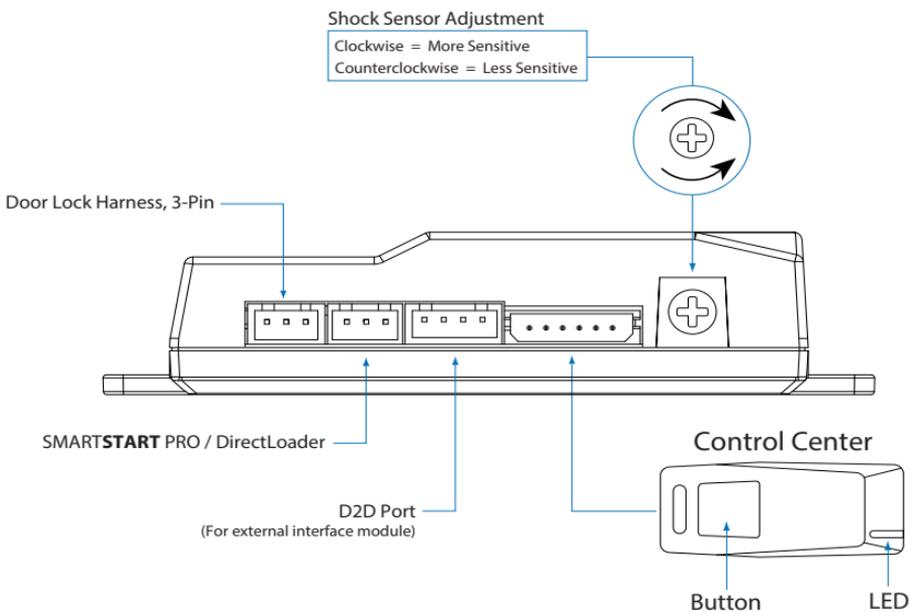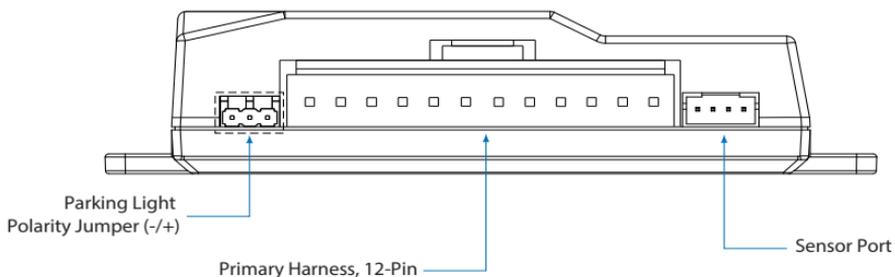# Model 3108V
Installation Guide

This product is intended for installation by a professional installer only! Attempts to install this product by a person other than a trained professional may result in severe damage to a vehicle's electrical system and components.

System overview

Parking Light
Polarity Jumper (-/+)

Primary Harness, 12-Pin

Sensor Port

Shock Sensor Adjustment

Clockwise = More Sensitive
Counterclockwise = Less Sensitive

Door Lock Harness, 3-Pin

SMART**START** PRO / DirectLoader

D2D Port
(For external interface module)

Control Center

Button

LED

Parking Light Polarity Jumper

This jumper is used to determine the light flash output. In the (+) position, the on-board relay is enabled, and the unit will output (+)12V on the main 12-pin harness WHITE wire. In the (–) position, the on-board relay is disabled. The main 12-pin harness WHITE wire will supply a (–)200 mA output suitable for activating factory parking light relays.

Important: For parking light circuits that draw 10 amps or more, the internal jumper must be switched to a (–) light flash output. P/N 8617 or a standard automotive SPDT relay must be used on the main 12-pin harness light flash output harness wire.

Shock Sensor

There is a dual-stage shock (impact) sensor inside the control unit. Adjustments are made via the rotary control as indicated above. Since the shock sensor does not work well when mounted firmly to metal, we recommend against screwing down the control module. We recommend attaching the control module to a large wiring loom.

Important: When adjusting the sensor, it must be mounted in the same location where it will be after the installation is completed. Adjusting the sensor and then relocating the module requires re-adjustment.

SMARTSTART PRO / DirectLoader (ESP2)

The Black 3-pin port connection is for programming the unit or when using the optional SMARTSTART PRO module. When using the DLOADER4 and DirectLoader App, it is possible to configure all programmable functions.

D2D

The Red 4-pin port is used to allow data to data communication between this system and an external digital interface module.

Antenna / Control Center

The Status LED and (Valet) button are incorporated into the Control Center. The control center plugs into the 6-pin port on the module with black RF cable provided.

Optional Sensors

The White 4-in port is used to allow DIRECTED by VOXX security sensors to be added on to this system.

Wiring Connections

Primary Harness, White 12-pin connector

1	RED/WHITE	(-) 200mA TRUNK / AUX 1 OUTPUT (Channel 2)
2	RED	(+)12V CONSTANT - 15A FUSED (Main power input)
3	BROWN	(+) SIREN/HORN OUTPUT
4	YELLOW	(+) IGNITION INPUT (See Pre-Wired Starter Kill Relay)
5	BLACK	(-) CHASSIS GROUND
6	VIOLET	(+) DOOR TRIGGER INPUT
7	BLUE	(-) INSTANT TRIGGER INPUT
8	GREEN	(-) DOOR TRIGGER INPUT
9	BLACK/WHITE	(-) DOME LIGHT OUTPUT
10	WHITE/BLUE	(-) 200mA AUX 2 OUTPUT (Channel 3)
11	WHITE	(-)/(+) SELECTABLE PARKING LIGHT OUTPUT - 10A FUSED
12	ORANGE	(-) 500mA GROUND WHEN ARMED OUTPUT

Door Lock, 3-pin connector

1	BLUE	200mA (-) UNLOCK OUTPUT / (+) LOCK OUTPUT
2	EMPTY	NOT USED
3	GREEN	200mA (-) LOCK OUTPUT / (+) UNLOCK OUTPUT

Pre-Wired Starter Kill Relay

86	YELLOW	(+) IGNITION INPUT
30	GREEN	STARTER ISOLATION - KEY SIDE
87a	BLACK	STARTER ISOLATION - CAR SIDE

Important: NEVER connect low current outputs directly to a motor or high current circuit WITHOUT a relay.

This guide describes in detail the connection of each wire. Also included are possible applications for each wire. This system was designed with flexibility and security in mind. Many of the wires have more than one possible function. Please read carefully to ensure a thorough understanding of this system.

Primary Harness, White 12-pin

1: RED/WHITE
(-) 200mA TRUNK / AUX 1 OUTPUT (Channel 2)
When the system receives a channel 2 command for longer than 1.5 seconds, the RED/WHITE wire will supply an output as long as the transmission continues. This is often used to operate a trunk/hatch release or other relay-driven function.

2: RED
(+) 12V CONSTANT - 15A FUSED (Main power input)
Before connecting this wire, remove the supplied fuse. Connect to the battery positive terminal or the constant 12V supply to the ignition switch.

Note: Always use a fuse within 12 inches of the point you obtain (+) 12V. Do not use the 15 amp fuse in the harness for this purpose. This fuse protects the system.

3: BROWN
(+) SIREN/HORN OUTPUT
Connect this to the Red wire on the siren. Connect the Black wire of the siren to (-) chassis ground, preferably at the same point you connect the control module's Black ground wire.

4: YELLOW
(+)IGNITION INPUT (See Pre-Wired Starter Kill Relay)
Connect this wire to the vehicle's (+) 12V ignition wire. This wire is pre-wired to the starter disable relay and must show (+) 12V with the ignition ON and during cranking.

5: BLACK
(–)CHASSIS GROUND
Connect this wire to a clean, paint–free sheet metal location (driver kick panel). A screw should only be used when in conjunction with a star washer. Under dash brackets and door sheet metal are not acceptable ground points. It is recommended that all security components be grounded at the same location.

6: VIOLET
(+)DOOR TRIGGER INPUT
Connect the Violet wire to a wire that shows (+) 12V when any door is opened. This wire will report Zone 3.

7: BLUE
(–) INSTANT TRIGGER INPUT
This input will respond to a negative input with an instant trigger. It is ideal for hood and trunk pins and will report on Zone 1. It can also be used with single–stage sensors. The Blue instant trigger wire can also be used to shunt sensors during operation of auxiliary channels or remote start.

Note: Anytime an auxiliary channel output is used, all inputs are bypassed for five seconds. During the five second bypass period, ground can be supplied to the Blue Instant Trigger Input wire of the primary 12–pin harness without triggering the unit.

8: GREEN
(–) DOOR TRIGGER INPUT
Connect the Green wire to a wire that shows (–) Ground when any door is opened. This wire will report Zone 3.

9: BLACK/WHITE
(–) 200mA DOME LIGHT OUTPUT
Connect this wire to an optional dome light output.
This wire supplies a (–) 200mA output for 30 seconds when the system is disarmed, and when the ignition is turned OFF (programmable ON/ OFF). It will pulse continuously during the alarm trigger duration.

10: WHITE/BLUE
(–) 200mA AUX 2 OUTPUT (Channel 3)
This wire provides a (–) 200mA output, whenever the remote control button(s) controlling channel 3 output is pressed.

11: WHITE

<u>(–)/(+) SELECTABLE PARKING LIGHT OUTPUT – 10A FUSED</u>
Always verify the vehicles' parking light circuit and ensure the parking light jumper is properly installed before connecting this wire.

When the parking light polarity jumper is in the (–) position, this wire supplies a (–) 200 mA output.

When the parking light polarity jumper is in the (+) position, this wire supplies a (+) 12V output.

For parking light systems that draw 10 amps or more, the jumper must be switched to a (–) parking light output (see the Parking light jumper section of this guide). P/N 8617 or a standard automotive SPDT relay must be used for the parking light output.

12: ORANGE

<u>(–) 500mA GROUND WHEN ARMED OUTPUT</u>
This wire supplies a (–) Ground when the system is armed.
This output ceases as soon as the system is disarmed.

The Orange wire is pre-wired to control the 8618 starter disable relay. It can supply up to 500 mA of current.

Door Lock Harness, White 3-pin

For detailed instructions about connecting to the vehicle's power door lock systems, refer to the Door Lock Wiring guide (Tech Tip # 1041) available to authorized dealers under the resource tab at: www.Directechs.com.

Control Center

The Control Center sends and receives commands or messages to and from the system. It consists of:

- The In-vehicle system antenna, used for system and remote control communication.
- The Status LED, as a visual indicator of the system's status.
- The Control (or Valet) button, for placing the system into Valet Mode and performing various user functions.

Mounting the Control Center

The Control Center's position should be discussed with the vehicle owner prior to installation since the antenna, with built-in Status LED and Valet/Program button, must be visible and accessible to the driver of the vehicle.

The best position to locate the Control Center is centered high on the front windshield. It can be mounted vertically or horizontally relative to the windshield.

Metallic window film and in-glass antennas can affect range negatively, so this should be a consideration when determining the mounting location.

After determining the best mounting location, follow these steps:

- Clean the mounting area with a quality glass cleaner or alcohol to remove any dirt or residue.
- Plug the cable into the Control Center.
- Mount the Control Center with the supplied double-sided tape.
- Route the cable behind the headliner and down the window pillar, being careful to avoid airbags, and plug the cable in the Control Module.

System Features Learn Routine

System Features dictate how the unit operates. It is possible to access and change most of the feature settings using the Control Center button.

1. Open a door.
2. Turn the ignition ON, then OFF.
3. Within 5 seconds, press and hold the Control Center button. The number of siren chirps indicates the menu number. One chirp indicates Menu 1, (continue holding for Menu 2) Two chirps indicates Menu 2.
4. When the desired menu chirps are heard, release the Control Center button.
5. Press and release the Control Center button the number of times corresponding to the feature you wish to change. Then press and hold one more time to select the feature. Do not release the Control Center button.
6. While holding the Control Center button, you can program the feature using the remote control:
   To change options press; **LOCK** for Opt 1 and **UNLOCK** to cycle through Opt 2+.

Once a feature is programmed:
· Other features can be programmed within the same menu.
· Another menu can be selected.
· The Learn Routine can be exited if programming is complete.

To access another feature in the same menu:
1. Press and release the Control Center button the number of times necessary to advance from the feature you just programmed to the next one you want to program.
2. Then press the Control Center button once more and hold it.

To select another menu:
1. Press and hold the Control Center button.
2. After three seconds, the unit advances to the next menu and the siren chirps, indicating which menu has been accessed.

Programming routine exits if any of the following occurs:
· The open door is closed
· The ignition is turned ON
· There is no activity for 15 seconds
· The Control Center button is pressed too many times

Feature Menus

Items in **bold** are the default settings.

Menu 1: Basic Features

Feature #	Option 1 setting	Option 2+ setting
1-1	**Active arming**	Passive arming
1-2	**Chirps: ON**	Chirps: OFF
1-3	**Ignition controlled door locks: ON**	Ignition controlled door locks: OFF
1-4	**Active locking only**	Passive locking
1-5	**Panic w/ ignition**	No Panic w/ ignition
1-6	**Door lock pulse duration: Opt 1: 0.8 sec**	Opt 2: 3.5 sec Opt 3: 0.4 sec
1-7	**Forced passive arming ON**	Forced passive arming OFF
1-8	Automatic Engine Disable ON	**Automatic Engine Disable OFF**
1-9	**Armed When Driving**	Vehicle Recovery System (VRS)
1-10	**Code Hopping™ ON**	Code Hopping OFF

Menu 2: Advanced Features

Feature #	Option 1 setting	Option 2+ setting
2-1	**Siren**	Horn Honk
2-2	**30 second siren duration**	60 second siren duration
2-3	**NPC®: ON**	NPC: OFF
2-4	**Progressive door trigger**	Instant door trigger
2-5	**Override pulse count: 1**	Override pulse count: (2), (3), (4), (5)
2-6	**Door trigger error chirp: ON**	Door trigger error chirp: OFF
2-7	**Ignition controlled dome light: ON**	Ignition controlled dome light: OFF
2-8	**Single unlock pulse**	Double unlock pulse
2-9	**Single lock pulse**	Double lock pulse
2-10	**Channel 3 functionality: Opt 1: Validity**	Opt 2: Latched Opt 3: Latched reset with ignition Opt 4: Timed (30-Second) Opt 5: Factory Alarm Disarm Opt 6: Factory Alarm Trigger Opt 7: Second Unlock Output
2-11	Comfort Closure: (ON, 20 sec)	**Comfort Closure: OFF**
2-12	Real Panic Sound: ON	**Real Panic Sound: OFF**

DirectLoader / Bitwriter

Using the DLOADER4, Bitwriter programming gives you access to a wider range of system options. These features and adjustments are described in the Feature Description section below. Feature Programming (learn routine) can only be locked and unlocked with the Bitwriter option.

Feature Descriptions

Menu 1

Active/Passive Arming: With active arming the system arms using the remote control only. When set to passive, the system arms automatically 30-seconds after the last door is closed. The siren chirps 20-seconds after the door is closed to notify the user of Passive Arming. At the 30-second mark, the system arms, but the siren does not chirp.

Siren Chirps ON/OFF: This feature controls the siren chirps that confirm the arming and disarming of the system.

Ignition Controlled Door Locks ON/OFF: When set to on, the doors lock three seconds after the ignition is turned on and unlock when the ignition is turned off. If the door is open when the ignition is turned on, the system will not lock the doors. The DLOADER4 option for ignition lock and unlock may be programmed On or Off independently.

Active/Passive Locking: If Passive Arming is selected in feature # 1-1, you can program the doors to lock when Passive Arming occurs, or program doors to lock when arming with the remote control. With Active Locking the doors do not lock when the system is passively armed. When Passive Arming is selected, the system chirps 20-seconds after the last door is closed. Arming the system or locking the doors occurs 30-seconds, after the door closes.

Panic With Ignition: Control whether Panic Mode is available with the ignition on. Some state laws prohibit a siren from sounding in a moving vehicle. This feature makes the system compliant with these regulations.

Door Lock Pulse Duration: Some European vehicles, such as Mercedes-Benz and Audi, require longer lock and unlock pulses to operate the door lock vacuum pump. Programming the system to provide 3.5 second pulses, accommodates the door lock interface in these vehicles. The default setting is 0.8 second door lock pulses.

Forced Passive Arming ON/OFF: To use this feature, Passive Arming must be selected in feature # 1–1. When turned on, Forced Passive Arming ensures the system will passively arm, even if a zone is left open or invalid. Forced Passive Arming occurs one hour after the ignition is turned off.

AED (Automatic Engine Disable) ON/OFF: AED is a full-time, passive starter disable. When turned on, the Orange, GWA (Ground When Armed) output wire (of the primary 12-pin harness) goes active 30 seconds after the ignition is turned off. The LED flashes at half normal rate. This indicates that AED is active and will interrupt the starter in 30 seconds. AED does not occur in Valet mode and can be bypassed using the emergency override procedure. The remote control can also disarm AED.

Armed While Driving/VRS (Vehicle Recovery System): In the default setting (Armed While Driving), the system can be armed with the ignition on. When armed, the ground-when-armed is not active and the sensors are bypassed. The door triggers remain active. If programmed to the VRS (Vehicle Recovery System) setting, VRS is activated.

Code Hopping ON/OFF: The system uses a mathematical algorithm to change its code each time the remote control and receiver communicates. This adds to the complexity of communication, adding an additional layer of security. Disabling Code Hoping may improve overall remote communication range.

Menu 2

Siren/Horn Honk: The system can be programmed to output pulses instead of a continuous output when the system is triggered. This is useful to honk the factory horn in applications where a siren is undesirable. Remember that the unit is only capable of supplying a (+) 12V output with 1A of current. A relay will be required to interface with most factory horn systems.

Siren Duration 30/60 Seconds: It is possible to program the unit to sound for 30 or 60 seconds during a security trigger. Some states have laws regulating how long a security system can sound.
When using a DLOADER4, the siren can be programmed to sound for any length of time ranging from 1 to 180 seconds.

NPC (Nuisance Prevention Circuitry) ON/OFF: NPC stops repeated triggering of the sensors. This feature only applies to sensors, hardwire inputs are different, sensor zones 2 or 4 trigger three times in one hour it is bypassed for one hour, at the start of the third trigger. During that hour if a trigger occurs on the same zone again, the system resets the one hour timer. If after an hour the sensor has not triggered again, or the ignition is turns on, it is activated and able to trigger the system. NPC monitors sensor inputs, but does not bypass ignition trigger. If NPC is turned off the system responds to repeated triggers sensor inputs, indefinitely. Some states have laws regulating how many times a security system can trigger before it is considered a nuisance and the vehicle is towed away.

Progressive Door Trigger ON/OFF: The system responds to a door trigger input with a progressive response. When the door is opened with the system armed, the siren will chirp 10 times prior to the full triggered sequence. The door trigger is still treated as an instant trigger and closing the door quickly will not prevent a full triggered sequence from occurring. If the progressive door trigger is programmed off, the full siren output will occur the moment the door is opened.

Override Pulse Count 1–5 Pulses: The system can be programmed to count the number presses of the Control Center button before disarming the security system or VRS. The factory default setting is one pulse. The unit can be set for two through five pulses.

Door Trigger Error Chirp ON/OFF: when programmed ON, if a door is open

during arming, generates an error notification chirp. When programmed OFF, no notification chirps are generated if a door is open during arming.

Ignition–Controlled Dome Light ON/OFF: If turned ON, the dome light illuminates for 30–seconds when the ignition is turned OFF. Dome light control is an optional feature and may require additional parts and labor.

Single/Double Pulse Unlock: Some vehicles require two pulses on a single wire to unlock the doors. When the double pulse unlock feature is turned ON, the Blue wire of the 3–pin Door Lock harness will supply two negative pulses instead of a single pulse. At the same time, the Green wire in the 3–pin door lock harness will supply two pulses instead of a single pulse.
This makes it possible to directly interface with door lock circuits requiring a double pulse, without any extra parts.

Single/Double Pulse Lock: Some vehicles require two pulses on a single wire to lock the doors. When the double pulse lock feature is turned ON, the Blue wire in the 3–pin door lock harness will supply two positive pulses instead of a single pulse. At the same time the Green wire of the 3–pin Door Lock harness will supply two pulses instead of a single pulse. This makes it possible to directly interface door lock circuits requiring a double pulse, without any extra parts.

AUX 2 (Channel 3) Output Type:
Validity: The system will output a (–) and will remain on until the command from the remote ceases.

Latched: The system will output a (–) and will remain on until the command from the remote is received again.

Latch/Reset with Ignition: The system will output a (–) and will remain on until the command from the remote is received again or the ignition is turned ON/OFF.

Timed (30 seconds): The system will output a (–) for 30–seconds (programmable for up to 90–seconds in 1–second increments with DLOADER4).

Factory Alarm Disarm (FAD)
The output will pulse when disarming and activating the Trunk Release. Connect to a wire that will disarm the factory alarm when pulsed to Ground.

Factory Alarm Trigger (FAT)
The output will pulse when the sensor full trigger zone is activated. Connect to a wire that will trigger the factory alarm system when grounded (Usually a door or trunk switch).

Second Unlock Output: The output will operate as a 2nd Unlock and will only activate when pressing the "unlock" button on the remote a second time (within five seconds of disarming). This feature is used when driver's door priority unlocking is desired.

Comfort Closure ON/OFF: The system can be programmed to close the windows when the system is armed 800ms after the door lock output pulses (or 2nd pulse for double pulses) – the output turns on again for 20-seconds. The Comfort Closure output will be cancelled if the UNLOCK button is pressed.

Real Panic Sound ON/OFF:
When enabled, RPS will control the horn output of the system. This will randomize the horn pulse timing and duration to attract more attention.

Remote Control Configurations

The system comes with two remote controls already paired to the system. The control module can store up to four different remote control codes in memory. To pair additional or replacement 4-Button transmitters, see 'Remote Pairing' section of the Quick Reference Install guide. For individual programming configurations, see the procedure and tables below.

Note: If the siren generates one long chirp when attempting to program the unit, the Learn Routine is locked and must be unlocked using a DLOADER4 before proceeding.

1. Open a door. The Green wire or the Violet wire of the primary 12-pin harness must be connected.
2. Turn the ignition on. The Yellow wire of the primary 12-pin harness must be connected.
3. Select an option. Press and release the Control Center button the number of times necessary to access the option you want, and then press and hold the Control Center button once more. The siren chirps and the LED blinks the number of times corresponding to the channel accessed.

Option/ Function		
Option #	**Function**	**Wire Color**
1	Arm/Disarm (2/3-button)	
2	Panic	
3	Trunk Release	Red/White
4	AUX 2 (Channel 3)	White/Blue
5	Arm	
6	Disarm	
7	Auto learn 4-button	
8	Auto learn 2/3-button	
9	Delete all transmitters & Reset Features	

4. While holding the Control Center button, press the button on the remote control you want to assign to the selected function. The unit chirps indicating successful programming.

5. Release the Control Center button, once the remote control is learned.

The Learn Routine is exited if any of the following occurs:
- The open door is closed.
- Ignition is turned off.
- There is no activity for 15 seconds.
- The Control Center button is pressed too many times.

One long chirp indicates that the Learn Routine has been exited.

Diagnostics

The system monitors and reports all active and violated zones when arming and disarming. LED flashes indicate the active or violated zone, siren chirps indicate system status.

Arm/Disarm Diagnostics

The number of siren chirps indicates the alarm status when arming and disarming. For information on which zone is active or has been violated refer to the Table of Zones.

Status Chirps

Action	Chirps	System status
Arm	1	Armed
	2	Armed with bypass notification
Disarm	2	Disarmed
	4	Disarmed with tamper alert
	5	Disarmed/NPC active

Table of zones

Zone	Description	Input Description
1	Instant trigger: input	Blue Wire (12-pin harness)
2	Instant trigger (Heavier impact detected by the shock sensor)	On-board Shock Sensor.
3	Door switch trigger	Green or Violet (12-pin harness)
4	Instant trigger: optional sensor	Sensor Port (optional)
5	Ignition trigger	Yellow Wire (12-pin harness)

Note: The Warn Away response does not report on the LED.

Long Term Event History

The system stores the last two full triggers in memory. These are not eras- able. Each time the unit sees a full trigger, the older of the two triggers in memory will be replaced by the new trigger.

To access long term event history:

1. With the ignition off, press and hold the Control Center button.
2. Turn on the ignition.
3. Release the Control Center button.
4. Press and release the Control Center button again within five seconds. The LED will flash in groups indicating the last two zones that triggered the unit. The LED will flash for one minute or until the ignition is turned off.

Note: Warning Zone triggers are not stored to memory and will not be reported.

Multi-Level Security Arming

Multi-Level Security arming allows the operator to select which inputs and sensors are active during a particular arming cycle. For a full description of Multi-Level Security Arming operation for testing purposes refer to the Owner's Guide.
Note: This feature is not available with the optional three-button remote control.

VRS (Vehicle Recovery System)

VRS is an optional feature designed to disable a vehicle during a carjacking event. It must be programmed in the features menu and the Failsafe Starter Disable must be installed for it to work properly. For operational instructions when testing VRS refer to the Owner's Guide.

NPC (Nuisance Prevention Circuitry)

NPC bypasses any zone that triggers the system more than three times within a one-hour period. For a full description of NPC operations refer to the Owner's Guide.

Note: When testing the systems sensor and trigger inputs reset NPC by turning on the ignition after every third system trigger.

Rapid Resume Logic

Rapid Resume Logic ensures that when the system is powered up it returns to the same state it was in before power was disconnected. For a full description of Rapid Resume Logic, refer to the Owner's Guide.

Troubleshooting

Starter Disable doesn't work:
Is the correct wire being interrupted? If the vehicle starts when the starter interrupt is disconnected, the wrong wire has been cut.
Is the 12-pin main harness Yellow ignition wire connected to true ignition? The 12-pin main harness Yellow wire must have power in the run and start positions of the ignition switch in order for the starter interrupt to work properly.

Shock sensor doesn't trigger the alarm:
Has the NPC system been triggered? If so, you will hear five chirps when disarming. To check this, turn the ignition key on and off to clear the NPC from memory, and then retest the shock sensor. For a detailed description of NPC (see Owner's Guide).

Door input does not immediately trigger full alarm. Instead, I hear chirps for the first 3-seconds:
That's how the progressive two-stage door input works! This is a feature of this system. This is an instant trigger, even if the door is instantly re-closed, the progression from short horn or siren sounds to constant output will continue.

Closing the door triggers the system, but opening the door does not:
Have you correctly identified the type of door switch system? This happens often when the wrong type of door input has been used.

System will not passively arm until it is remotely armed and then disarmed:
Are the door inputs connected? Is a Blue wire connected to the door trigger wire in the vehicle? Either the Green or the Violet wire of the primary 12-pin harness should be used instead.

Door input does not respond with the progressive trigger, but with immediate full alarm:
Does the LED indicate that the trigger was caused by the impact sensor? (See Table of Zones section of this guide.) The impact sensor, if set to extreme sensitivity, may be detecting the door unlatching before the door switch sends its signal. Reducing sensitivity can solve this problem.

The Control Center button doesn't work or LED doesn't work:
Make sure the connector is securely plugged in to the alarm module and Control Center and the cable is not damaged.

Replacement Parts

The following information can be used if replacement parts need to be ordered. For additional support please contact your DIRECTED by VOXX Sales Representative or Distributor.

3108V Control Module – P/N: 121-10314

1-Way 4-Button Remote Control – P/N: 7147VSEC

6-Tone Siren – P/N: 514L

Primary Harness (12-Pin) – P/N: 150-10605

Antenna / Control Center – P/N: A6113THQ

Antenna Cable – P/N: 150-10607

Door Lock Harness (3-Pin) – P/N: 150-10604