

## FALCON EASY FIT ALARM INSTALLATION GUIDE

### Control Unit:

Securely install the control unit in a safe, dry place inside the vehicle.

- Never install the control unit under the bonnet.
- The control unit should be mounted in a suitable location that would be difficult for a potential thief to locate but still allow for convenient installation position.
- Do not mount the control unit in the way of any moving parts
- Do not mount the control unit near any heat sources.
- Mount the control unit in a way that it does not vibrate or rattle.
- Avoid installing the unit anywhere easily visible under the driver's side dash. . The first place a thief will go when attempting to steal a car is the driver's side under dash area to access the starter and ignition wires. If the control unit is easily visible, it can be disconnected and defeated during a theft attempt.
- Some good locations are above or behind the glove box, under the center console, above the under dash fuse box, or in the dash behind the radio. For alarms without a separate antenna mount the control unit high under the dash and as far away as possible from metal to maximum remote control range.

The single black wire coming straight out of the control unit is the antenna.

- The position and location of the antenna will affect the remote control range.
- Route the antenna wire away from the control unit keeping the antenna as far away from metal as possible. Avoid running the antenna along any wire harnesses.
- Do not shorten or lengthen the antenna.

### Connecting The Siren (PURPLE WIRE):

Connect the BLACK wire of the siren to chassis ground and the RED wire to the PURPLE wire on the alarm (+ siren output).

Running the siren wire from the alarm control unit inside the car to the siren under the bonnet should be carefully considered. The siren wire is relatively small gauge, which makes using an existing hole through the bulkhead a good option.

- The best method is to examine the bulkhead to locate an existing hole that the factory wiring is routed through. If the grommet is large enough, you can share this opening with your alarm wires.
- Most vehicles have plugs that cover existing holes in the bulkhead. You can drill through the plug to create a grommet to pass the alarm wires through.
- An alternate method, if an existing hole cannot be found, is to drill a hole in the bulkhead. Be certain not to drill through any fluid lines or factory cables. Use a plastic grommet to protect the wires from being cut by the metal edge of the drilled holes.
- The siren must be mounted securely under the bonnet.
- Mount it away from any heat sources or moving parts
- Mount the siren where it cannot be seen or reached from below the vehicle
- Point the siren down to avoid water collecting in it.
- Protect and conceal wiring by wrapping it with split loom or vinyl tubing and routing it alongside factory wiring.

### Dashboard LED

- The alarm has an LED status indicator used as a visible warning that the car is alarmed.
- The LED should be installed in a place visible from both sides and the rear of the vehicle.
- It is best to install the LED on a small removable panel like a blank switch or dash bezel.
- Check for clearance on both sides before any drilling.

### Constant 12V (RED WIRE):

- There are two possible sources from which to supply the security system with constant power.
- The constant 12V supply at the fusebox is usually the best place to use.
- The (+) terminal of the battery may be used. It is strongly recommended that if the battery is used to supply power, that the terminal NOT be disconnected. Make connections by removing lug nut from cable clamp without detaching clamp.
- The constant 12V supply of the ignition switch may be used. However, on some newer vehicles, the constant 12V supply at the ignition switch is a low current output. All 12V constant power connections must be made at the battery.
- Always fuse within 12 inches of this connection.

### Chassis Ground (BLACK WIRE):

- This is one of the most important connections. A poor or improper ground causes 90% of all problems that may arise with an alarm.
- Connect this wire to bare metal, preferably with a factory bolt rather than your own screw. Screws tend to either strip or loosen with time.
- Ground all components to the same point where possible.
- If a screw must be used, connect chassis ground to bare metal and use a star washer to ensure a proper ground connection. Check for clearance on both sides before drilling.

### Hazard Light Output (YELLOW WIRES):

The hazard light outputs are used to flash the hazard lights when the vehicle is armed or disarmed and when the alarm is triggered, or when the remote start is activated. Connecting the hazard light output is not necessary, but recommended. The positive (+) hazard light wires are often found at the fuse box or in the kick panel.

### Door Trigger (GREEN WIRE):

This is for connection to negative (-) door pins. This means when the door is open the switch sends a negative voltage to the interior light circuit.

- The door trigger wire can usually be found in the harness of wires in the driver's kick panel running towards the rear of the car.

To find the negative interior light wire with your multi-meter:

1. Set to DC voltage.
2. Attach the (+) probe to 12V constant.
3. Probe the wire you suspect of being the door trigger wire with the (-) lead.
4. The meter should indicate 12V with the door open if you have found the correct

### Bonnet/Boot trigger (BLUE WIRE):

- Some vehicles have a factory bonnet pin switch. If this switch gives a negative output when the bonnet is open it can be hooked to the bonnet trigger wire to trigger the alarm if the bonnet is opened.
- A bonnet switch is included with the alarm if you do not have one.

To find the bonnet pin trigger wire with your multi-meter:

1. Set to DC voltage.
2. Attach the (+) probe to 12V constant.
3. Probe the wire you suspect of being the bonnet trigger wire with the (-) lead.
4. The meter should indicate 12V with the bonnet open if you have found the correct wire.
5. The meter will then read 0V when the bonnet is closed.

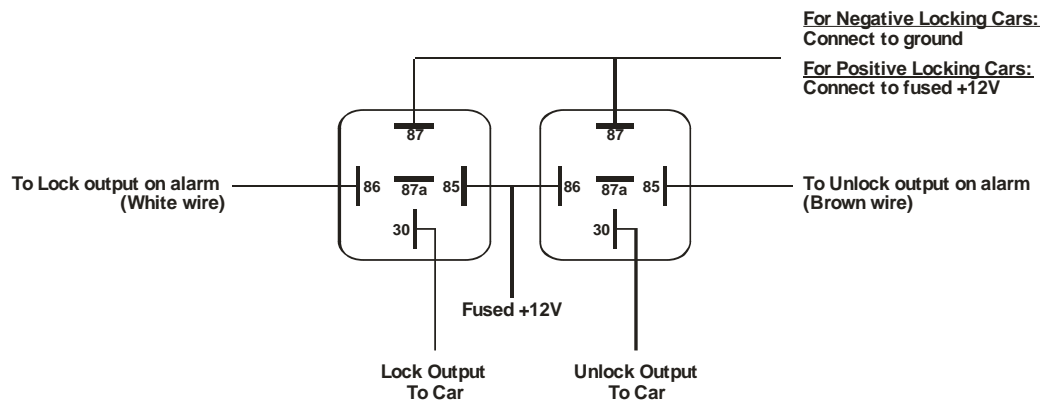
**Installing switches:** Make sure that you have enough clearance below, and the bonnet will in fact hit the switch. Double check the back side of a panel when drilling.

### Door Unlock Output (BROWN WIRE):

### Door Lock Output (WHITE WIRE):

These are a low current (500mA) outputs. ***DO NOT connect these outputs directly to your cars central locking system.*** For connection to factory fitted central locking systems or to drive door motors directly two 30 Amp 5 pin relays will be required.

If using one of the Falcon aftermarket central locking kits (VCDL01 & VCDL02) you can connect the white wire on the alarm directly to the white wire on the central locking kit control module and the brown wire on the alarm to the brown on the central locking kit control module. No extra relays are required.



### Connection of additional sensors (shock sensor, ultrasonic sensors, microwave sensor):

1. Connect the Red wire of your sensor to a fused +12V source.
2. Connect the Black wire of your sensor to chassis ground.
3. Connect the White or Blue trigger output of your sensor to the Bonnet/Boot trigger wire (BLUE WIRE) on the alarm.