VIKING™

VS 121, VS125

ALARM SYSTEM

Wiring Instructions

MEGATRONIX
VAN NUYS, CA U.S.A.

INDEX

INSTALLATION INSTRUCTIONS

TOOLS REQUIRED

Wire Crimper   Electric Drill
Wire Stripper   3/16" Drill Bit
Pliers   Phillips Screwdriver
Voltmeter   Electronic Tape

INSTALLATION:

CAUTION: Do not connect the wire harness to module until all wiring to vehicle is complete.

A.   MOUNTING THE SIREN UNIT

1.   In the engine compartment, place the siren in a location suitable for best sound result. Be careful not to mount the unit near exhaust manifolds or other "hot" equipment and moisture area. NOTE: Preferred siren position is facing forward (Towards front of the vehicle). Siren SHOULD NOT be face up.

2.   Mark and drill two 3/16" holes to screw on the mounting bracket. With the screws and lock washers provided, mount the bracket to the vehicle.
3.   Mount the siren to the bracket with the bolts, washers and lock washers provided. Adjust the siren angle and tighten the bolts.

B.   DECALS

Peel the decals from the paper backing and apply them to the inside of your vehicle's window. These are effective deterrents to thieves.

WIRING

Keep wiring away from moving engine parts, exhaust pipes and high tension cables. Tape wires where they pull through holes on the firewall and guard against sharp edges that may damage wires and cause a short circuit.

A. 6-WIRE HARNESS

1. RED WIRE-SYSTEM POWER (+12V CONSTANT)

The red wire supplies power to the system. If you plan to program the alarm with current sensing, this connection must be made at the permanent +12 Volt live point of the fuse controlling the interior courtesy light of the vehicle.

2. BLACK WIRE-SYSTEM GROUND

This is the main ground connection of the alarm module. Make this connection to a solid section of the vehicle frame. Do not connect this wire to any existing ground wires supplied by the factory wire loom.
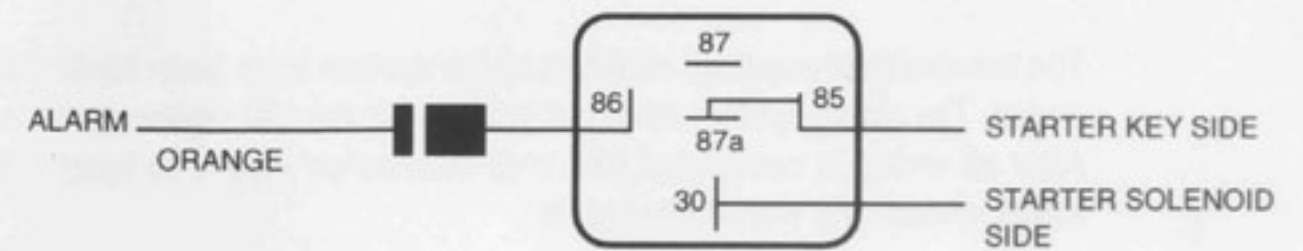
3. BLUE WIRE-GROUND TRIGGER INPUT

This wire is the ground trigger input wire for additional hood/trunk pin switches and additional ground output sensors such as microwave sensors.

4. WHITE WIRE- FLASHING LIGHT OUTPUT (+12V)

When the alarm is triggered, this wire provides positive (+12V) pulsating output. This wire must be connected to the positive wire of the parking lights.
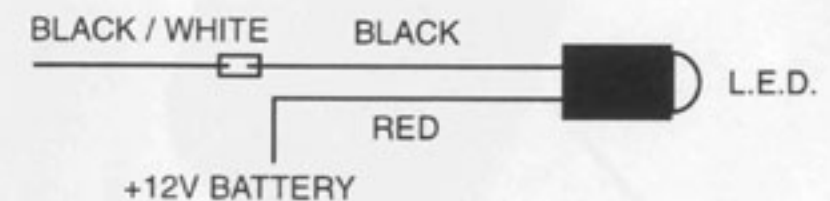
5. ORANGE WIRE-500mA GROUND OUTPUT WHEN ARMED

This wire will become grounded when the alarm is armed. The current capacity of this wire is 500mA. The connection of this orange wire should be to pin #86 of the optional kill relay or other accessories that require ground to activate, like LED, door lock module, window roll-up, etc.

6. BLACK-WHITE WIRE

This is the LED status indicator output. Connect the "BLACK/WHITE" wire to the black wire of LED indicator, and connect the RED wire of the LED indicator to a constant +12 Volts.

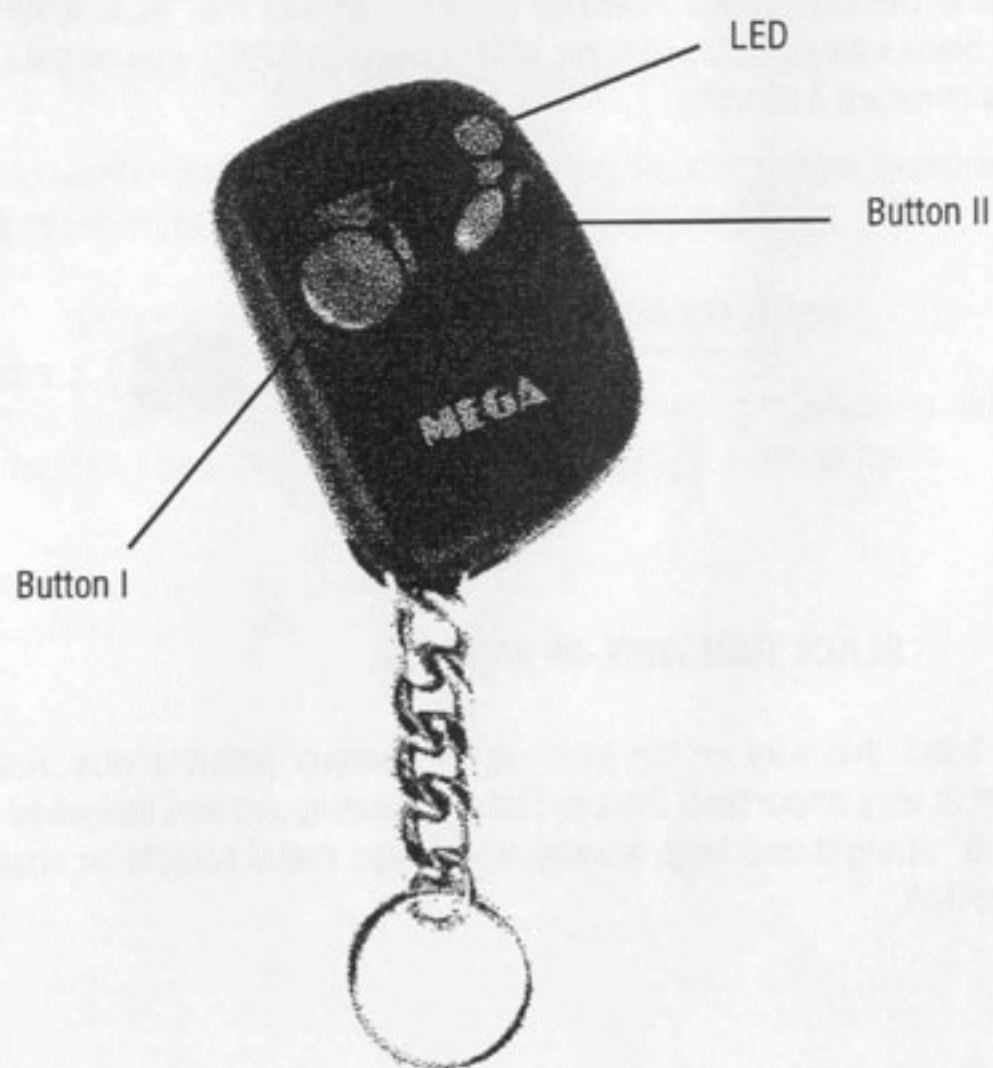### B. BLACK THIN WIRE-RF ANTENNA

The black thin wire on the alarm is the receiver antenna wire. Antenna placement is very important! Ensure that it is unwrapped and stretched out with the last 6" straight and keep it away from large metal objects or chassis for best reception.

PROGRAMING AND ADJUSTMENT

A. PROGRAMMING THE TRANSMITTER CODES

The transmitters supplied with this alarm system have been randomly coded. The alarm system does not know what the transmitter code is. After all wiring is completed, the final installation step is to teach the alarm system the transmitter code.

Programming transmitters	Programming confirmation
Press first transmitter's button I	One chirp from the siren
Press second transmitter's (optional) button I	One chirp from the siren
Within 5 seconds after programming first transmitter	

LED

Button II

Button I

1. ENTER THE PROGRAMMING MODE
Disconnect power to the alarm, after 10 seconds reconnect the power. You are now in the programming mode.

2. PROGRAMMING THE TRANSMITTER
a) Press the button 1 on the first remote transmitter until the alarm gives a confirmation chirp. It is now programmed.
b) Within 5 seconds after the first transmitter is programmed, press button 1 on the second remote transmitter until the alarm gives a confirmation chirp.

ATTENTION! The code learning system used in this alarm will not retain the information if power or ground are disconnected. When the red power wire is re-connected, the unit will wait to receive a signal from the transmitter as explained in step 2 above: The siren will return to preset multi-tone and the shock will return to level 3 sensitivity.

B. SHOCK SENSOR SENSITIVITY ADJUSTMENT & TESTING

To enter shock sensor sensitivity programming mode:
1. Within 10 seconds after disarm. press both buttons together for 2 seconds, you will hear a confirmation chirp of programming mode.
2. Press button II to chose shock sensor sensitivity mode. By pressing button II again, you can scroll through 8 levels of 8 corresponding tones. The higher the pitch of the tone the more sensitive is the alarm to shock.

SENSITIVITY TESTING:

At any time, you can try the sensitivity setting of the shock sensor by hitting your car with your palm to see if that level of impact will trigger the alarm. During testing there are two stages of impact sound effect on every level.
1. The first stage chirping sound is pre-warning, which responds to moderate shock. The system sends a pre-warning tone to warn-away the intruder.
2. The second stage ding-dong sound is the triggered sound, which responds to heavy shock. The system siren will be alarming of an intrusion.
3. After selecting the proper level, Simply press button I to save the selected level & exit programming mode. If you don't press any button within 10 seconds during programming, the system will exit programming mode.

C. SELECTING SIREN TONES - 5 DIFFERENT SIREN TONES

TO ENTER SIREN TONE PROGRAMMING MODE:

1. Within 10 seconds after disarm, press both buttons together for 2 seconds. You will hear a confirmation chirp of programming mode.

2. Press button I to chose siren programming mode. By pressing button I again, you can scroll through 5 different siren tones.

3. After selecting a favorite tone, simply press button II to save the selected tone & exit programming mode. If you don't press any button within 10 seconds during programming. The system will exit programming mode.

D. ORANGE WIRE LOOP

The orange wire loop is the programming wire for the 'Voltage Drop sensing'. By cutting the loop you delete the voltage drop sensing feature.

1. If your vehicle is equipped with an electric cooling fan (switch off the ignition and remove the key, if the fan continues running, the "orange wire loop" should be cut and taped the ends).

2. Some GM vehicles have a 2 minute computer timing circuit to check the vehicles door to see if it is closed, allowing the vehicles door handle touch control to turn on your dome lights when you touch the door handle. This action will trigger the alarm, when the alarm is armed. To prevent this situation, the "orange wire loop" should be cut and tapped the ends.

- BLACK-ANTENNA

WHITE PARKING LIGHT OUTPUT + 12V
RED 12V POSITIVE (INPUT)
BLACK-TO GROUND
ORANGE-GROUND OUTPUT WHEN ARMED
BLUE-NEGATIVE TRIGGER INPUT
BLACK / WHITE-LED OUTPUT

ORANGE LOOP:
CURRENT SENSING

BLACK
RED
12V
L.E.D.