



USER GUIDE AND INSTALLATION MANUAL
RS1050 - REMOTE START ADD-ON

INSTALLATION

IMPORTANT:

- Be careful not to use test light on airbag wires, you could accidentally deploy your air bag. Keep your head and body away from steering wheel when testing wires under dash.
- Do not use a test light on the module's 500MA outputs.

HARNES A

1. BLUE/WHITE: Positive break pedal input (+). Connect to switch at break pedal to show positive 12v when depressed.
2. GREEN: For manual vehicles, connect to emergency break to show a negative charge (-) when break is engaged. For automatic vehicles, connect directly to chassis ground.
3. BROWN/YELLOW: Negative (-) activation input from alarm or keyless entry unit.
4. BROWN/WHITE*: Negative (-) 'wait to start' input, for diesel vehicles only.

HARNES B

1. RED: Connect to fused positive (+) constant battery power.
2. BLACK: Negative (-) chassis ground.
3. ORANGE: Positive (+) parking light output.
4. WHITE/RED: Not Used.
5. PINK: Negative (-) ignition output, connect to relay for vehicles with 3rd ignition wire.
6. YELLOW: Negative (-) pulse factory alarm disarm, when remote start is activated.
7. GRAY: Not Used.
8. YELLOW/WHITE: Negative (-) accessory output, connect to relay for vehicles with 2nd accessory wire.

HARNES C

- Harness C connections are 14 AWG made from external relay pack.
1. PURPLE: Connect to positive (+) starter motor wire from ignition key switch harness.
 2. PINK: Connect to positive (+) ignition wire from ignition key switch harness.
 3. PINK/WHITE*: Repeat previous step for vehicles with 2nd ignition output from key switch harness.
 4. ORANGE: Connect to positive (+) accessory output from ignition key switch harness.
 5. RED: Connect both individually fused heavy gauge power wires to high-current battery power source (+).

HARNES D

- Shock sensor by-pass for alarms with external sensors.
1. Cut ground wire on sensor - alarm side to input, sensor side to output.

JUMPER/RESISTOR SELECTION

JUMPER#		JUMPER ON (1)		JUMPER OFF (0)	
J1		Engine Check Off		Engine Check On	
J2		High Voltage Check		Low Voltage Check	
J3		Run Time: 10 Min.		Run Time: 30 Min.	
J4,	Cranking Time	1111	0.6 Second	1110	0.8 Second
J5,		1101	1 Second	1100	1.2 Seconds
J6,		1011	1.4 Seconds	1010	1.6 Seconds
J7		1001	1.8 Seconds	1000	2 Seconds
J8*		0111	3 Seconds	0110	4 Seconds
		1 Pulse		3 Pulses	

*1 pulse for after market alarm or keyless entry. 3 pulses for factory keyless.

Locate negative lock wire in vehicle. Press lock button on factory remote to activate.

OPERATION

REMOTE START:

Aftermarket Car Alarm or Keyless Entry Unit: To activate remote start press the spare channel of the aftermarket car alarm/keyless entry unit.

AFTER REMOTE STARTING:

Insert the key and turn ignition to the "on" position, press the brake pedal and the remote start will no longer be engaged and the engine will take over. DO NOT RE-CRANK THE STARTER WHILE THE ENGINE IS RUNNING!

KILL ENGINE BY REMOTE:

Aftermarket Car Alarm or Keyless Entry Unit: Simply repress the remote button.

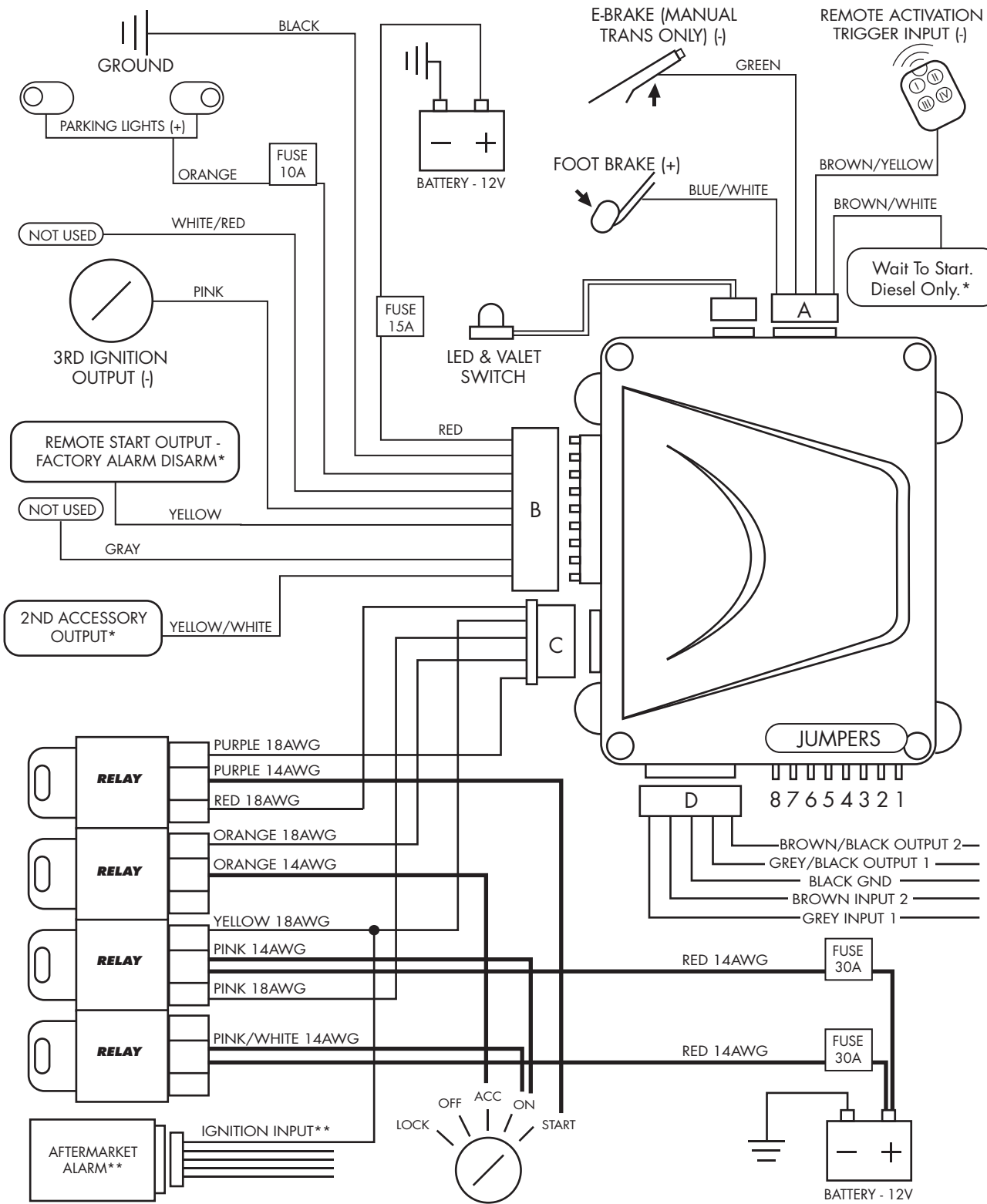
TROUBLESHOOTING

1. Car does not start. System makes no attempt to start.
 - Check negative input wire (brown/yellow) connection from alarm or keyless unit.
 - Check ignition wire and retry, making sure vehicle does not have 2nd ignition output from keyswitch.
 - Check the negative brake wire (green) connection to the e-brake (engaged) for manual transmissions, and directly grounded for automatics.
2. Engine cranks, but does not start successfully and the system does not retry to start.
 - Check the power connections, if you haven't already, you may need to re-wire power to the battery directly, and be sure to use a 30 amp fuse for each 14AWG gauge connection.
 - Check e-brake and foot brake connections (see solutions for problem 1)
3. Vehicle remote starts successfully but the system shuts off in a few seconds and retries. The system cannot "see" the engine is running.
 - Check power connections (see solution for problem 2)
 - Check ignition connections (see solution for problem 1)
4. Parking lights stay on for 30 seconds, but car won't start.
 - You may have a factory alarm that is disabling the remote start function, or the crank output.
 - Positive starter wire (purple) is not connected correctly.
5. Engine cranks, but engine does not start.
 - Check the positive ignition wire connection (Pink).
 - Check to see if the vehicle has a Vatts, Passlock or other type of transponder security block, which would require a bypass module (available at www.stellaralarms.com.)

CONNECTION STATUS

ITEM	SIREN CHIRPS, PARKING LIGHT FLASH, OR LED FLASH	DIAGNOSIS
1	1 Time	The Runtime Is Over.
2	3 Times	The Voltage Is Too Low.
3	4 Times	The Start Input Switch Is Pressed Again.
4	6 Times	The Footbrake Is Not Released.
5	7 Times	The Handbrake Is Not Pulled Up.
6	8 Times	The Wait Time Indicator Is Not Off.

WIRING DIAGRAM



**When using an aftermarket alarm, tie into IGNITION wire from alarm to YELLOW 18AWG from Harness C.