

INSTALLATION GUIDE

•

OWNER'S GUIDE

REMOTE STARTER MODEL RS82

CONTENTS

System Features.....	1
System Components.....	1
Required Tools.....	1
Technical Assistance.....	1
Before You Begin.....	1-2
Precautions.....	2
Making Wiring Connections.....	2-4
Locating & Making Connections.....	4-5
Connecting the 11-Pin Harness and the 4-Relay Harness...	6
Neutral Safety Switch.....	6
Factory Anti-Theft System.....	7
How to use Your Remote Transmitter.....	7
Programming Instructions.....	7



Technical Assistance

All tech personnel are expertly qualified to answer any technical questions.
Technicians are available Monday through Friday from 9:00 a.m. until 8:00 p.m. and Saturday 10:00 a.m. until 4:00 p.m.

Address

288 Canton Avenue • Wintersville, Ohio 43953

Telephone

Phone: 740-264-4710 • 800-878-8007 • Fax: 740-264-7306

SYSTEM FEATURES

Two-Button Extended Range Remote Control	Remotely start your car to run the heater or air conditioning from an extended distance.
Parking Light Confirmation	signal and will remain on if the engine is remotely Confirms that your vehicle has received a remote signal and will remain on if the engine is remotely started. (Optional part #775 required.)
Code Learning	Allows your remote starter to learn new remotes, should you want to add remotes, or if remotes are lost.
Pre Programmed Run Time	Unit is programmed to run for 15 minutes or stop at any time with the remote or by depressing the brake.
Pit Stop Mode	Allows you to exit the vehicle while the engine remains running.
Tach/Tachless Option	A programmable feature that lets you decide to choose the easy to install tachless operation or the standard wire-in, tach operation.
Limited Lifetime Warranty	Guarantees life-long protection.

SYSTEM COMPONENTS

Your system includes:

1- Installation & Operation Guide
1- Main Control Module
1- Two Button Remote Transmitter
1- 11-Pin Wire Harness

1- 3-Pin 4-Relay Harness
1- Hood Pin Switch
1- Warranty
1- Warning Sticker for Under the Hood

REQUIRED TOOLS

You will need a sharp knife, electrical tape and a computer-friendly test light, a 5/16 inch drill bit to install the hood pin switch. If the bottom of your dash on the driver's side will come off, you must remove it. If this is the case a screwdriver or a socket set may be needed,

TECHNICAL ASSISTANCE

Should you need help. First check our website at www.bulldogsecurity.com/wires.htm or call our toll-free Tech Support Hotline Monday through Friday 9AM-8PM and Saturday 10AM-4PM EST at 800-878-8007.

You must give the following information:

- Name
- Telephone Number with Area Code (Fax number if applicable)
- Year, Make, and Model of the vehicle
- The model number of the system you are installing
- The type of assistance you are requesting

If you give the above information you will be called back as soon as possible, usually within 10 minutes.

BEFORE YOU BEGIN

Congratulations, you have purchased one of the most advanced remote starter systems ever made. Your new remote starter is a technological breakthrough utilizing the most advanced, state of the art technology and components. It is computer controlled and manufactured in the U.S.A. The dependability and variety of features make Bulldog Security the leader in the industry. Enjoy your new remote starter for years to come!

This remote system is designed to start your vehicle by sending a command signal from the remote transmitter. It is required that your installation is done in a well-ventilated area. **It is the responsibility of the owner to ensure that the remote system is not used to start the vehicle in an undesired location.**

It is recommended that a carbon monoxide detector be installed in the living area near a location where the vehicle may be garaged.

Since there are many different makes and models of vehicles, look at the wiring chart on our website, www.bulldogsecurity.com/wires.htm.

Read this manual thoroughly before starting the installation. You must decide if the parking light option is desired. An optional part #775 **will be needed**. Please do not skip any steps.

TACH/TACHLESS OPERATION

In most cases the decision to go with tachless mode will save time during the installation. If your vehicle is hard-starting then you should use tach mode.

MAKE SURE YOU PLACE THE WARNING STICKER UNDER YOUR HOOD.

PRECAUTIONS

This system is designed to be used with fuel-injected, automatic transmission vehicles only.

SAFETY FIRST!

Never start your vehicle if it is indoors, if the keys are in the ignition and you're sure the car is in park. A periodic safety check is recommended to ensure that your system is in proper working order.

DO NOT use mechanical wiring connections, such as **crimp or snap together taps**. Follow instructions below.

DO NOT disconnect the battery if the vehicle has an anti-theft-coded radio or is equipped with an airbag. Doing so may cause a warning light to be displayed and may require a trip to the dealer to be corrected.

DO NOT leave the interior or exterior lights on for an extended period of time as it may cause battery drain. Remove the dome light fuse from the fuse box. **NOTE:** Starter systems do not work well with a partially discharged battery.

DO NOT mount the control module until all connections have been made and tested. Using wire ties or double sided tape, **MOUNT THE MODULE UNDER THE DASH**. Place the warning sticker under the hood.

WARNING!

GENERAL MOTORS REAR WHEEL DRIVE VEHICLES AND DODGE DAKOTAS

All General Motors rear wheel drive vehicles and Dodge Dakotas built prior to 1996 do not have an electrical Neutral Safety switch. They have a mechanical neutral safety switch. The mechanical neutral safety switch operates as follows.

a) The key will only turn to start position when the gear selector is in park or neutral.

b) The key can only be removed from the ignition switch when the gear selector is in the park position.

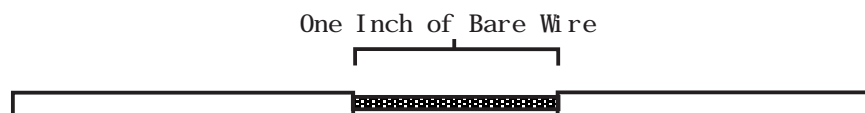
You must use special precautions with this system. For more information see page 7.

MAKING WIRING CONNECTIONS

1. Strip back two inches of insulation on the wire from the keyless entry.



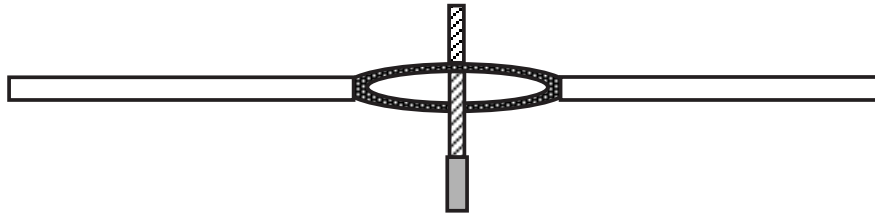
2. Strip back one inch of insulation on the wire you need to connect to.



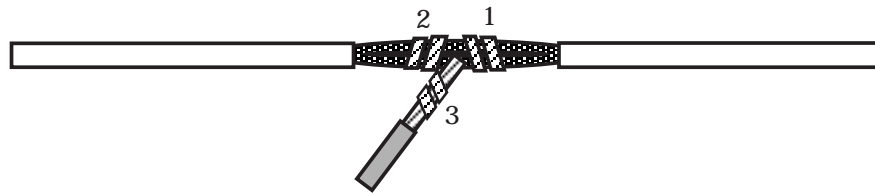
3. Separate the vehicle wire as shown. Make the separation large enough to fit the other wire through.



4. Insert the wire from the unit through the hole as shown.



5. Wrap the wire around one side then the other and finally around itself as shown.



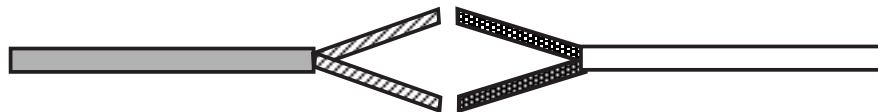
6. Use electrical tape to wrap. Be sure to cover the wire about two inches on either side of the connection. First pull the wire that you have just connected along side the wire you connected to, tape and wire tie them together. Use this method for all connections.



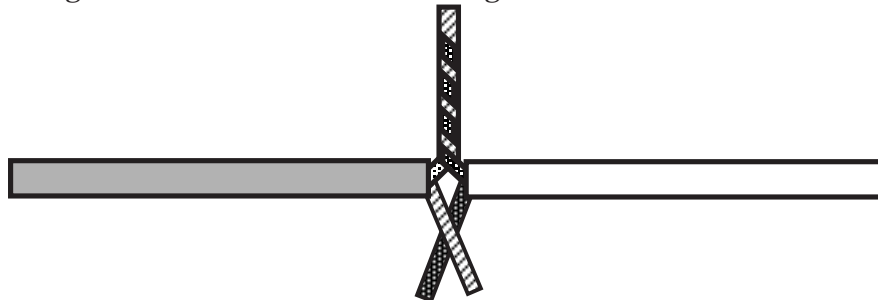
CAUTION: All wires must be wrapped and taped.

MAKING END TO END CONNECTIONS FOLLOW THESE INSTRUCTIONS

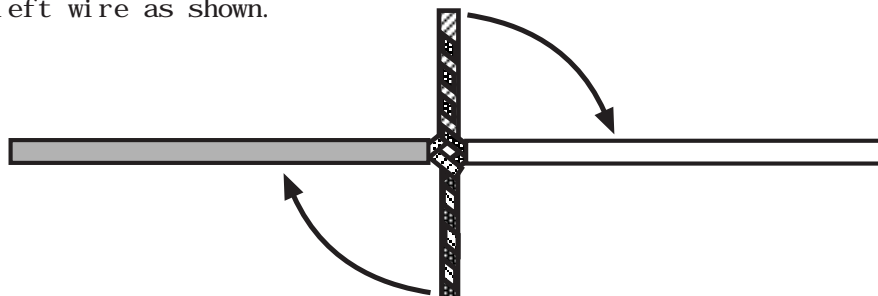
1. When tying two separate wires together at their ends, strip back 1" of insulation on both wires and separate the strands of wire as shown below.



2. Twist upper wires together, twist lower wires together as shown.

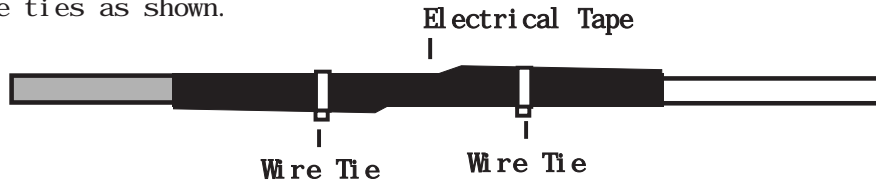


3. Lay upper twisted pair of wires over right wire as shown. Bring lower twisted pair of wires up to meet the left wire as shown.





- Use electrical tape to wrap, be sure to cover about 2 inches on either side of connection. Secure with wire ties as shown.



Use this method **ONLY** when connecting two separate wires end to end.

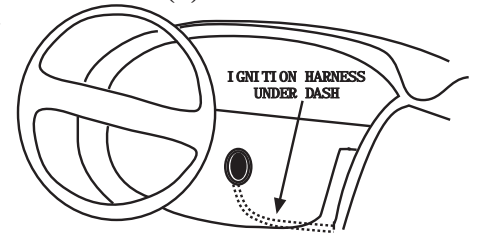
LOCATING & MAKING CONNECTIONS

Please see the wiring chart on our website, www.bulldogsecurity.com.

CONSTANT POWER (+12V, key in any position including off)

These wire(s) are in your vehicle's main ignition harness, usually located on the steering column coming from the ignition switch. Probe each wire with your test light. The correct wire(s) will show +12V when the ignition switch is in these **5 positions (ACC-LOCK-OFF-RUN-CRANK)**.

- If your vehicle has only (1) constant power wire, attach the **RED** wire from the 11-pin harness and both large **RED** wires from the 4-relay harness to the constant power wire in the vehicle.
- If your vehicle has (2) constant power wires, attach the **RED** wire from the 11-pin harness and (1) large **RED** wire from the 4-relay harness to one of these constant power wires. Then connect the other large **RED** wire from the 4-relay harness to the second constant power wire in the vehicle.



IGNITION WIRE(S) (+12V in run and crank position only)

The ignition wire(s) are also located in the main harness coming from the ignition switch. Probe each wire with your test light, the correct wire(s) will show +12V **only** when the ignition switch is in the RUN AND CRANK positions. The correct wires will not show +12V when in the OFF or ACCESSORY position. Most Ford, GM, and Chrysler vehicles 1994 and up have at least (2) ignition wires. Most foreign vehicles have only (1).

- Strip back the **YELLOW WITH BLACK STRIPE** wire from the 11-pin harness and then strip back the **WHITE** wire from the 4-relay harness and twist both of these wires together.
- Connect the **YELLOW WITH BLACK STRIPE** wire and the **WHITE** wire from step (1) to the ignition wire in the main harness.
- If your vehicle has (2) ignition wires, connect the second **WHITE** wire from the 4-relay harness to it.
- If your vehicle has (3) ignition wires (some GMs) connect the second **WHITE** wire from the 4-relay harness to both the second and third ignition wires in the vehicle.

ACCESSORY WIRE(S) THAT POWER THE HEATER/BLOWER MOTOR

(+12V in run or on positions) This wire is also in the main ignition switch harness usually located in the steering column. Make all connections as close to the ignition switch harness as possible.

Most vehicles will have (1) accessory wire; however **some** Fords, newer GM vehicles and Chrysler 94 and up will have (2) or more accessory wires. To locate these wire(s) probe for wire(s) that only show +12V when the ignition switch is in the RUN or ON positions. This wire(s) will not show +12V when the ignition switch is in any other position.

- If your vehicle has only (1) accessory wire connect the **WHITE WITH BLACK STRIPE** wire from the 4-relay harness to this wire.
- If your vehicle has (2) accessory wires, connect the **WHITE WITH BLACK STRIPE** wire to both.
- If your vehicle has (3) accessory wires connect the unused **WHITE** wire from the 4-relay harness to the third accessory wire.

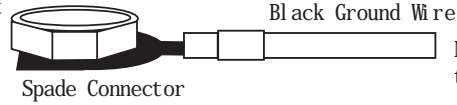
STARTER/CRANK WIRE (+12V only in the start position)

The starter/crank wire is also in the main harness. Locate the wire that shows +12V on your test light **only** in the cranking position. This wire will not show +12V in any other position. Attach the **YELLOW WITH BLACK STRIPE** wire from the 4-relay harness to this wire.

CHASSIS GROUND

Locate an easy to get to bolt or screw located under the driver's side of the dash and attach the **BLACK** ground wire from the 11-pin harness securely as pictured.

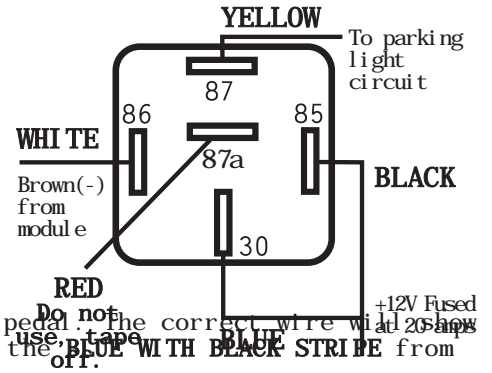
Factory Bolt



Note: Remove any paint below the spade connector.

Parking Light Output (-) (Optional part #775 required)

Turn the parking lights to the ON position. (NOT YOUR HEADLAMPS). Probe the wire(s) coming from your headlamp switch. Find the wire that will show +12V only when the parking lights are ON and ground when the lights are OFF. Connect the **YELLOW** wire from part #775 to this wire. Connect the **BROWN** wire from the 11-pin harness to the **WHITE** wire on part #775. Connect the **BLACK** and the **BLUE** wires from part #775 to +12V constant fused at 20 amps. See diagram above.



BRAKE INPUT

The brake wire is located on the switch near and above the brake pedal. The correct wire will show (+12V) on the test light only when the brake is pressed. Connect the **RED WITH BLACK STRIPE** from the 11-pin harness to this wire.

ANTENNA

For best results, run the antenna (**YELLOW WITH BLACK TIP** in the 11-pin harness) as straight as possible. **Do not place the antenna next to any metal parts or the vehicle's main computer control.**

FACTORY ALARM SHUT DOWN WIRE (FASD) (-)

If your vehicle is equipped with a factory alarm system (as most vehicles with a factory keyless entry are) probe for a small gauge wire (usually found in the driver's side kick panel) that shows (-) ground when the door lock cylinder is turned to the unlock position using the door key. This wire will usually show a (+) positive voltage before turning the key. **NOTE:** Some factory disarm wires remain neutral (shows no voltage) before you turn the key to unlock instead of +12v positive. Connect the **RED WITH BLACK STRIPE** wire from the 11-pin harness to this wire.

HOOD PIN SWITCH

This feature will keep the engine from starting or shut off the engine when the hood is opened. Locate a good chassis ground, if at all possible do not install the pin switch in the rain gutter. Drill a 5/16 hole, insert the pin switch into the hole and tighten. Check for the hood adjustment, there is approximately 1/4" adjustment in the pin switch. Close the hood easy, making sure that the pin switch is not keeping the hood from closing all the way, if it does, cut off approximately 1/8" of the black plastic off of the top of the hoodpin switch and try closing the hood again. Check to make sure that the hoodpin switch remains neutral when the hood is closed and shows ground when the hood is open. Plug the **BLACK WITH BLUE STRIPE** wire from the 18-pin harness into the bottom of the hood pin switch.

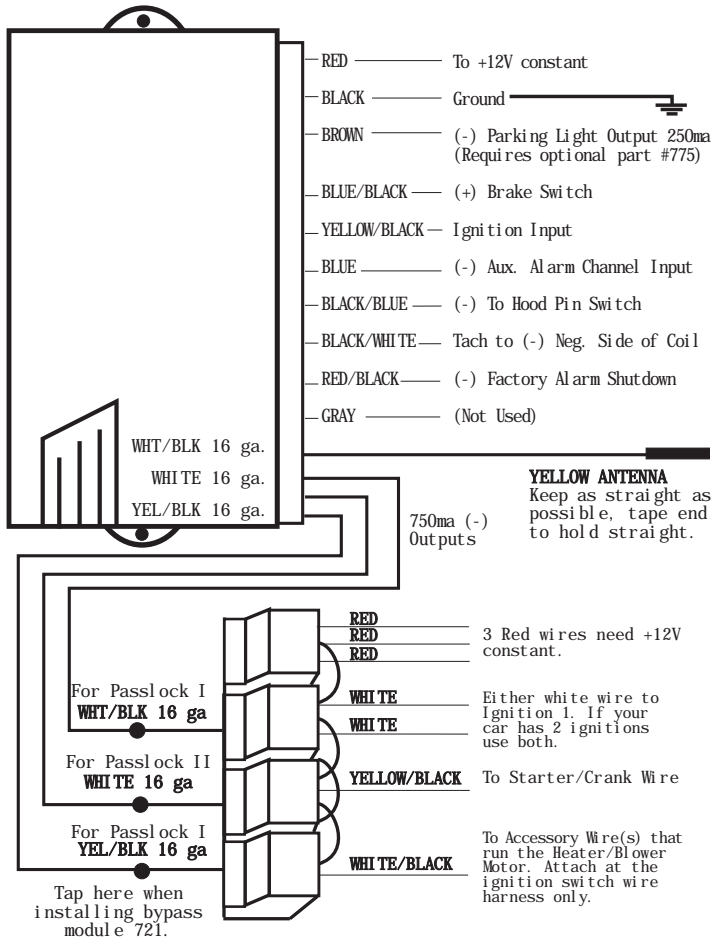
TACH INPUT (Optional)

By this time, you should have determined the way you want your vehicle to start (tach or tachless). If you have chosen the TACHLESS start option, simply proceed to the next step and skip the following instructions. Make sure you tape this wire up if not used. For TACH mode connect the **BLACK WITH WHITE STRIPE** wire from the 11-pin harness to the negative side of the coil or the tach wire at the coil pack under the hood. To find the coil pack follow the spark plug wires back to their termination point. To operate in tach mode, make sure to program tach option, see programming tach option page 7.

AUXILIARY INPUT

If you wish to use this starter with an aftermarket alarm, connect the **BLUE** wire from the 11-pin harness to the second or third channel (-) output of your existing alarm. When the output is activated, a (-) signal will be supplied to the remote starter.

CONNECTING THE 11-PIN HARNESS & 4-RELAY HARNESS



CAUTION: Before connecting the 11-pin harness to the module, double check all connections to be sure they are secure and properly wrapped with electrical tape. Plug the 11-pin harness into the main control module. Connect the 3-pin harness from the 4-relay harness to the module. **NOTE:** The **GRAY** wire in the 11-pin harness will not be used. Tape this wire up.

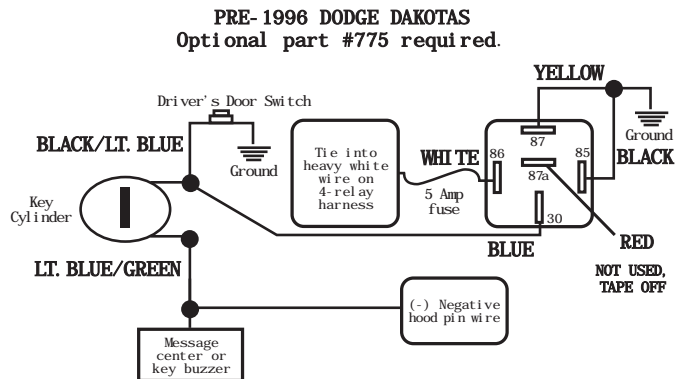
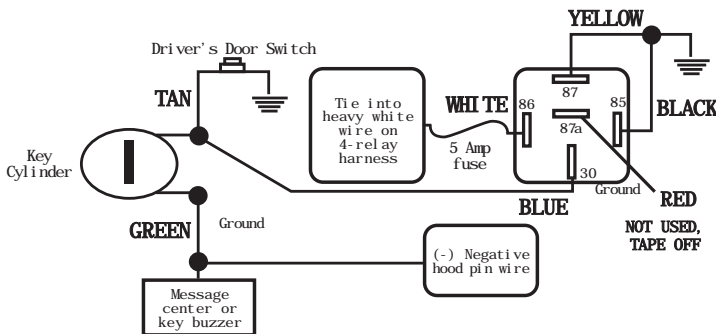
Press the start button, if your vehicle does not start and run you may have a factory anti-theft system. Refer to page 7 to see if this applies to your vehicle.

NEUTRAL SAFETY SWITCH

PRE-1996 GM REAR WHEEL DRIVES WITH PURPLE CRANK WIRE - Optional part #775 required.

MECHANICAL NEUTRAL SAFETY SWITCH (Rear Wheel Drive Only)

When installing a Bulldog remote starter on GM vehicles or Dodge Dakotas built prior to 1996, you must: **Use the diagram below to create a circuit that will prevent the remote starter from starting the vehicle unless the key is removed from the ignition switch.**



FACTORY ANTI - THEFT SYSTEMS

FOR GENERAL MOTORS CARS ONLY

System 1: PASSKEY I and II system (1985 and up). This system has a resistor pill in the key. Measure resistance of the pill using a volt/ohm meter. A bypass module is available, part #VATS-WR module.

System 2: PASSLOCK I and II system (1995 and up). Passlock does not have a pill in the key. It has a light on the dash that states **ANTI THEFT OR SECURITY** system. A bypass module is available, part #GMBP-721 module.

System 3: PASSKEY III system (GM 1998 and up). Passkey III is GMs version of a transponder system. This key will have the letters PK3 on it. A bypass module is available. (Part #781)

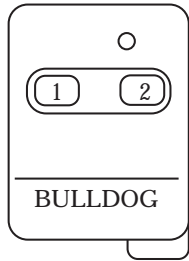
FORD ANTI-THEFT SYSTEM: PATS

Ford uses a bypass part #FBP-718 module, 1995-1998. (1999 and up will use part #781.)

CHRYSLER AND MOST IMPORTS ANTI-THEFT SYSTEM: TRANSPONDER

1998 and up will use part #781.

HOW TO USE YOUR REMOTE TRANSMITTER



BUTTON #1
Remote starts your vehicle from up to 400 feet away.

BUTTON #2
Turns off your remote starter.

Start

Press and release button #1 the vehicle will remote start.

Stop

Press and release button #2 the vehicle will shut down.

Pit Stop: Exiting the Car with the Engine Running

Make sure the transmission is in park and the brake is not depressed then press and release button #1 (start) before turning the ignition switch off. (The engine will remain running for 15 minutes or until the brake is pressed.)

PROGRAMMING INSTRUCTIONS

Adding Additional Remotes

The hood must be open. Then, press and hold Button #1 on the working transmitter for ten (10) seconds or until the ignition relay clicks or the "check engine light" flashes once, release Button #1. Press and release any button on the new remote control. The ignition relay will click or the check engine light will flash three (3) times, close the hood, the new remote will now also work.

Tach/Tachless Option

The brake must be depressed.

Press and hold Button #1 for 5 seconds or until the ignition relay clicks or the check engine light flashes once. Release. Press and release Button #1, the ignition relay clicks or the check engine light flashes once. The unit is now programmed for Tachless Mode. Press and release Button #2, the ignition relay clicks or the check engine light flashes twice. The unit is now programmed for Tach Mode. **NOTE:** The factory setting is Tachless Mode.

If your unit does not start in Tach Mode properly, contact tech support at 1-800-878-8007.