



HA - 260RS

INSTALLER'S MANUAL



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**THIS INSTRUCTION MANUAL IS IMPORTANT.
PLEASE READ IT BEFORE INSTALLING THE UNIT.**

INSTALLATION POINT TO REMEMBER

This product represents many years of research and development. It is very sophisticated and should be installed by experienced security installers only. Please do not attempt installation of this product without reading this guide. The system has been designed to provide the ultimate in security, coupled with limitless convenience and expansion options.

Do not disconnect the battery if the vehicle has an anti-theft coded radio. If equipped with an air bag, avoid disconnecting the battery if possible.

IMPORTANT! Many airbag systems will display a diagnostic code through their warning light after they lose power. Disconnecting the battery requires this code to be erased, a procedure that can require a trip to the dealer.

DECIDING ON COMPONENT LOCATIONS

LOCATIONS FOR THE SIREN

Some things to remember about mounting the siren:

- Keep it away from heat sources, such as radiators, exhaust manifolds, turbochargers and heat shields.
- Mount it where a thief cannot easily disconnect it, whether the hood is open or shut. Both the siren and its wires should be difficult to find. This usually involves disguising the wire to look like a factory harness.
- When possible, place the siren on the same side of the vehicle as the control module, where its wires will reach the control module's wires without extending them. Always run the wires through the centre of a grommet, never through bare metal!
- Point the siren down so water does not collect in it.

LOCATIONS FOR THE CONTROL BOX

Some things to remember about where to mount the control module:

- Never put the control module in the engine compartment!
- The first step in hot wiring a vehicle is removing the driver's side under-dash panel to access the starter and ignition wires. If the control module is placed just behind the driver's side dash it can easily be disconnected.
- When mounting the control module, try to find a secure location that will not require you to extend the harness wires. Keep it away from the heater core (or any other heat sources) and any obvious leaks.
- The higher the control module is in the vehicle, the better the transmitter range will be. If you put the control module under a seat or inside a metal dashboard, range will suffer.
- Some good control module locations: above the glove box, inside the centre console, above the under dash fuse box, above the radio etc.

LOCATIONS FOR THE STATUS LED

Things to remember when positioning the Status LED:

- It should be visible from both sides and the rear of the vehicle, if possible.
- It needs at least ½" clearance to the rear.
- It is easiest to use a small removable panel, such as a switch blank or a dash bezel. Remove it before drilling your ½" hole.

LOCATIONS FOR THE HAWKGUARD SHOCK SENSOR

Some things to remember about where to mount the shock sensor:

- Never put the shock sensor in the engine compartment!
- Find a spot close to the control module so that the wires do not need to be extended. Keep it away from the heater core (or any other heat sources) and any obvious leaks.

How the shock sensor is mounted is the most important factor in its performance. We recommend 2 methods:

- using double-sided tape or hook-and-loop fastener to mount to a trim panel or an air duct, or
- Wire-tying to a wire harness.

LOCATIONS FOR THE HAWKGUARD ULTRA SONIC SENSORS

Ultrasonic cells should be placed on the left and right side as high as possible so to obtain the best performance.

Inappropriate adjustment for the Ultrasonic sensor may lead to a false alarm. To prevent the false alarm, make sure the sensitivity of ultrasonic sensor is in an appropriate degree. An over adjustment is usually the main reason to cause false alarm.

LOCATIONS FOR THE IMMOBILISER RELAY

If Immobiliser relay or its connections are immediately visible upon removal of the under-dash panel, they easily can be bypassed. Always make the relay and its connections difficult to discern from the factory wiring! Exposed yellow butt connectors do not look like factory parts, and will not fool anyone! For this reason, routing the Immobiliser relay wires away from the steering column is recommended.

Finding the wires you need

Now that you have decided where each component will be located, you're going to find the wires in the car that the security system will be connected to:

IMPORTANT: do not use a 12v test light to find these wires! Use a digital multimeter for all testing.

OBTAINING CONSTANT 12V

We recommend two possible sources for 12v constant: the (+) terminal of the battery, or the constant supply to the ignition switch. Always install a fuse within 12 inches of this connection. If the fuse also will be powering other circuits, such as door locks, a power window module, headlight control system etc, fuse accordingly.

FINDING THE 12V SWITCHED IGNITION WIRE

The ignition wire is powered when the key is in the run or start position. This is because the ignition wire powers the ignition system (spark plugs, coil) as well as the fuel delivery system (fuel pump, fuel injection computer). Accessory wires lose power when the key is in the start position to make current available to the starter motor.

How to find (+) 12v ignition with your multimeter:

1. Set to DCV or Dc voltage (12v or 20v is fine).
2. Attach the (-) probe of the meter to chassis ground.
3. Probe the wire you suspect of being the ignition wire. The steering column harness or ignition switch harness is an excellent place to find this wire.
4. Turn the ignition key switch to the run position. if your meter reads (+)12v, go to the next step. If it doesn't, probe another wire.
5. Now turn the key to the start position. the meter display should stay steady, not dropping more than a few tenths of a volt. If it drops close to or all the way to zero, go back to Step 3. If it stays steady at (+) 12v, you have found an ignition wire.

FINDING THE DOOR PIN SWITCH CIRCUIT

The best places to find the door switch wire are:

- At the pin switch: when testing the pin switch, check wire to ensure that it "sees" all the doors. Often, the passenger switch will cover all the doors even if the driver's switch will not.
- At the dome light: this may not be your best choice if the vehicle has delayed dome light supervision, but it will work in many Hondas, or any vehicle with completely diode-isolated pin switches.

Once you have determined the wire colour, the easiest place to connect to the wire is often at the kick panel, at the windshield pillar, or in the running board. When an easy location is not available, running a wire to the dome light itself is often best solution.

How to find a door pin switch trigger wire with multimeter:

1. Set to DCV or Dc voltage (12v or 20V is fine).
2. In most Fords, fasten the (-) probe of the meter to chassis ground. In most other cars, fasten the (+) probe of your meter to (+) 12v constant.
3. Probe the wire you suspect of being the door trigger wire. If the meter reads (+) 12v when any door is opened, you have found a trigger wire.

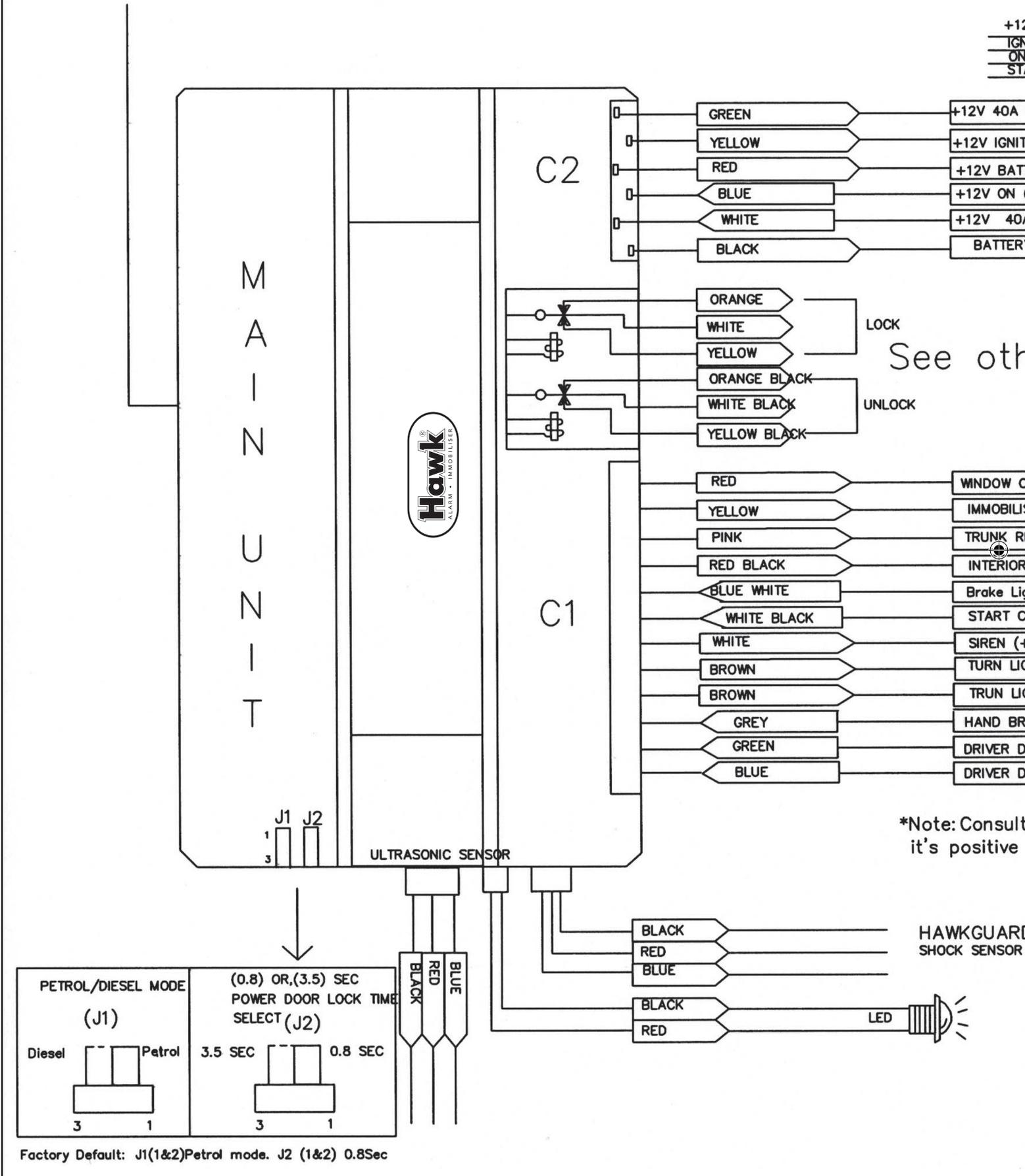
MAKING YOUR WIRING CONNECTIONS

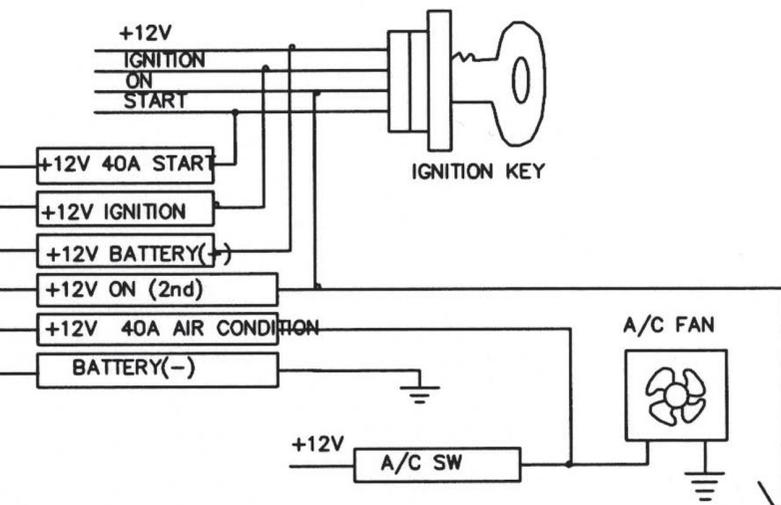
There are two acceptable ways of making a wire connection – solder connections and crimp connectors. When properly performed, either type of connection is reliable and trouble-free. Regardless of whether you solder your connections or you use mechanical-type crimp on connections are mechanically sound and that they are insulated.

Cheap electrical tape, especially when poorly applied, is not a reliable insulator. It often falls off in hot weather. Use good quality electrical tape or heat shrink.

- Never twist-and-tape the wires together without soldering
- Never use "fuse Taps", as the can damage fuse box terminals.

WIRING DIAGRAM HA-260RS





See other page

- Installation Instruction for Siren:
1. RED WIRE + 12v . This positive supply must be present when the ignition is off.
 2. BLACK WIRE - Earth. to vehicle chassis
 3. WHITE WIRE direct to MAIN UNIT (C1 Connector)

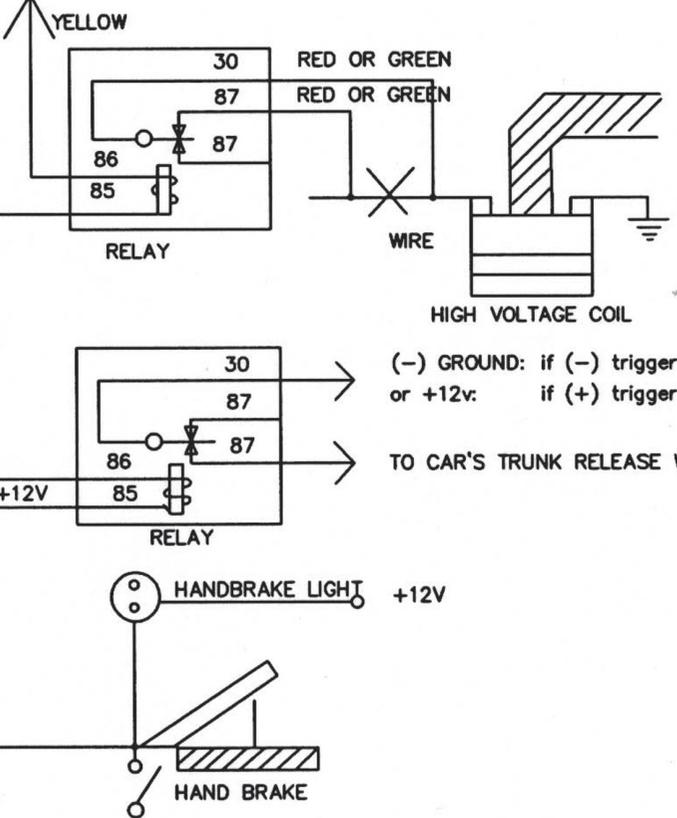
- WINDOW CLOSING (-)
- IMMOBILISER(-)
- TRUNK RELEASE (-)
- INTERIOR LIGHT (-)
- Brake Light (+)
- START CHECK (+)
- SIREN (+)
- TURN LIGHT(+)
- TRUN LIGHT(+)
- HAND BRAKE(-)
- DRIVER DOOR(+)
- DRIVER DOOR(-)

Note: Consult manual whether (+) is positive or negative

HAWKGUARD SHOCK SENSOR



Important: Connect Start Check(White/Black) cable to positive of battery indicator on dashboard

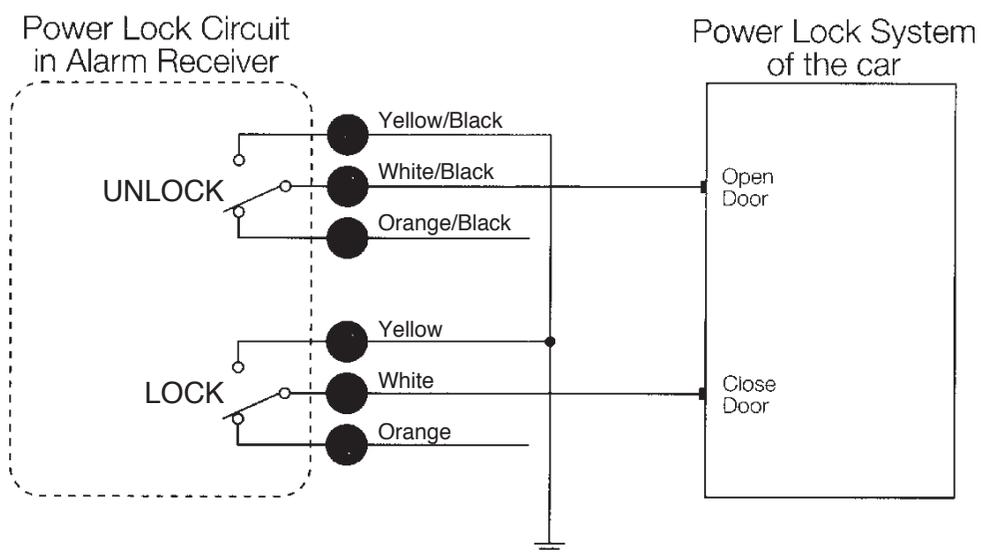


(-) GROUND: if (-) trigger circuit
or +12v: if (+) trigger circuit

TO CAR'S TRUNK RELEASE WIRE

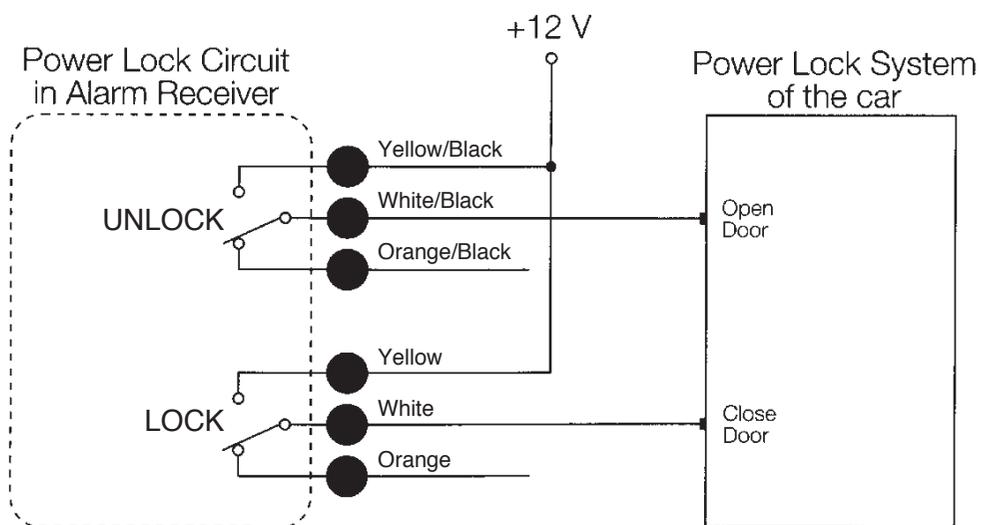
DIAGRAM FOR UNIVERSAL CENTRAL DOOR LOCKING

Fig. A For cars with negative central door locking system



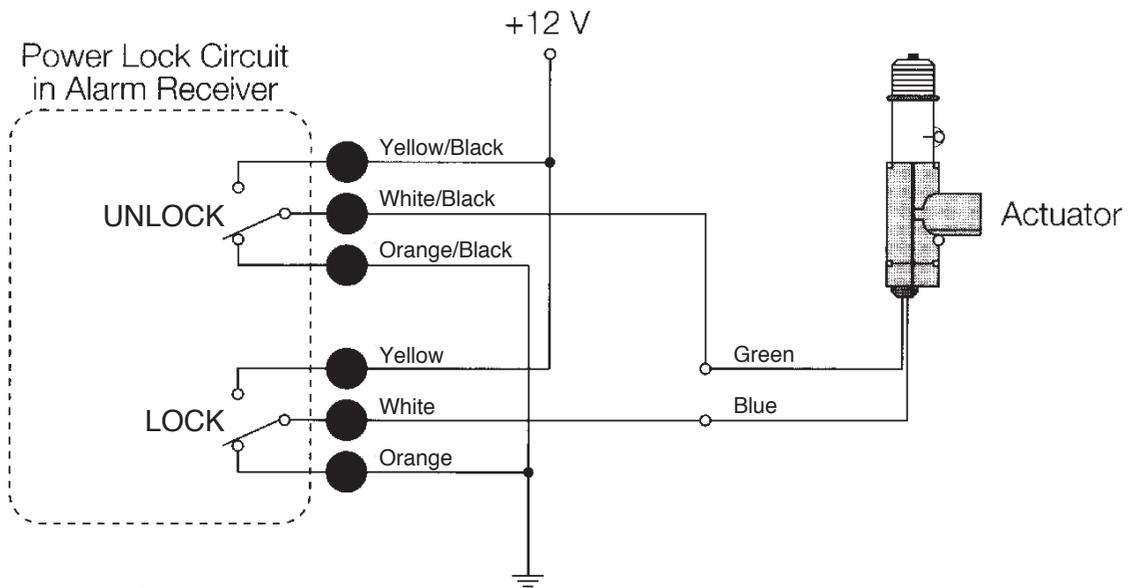
J2 (1-2)

Fig. B For cars with positive central door locking system



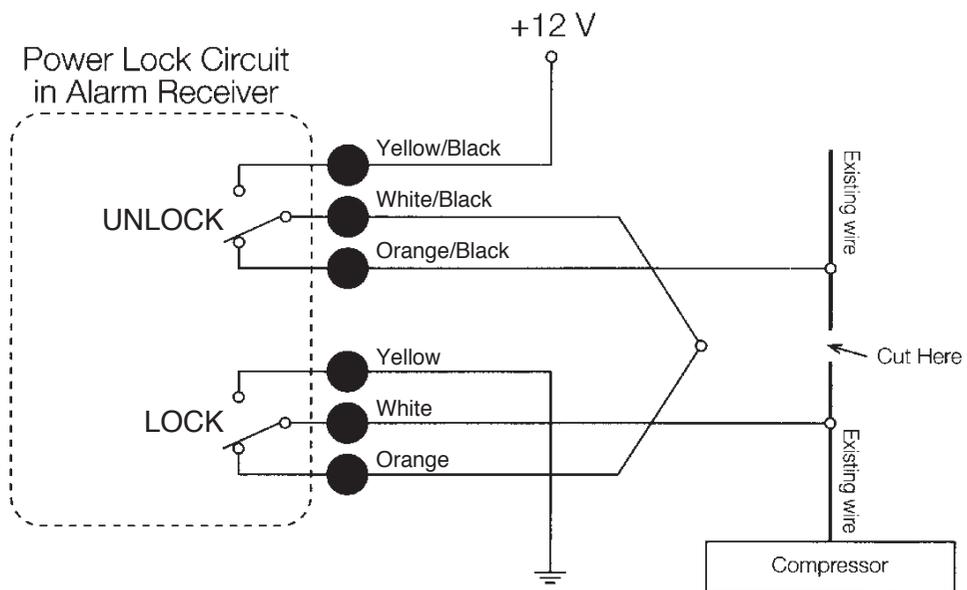
J2 (1-2)

Fig. C For cars without central door locking motor in the



J2 (1-2)

Fig. D For cars fitted with pneumatic central door locking



J2 (2-3)

