



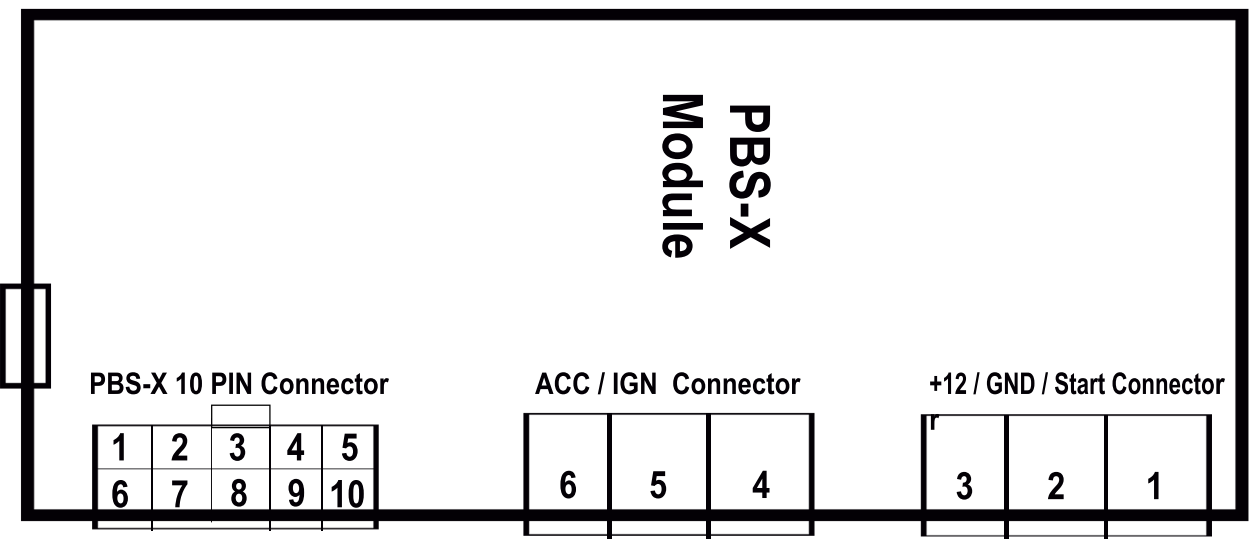
PBS-X



Push Button Start X-pansion Module



PBS-X Module



- 1. +12 BATTERY (+) Input Red Connect Direct to Battery +
- 2. GROUND (-) Black Connect Direct to Battery -
- 3. STARTER Output (+) Purple Connect Starter Soleniod +

- 4. IGNITION Output (+) Pink
- 5. ACCESSORY #2 Output (+) Pink/Blk Stays ON during Crank
- 6. ACCESSORY #1 Output (+) Brown Drops OUT during Crank

- 1. Not Used
- 2. Open
- 3. Open
- 4. **Pink** "Wait to Start" Input (-) (Diesel Installs) - Connect to Glow Plug Light
- 5. **Brown** Brake Input (+) - Connect to Cold side of Brake Switch
- 6. **Purple** Authorization Wire (-) -- Connect to "Ground When Disarm" wire from Remote Start
- 7. Not used
- 8. Not Used
- 9. **Green** Bypass Trigger Output (-) Connect to Bypass modues needing - trigger
- 10. **Blue** "Ground when Running" Input (-) Connect to "Ground When Running" wire from Remote Start

Start Button Connector

PBS-X Operation

The PBS-X is an expansion module that allows you to add Push Button Start to any Alarm or Remote Start system.

The Push Button Start will Authorize when the Alarm or Remote Start is disarmed from the remote. For this reason it is important to set the Alarm/RS to "Auto Arm" so that the Push Button Start is never authorized when you are away for the vehicle.

For vehicles that require a Bypass or Data module for Remote Starting, an additional module of the same type must be used with the PBS-X via wire to wire connections between the PBS-X and the Data Module. The PBS-X has two Bypass Triggers (-) / (+) for this purpose.

Connection between the PBS-X and Remote Start is simple and only requires two wires. Set a status output on the R/S for Ground when Disarm and connect it to the Purple Authorization wire of the PBS-X, Next Connect the "ground when Running wire from the R/S to the PBS-X Blue Ground when Running input.

You will also need to make a connection of the Brown Brake wire to the cold side of the Brake switch.

The Main heavy gauge ACC1/ACC2/IGN / START wires simply connect to either the vehicles existing Ignition switch wires or the wire to wire inputs of the Bypass module, depending if the Bypass module it self actually "Starts" the vehicle.

*** Because the PBS-X handles ALL the current for the vehicles power circuits. It is critical that the Red +12 and Ground wires are connected direct to the vehicles battery.

If the vehicle has a Locking Steering column, Use a "Cut Key" blade inserted into the ignition cylinder

*** See page 3 for details.

Once installed the Systems Operation works as follows:

To turn on Accessories only: Disarm R/S - Push the Start Button 1 time, The next push turns on ACC + IGN, Push again to turn all circuits OFF.

To Start: Disarm R/S - Depress the Brake pedal, *(the Start Button LED will flash)* Push and Hold the Start Button until vehicles is started. To turn OFF, Depress the Brake and push the Start Button again.

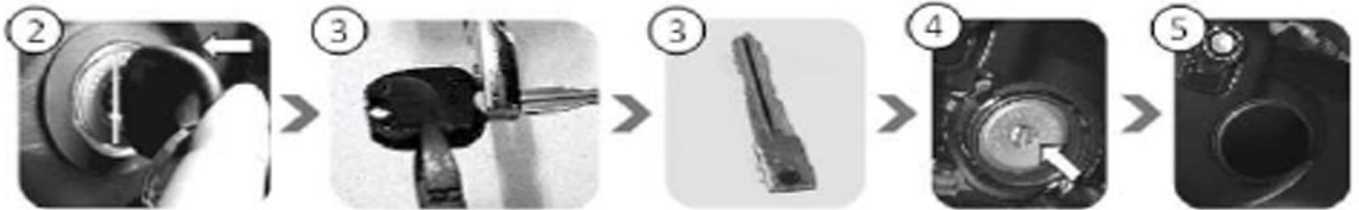
* The Engine can also be turned OFF by pushing and holding the Start Button for 3 seconds without the brake.

To Hand Off from the R/S to the PBS-X: Disarm Alarm and push the Start Button 1 time then press the Brake to disengage the R/S.

*** For Diesel vehicles, Connect the Pink "Wait to Start" wire to the Glow plug light, To Start: Depress the Brake and hold the stat button until vehicle starts. the system will wait until the glow plug light goes out before cranking engine.

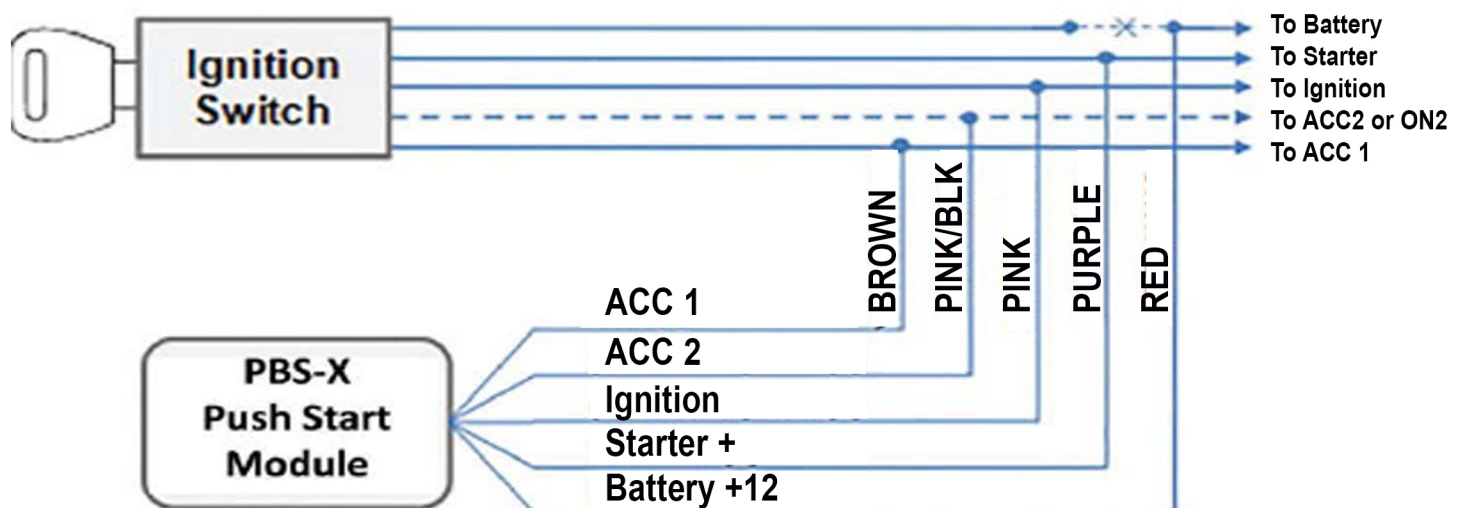
STEERING COLUMN LOCK BYPASS

To completely eliminate using a key, the OEM steering column lock anti-theft feature needs to be bypassed. We do not recommend disabling the steering column lock permanently by removing the cylinder lock, however the "Shaved-Key" method is an easy and completely reversible way to bypass this function:



1. Have a local locksmith duplicate a factory key **WITHOUT** a transponder "Chip" in the key.
2. Fully insert the key into the lock cylinder and use a marker to mark where it meets the lock cylinder.
3. With the help of pliers and cutter, cut off the head of the key 1/4 " inch above the marking.
4. Insert the shaved key into the key cylinder and use needle nose pliers to switch to ACC position.
5. Optionally, cover the key cylinder with one of our vinyl key covers to conceal the key cylinder.
6. Bypass vehicle ACC and Keysense input as shown in the following Wiring Diagram.

IGNITION WIRING DIAGRAM



This wiring method assumes a shaved-key has been used in ACC position for the steering lock bypass. Disconnect the +12V power supply wires to the ignition switch as shown. This prevents the ignition from being powered up even with the shaved-key inserted. Be sure to solder all connections (do not use "T" Taps or Butt splices) as these are critical connection to assure the engines remains running. *** If the customer desires a hidden toggle with a relay can be installed to reconnect the +12V power supply to allow the user to operate the original ignition switch if desired.