



HA-008 v3

User's/Installer's Manual



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

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HA-008 universal upgrade remote control locking kit user guide



-  **Lock Doors**
-  **Boot Release**
-  **Unlock Doors**
-  **Car Finder**

Congratulations on the purchase of your state of the art HAWK universal upgrade remote control locking kit. This system has been designed to provide years of trouble-free operation.

This owner's guide should help you to get the most out of your system. Please take the time to read it prior to using the system.

1. To lock doors: press  on the remote transmitter once, the doors are locked, hazard lights will flash once. Windows will close and LED starts to flash.
2. To open doors: press  on the remote transmitter once, the doors are unlocked, hazard lights will flash twice..
3. Two Step Remote Boot release
Step 1. Vehicle is in lock mode Press & Hold  on the remote transmitter for Approx 5 seconds. It will open doors and release the boot.
Step 2. If vehicle is in unlock mode then Press & hold  for 3 seconds to release the boot.
4. Car finder: press  once hazard lights will flash 3 times. This feature is particularly useful to find the car in a large car park etc. (on certain models).
5. Dual Lock and unlock
To have dual locking and unlocking feature enable change JP 2 – to pin number 2-3 on the main PCB (factory default pin number 1-2).
To lock Press  on the remote transmitter then press  again within 2 seconds for 2nd pulse.
To unlock Press  on the remote transmitter then press  again within 2 seconds for 2nd pulse.

HA-008 universal upgrade remote control locking kit install guide

Installation points to remember

This product represents many years of research and development. It is very sophisticated and should be installed by experienced 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.

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!
- 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.

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 they can damage fuse box terminals.

Reverse polarity (central door locking)

Reverse polarity is the combination of 2 wires operating a motor of some sort. When you activate a reverse polarity motor, one wire goes to 12volts the other wire becomes grounded (-). When you move the motor in the opposite direction, the leads swap polarity. To test for a reverse polarity system, do as follows. Locate the 2 wires you believe run the motor. First, connect your red lead to 12volts constant, and then connect your black wire to ONE of the leads on the motor. Operate the motor in each direction, notating which direction makes your meter say 12v. Now, swap your leads. Put the black lead from the meter to ground and the red lead to the same wire you just had your black lead on. Operate the motor in the opposite direction. If the meter shows 12volts positive (+) when you operate it in the other direction, this is likely one of your wires.

For example...say there is a button with up and down on it and a motor with wires coloured white and black. IF you are testing the white wire, you would first connect

your red lead to 12volts constant (+) and your black lead to the wire. Press the button UP. This should make the meter say 12volts, telling us that the wire is grounded when you press UP. Now you switch your leads and retest. The meter shows 12v again when you press down, telling us the wire is reverse polarity.

You now test the opposite wire (black in example) using the same guidelines. If it follows criteria, then you have located your 2 reverse polarity wires.

Primary harness wire connection guide

This guide describes in detail the connection of each wire. Also included are possible applications of each wire. This system was designed with the ultimate in flexibility and security in mind. Please read the instructions carefully to ensure a thorough understanding and how it operates; also see wiring diagram of HA-008.

BLACK WIRE:

Ground Input (-). The black wire must connect to a solid chassis ground. Clean away any paint or dirt to ensure the best possible ground.

RED WIRE:

Main Power Input (+). Connect to the battery or constant power wire at the ignition switch with a minimum 15 amp supply.

BROWN WIRE:

Positive Hazard Light output (+). Connect the brown wire to the circuit that shows +12v or only when the hazard lights are on. Right hazard light.

BROWN WIRE:

Positive Hazard Light output (+). Connect the brown wire to the circuit that shows +12v or only when the hazard lights are on. Left hazard light.

RED/BLACK WIRE:

Negative output (-). 250mA Boot Release. Connect to the boot release motor.

NOTE: MUST USE RELAY (not supplied).

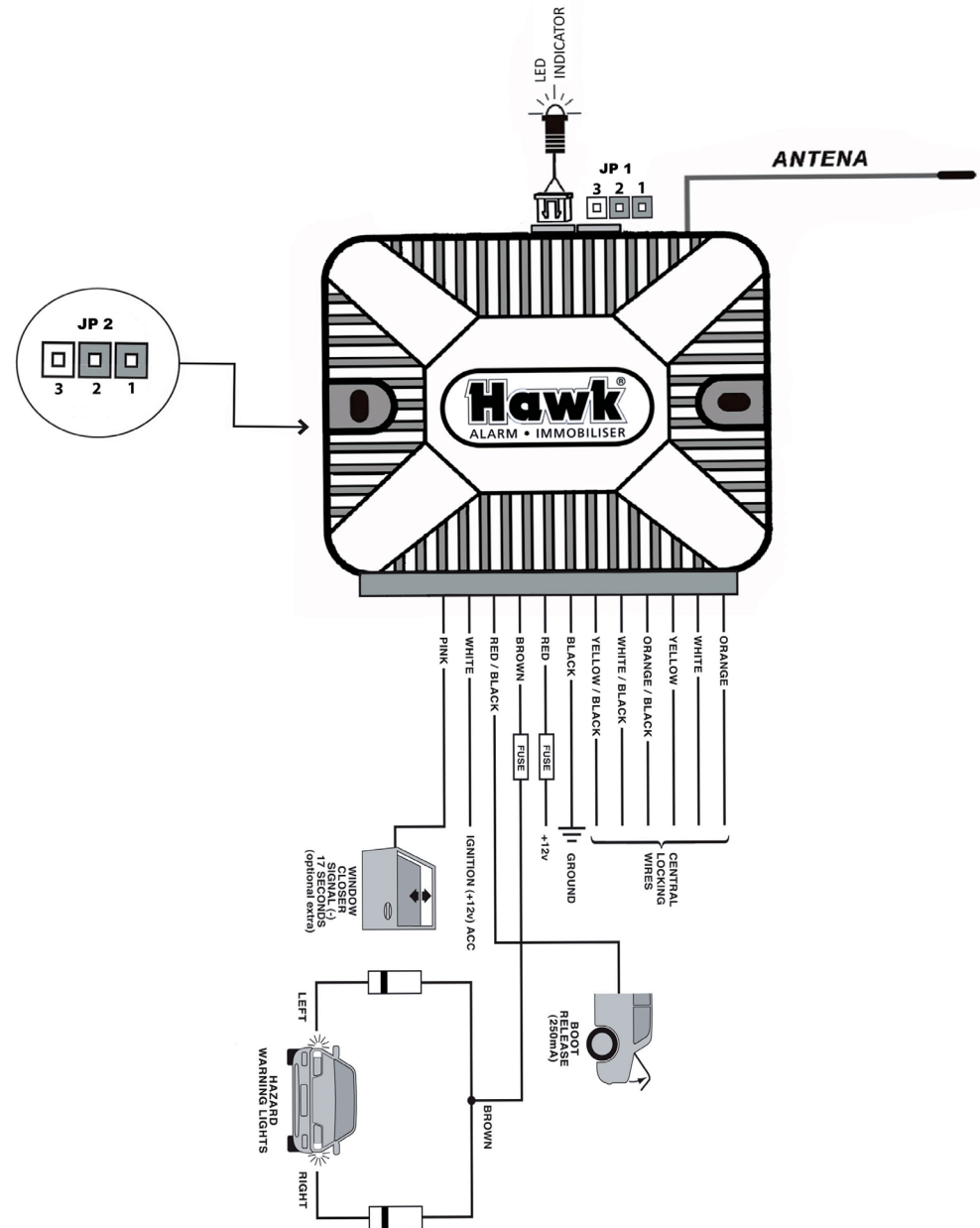
WHITE WIRE:

Ignition Output (+). Connect to the main ignition wire that provides +12v when the ignition is on and while cranking the starter. Also when ignition off this wire should not show any voltage 0v.

PINK WIRE:

Negative output (-) 250mA Window Closer. 17 second negative output.

NOTE: MUST USE window closer module HA-64U (optional extra).



NOTE:

JP 1. Short Pin 1, Pin 2 to enable 0.8 seconds (Factory default). Short Pin 2, Pin 3 to enable 3.5 seconds.

JP 2. Short Pin 1, Pin 2 to enable Single locking pulse (Factory default) Short Pin 2, 3 to enable dual locking.

Central locking technical diagrams

Diagram A
Negative locking

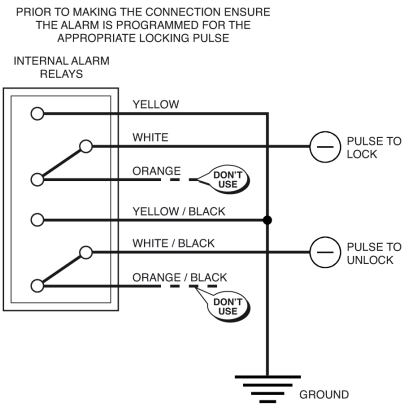


Diagram C
Single point locking

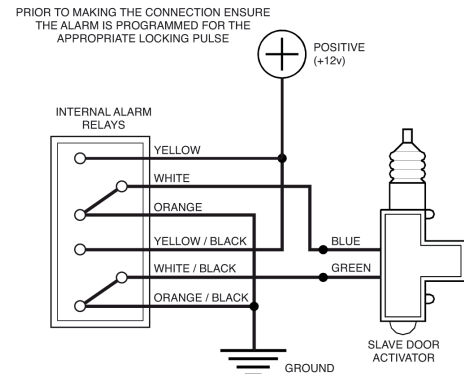


Diagram E
Actuator interrupt (negative at rest)

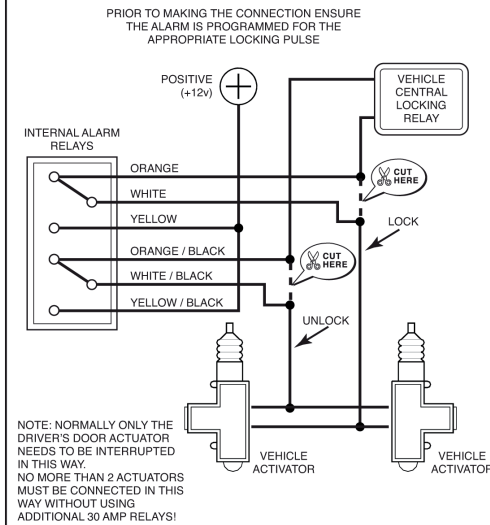


Diagram G
Positive locking with comfort closing

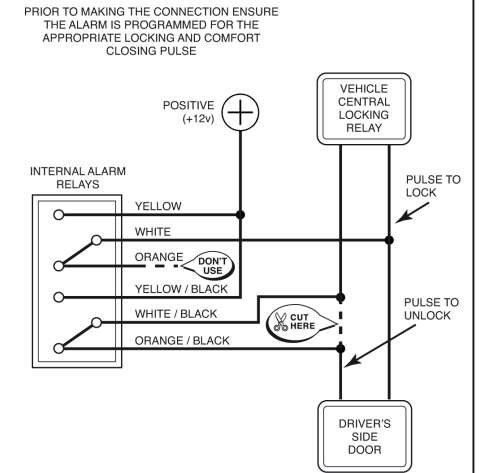


Diagram B
Positive locking

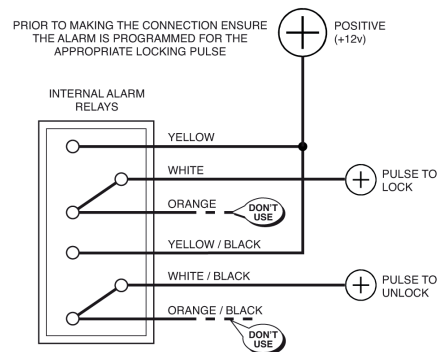


Diagram D
Vacuum locking

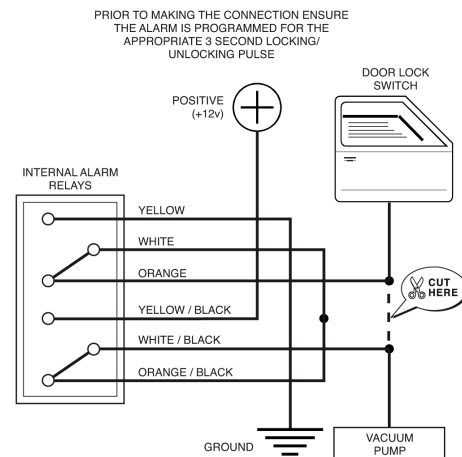


Diagram F
Negative locking with comfort closing

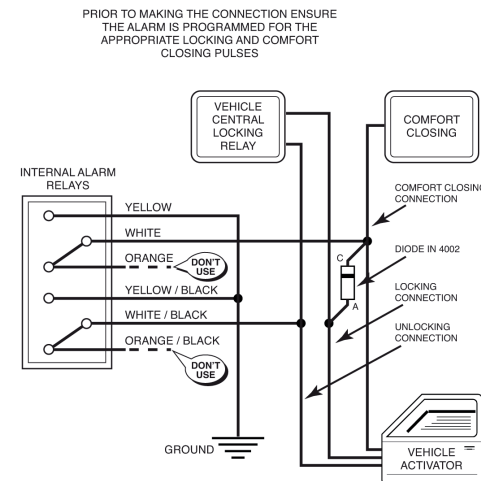
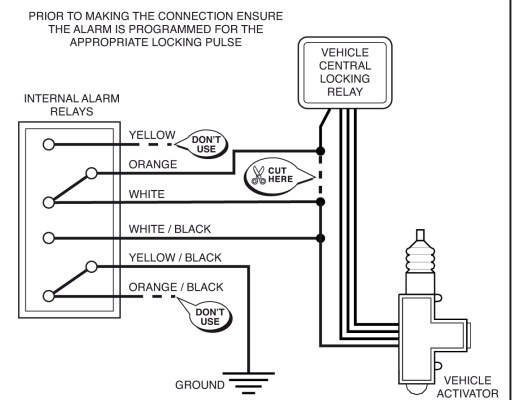


Diagram H
Single wire - negative to unlock, interrupted to lock



Central locking technical diagrams

Diagram I

Single wire - negative to lock, interrupted to unlock

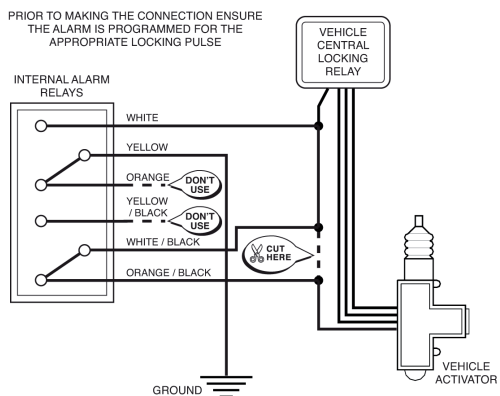
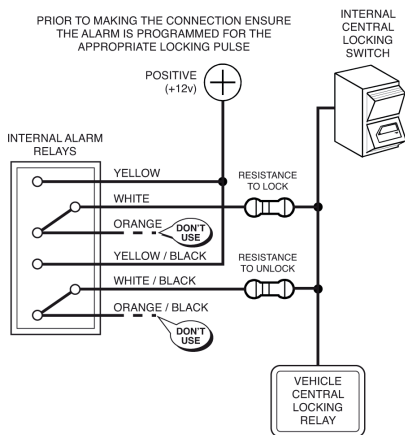


Diagram M

Central locking control resistive positive



Central locking technical diagrams

Diagram O

Central locking control resistive negative unlock only

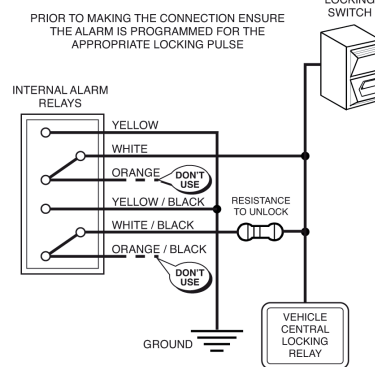


Diagram Q

Central locking control actuator switch interrupt

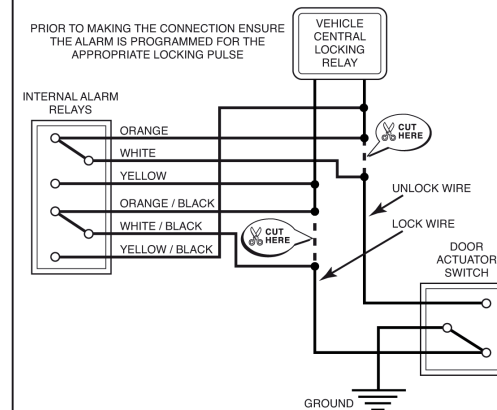


Diagram L

Central locking control resistive negative

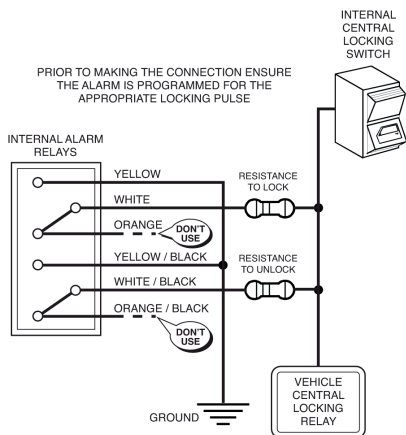


Diagram N

Central locking control resistive negative lock only

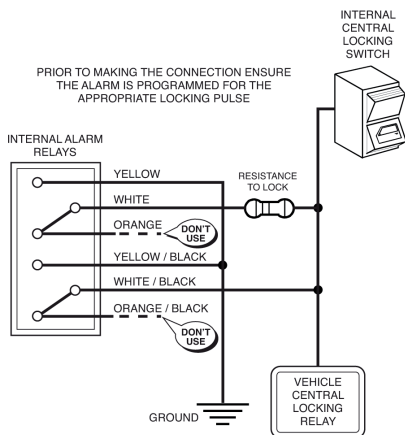
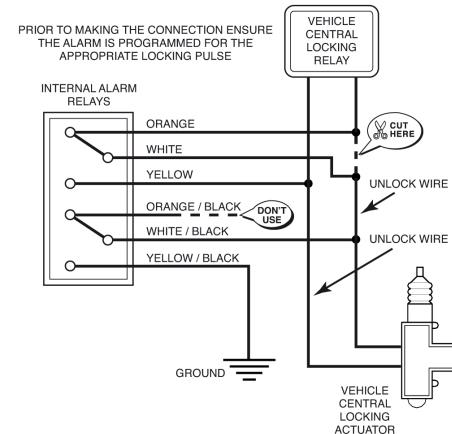


Diagram R

Central locking control negative unlock - input switched interrupt to lock



Consumer Warranty

Commercial Electronics ("HAWK[®]") promises to the original purchaser to repair or replace with a comparable reconditioned model any HAWK unit (hereafter the "unit"), excluding without limitation the siren, the remote transmitters, the associated sensors and accessories, which proves to be defective in workmanship or material under reasonable use during one year from date of purchase, provided the following conditions are met: the unit was professionally installed and serviced by an authorised HAWK dealer; the unit will be professionally reinstalled in the vehicle in which it was originally installed by an authorised HAWK dealer; and the unit is returned to HAWK, shipping prepaid with a legible copy of the bill of sale or other dated proof of purchase bearing the following information: consumer's name, telephone number and address; the authorised dealer's name, telephone number and address; complete product description, including accessories; the year, make and model of the vehicle; vehicle license number and vehicle identification number. All components other than the unit, including without limitation the siren, the remote transmitters and the associated sensors and accessories, carry a one-year warranty from the date of purchase of the same. This warranty is non-transferable altered, the unit has been modified or used in a manner contrary to its intended purpose; the unit has been damaged by accident, unreasonable use, neglect, improper service, installation or other causes not arising out of defects in materials or construction. The warranty does not cover damage to the unit caused by installation or removal of the unit. HAWK, in its sole discretion, will determine what constitutes excessive damage and may refuse the return of any unit with excessive damage.

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