before securing ring and replacing the steering wheel shroud. Some vehicles require specific placement of the PVC Ring for the RF COIL in the cylinder to read the transmitted code. For some vehicles the PVC ring may be either too big or not sensitive enough, in this case you may need to cut off the ring and either wrap thin wire around the cylinder or you may need to replace the PVC ring with a factory collar purchased from the dealer. (eg BMW)

(OPTIONAL) KEYSENSE SHUTOFF CIRCUIT INSTALLATION:

Depending on the JUMPER position inside HTBKII, the YELLOW KEYSENSE wire can be triggered by either a (-) GRND signal or (+) 12 Volts to shut off the HTBKII whenever the ignition key is inserted into the key cylinder.

Put Jumper on BJ2 if vehicle keysense wire switches to ground when key is inserted.

Put Jumper on BJ1 if vehicle keysense wire switches to positive (+) when key is inserted.

Use a digital multi-meter to determine the polarity of the keysense wire coming from the ignition switch. Test vehicles keysense wire with key out and then when key is inserted. TP100 jumper position should match the polarity of the vehicles keysense wire when the key is inserted. (ie; BJ2=keysense wire that is negative with the key inserted.