

CONTENTS

System Features.....	4
System Components.....	4
Required Tools.....	4
Installation Check List	4-5
Technical Assistance.....	5
Before You Begin.....	5
Precautions	5-6
Using your Test Probe.....	6
Making Wiring Connections	6-8
Locating & Making Connections	8-12
INSTALLATION DIAGRAM	13
Neutral Safety Switch.....	14
INITIALIZATION PROCEDURE WHEN FIRST POWERED UP ...	14
Operator Programming Instructions	15-16
How to use Your Remote Transmitter.....	16
Vehicle Anti-theft System Chart.....	17-19
FCC ID Notice.....	20
ON-BOARD UNIVERSAL BYPASS MODULE	21
PASSKEY (VATS) INSTALLATION (GM only)	21-22
VATS DIAGRAM	22
PASSLOCK I INSTALLATION (GM only)	23
PASSLOCK I DIAGRAM	24
PASSLOCK II INSTALLATION (GM only)	24-25
PASSLOCK II DIAGRAM	25
TRANSPONDER INSTALLATION (Ford, Chrysler, all imports and some GM)	26
ERASING MEMORY OF RESISTANCE CODE	26
Important Functions	27-28
Your Warranty	28
Protected by one or more of the following patents:	
Patent #5,459,477	Patent #5,612,670
Patent #5,886,622	Patent #5,677,664
Patent #5,942,988	Patent #6,101,428
Patent #6,452,772	
Other patents pending.	3

REMOTE STARTER WITH UNIVERSAL BYPASS MODULE
• MODEL RS82B

SYSTEM FEATURES

Two-Button Extended Range Remote Transmitter

Remotely start your vehicle to run the heater or air conditioning from an extended distance.

Remote Options

Works with your factory keyless remote transmitter or the transmitter included with this kit.

Parking Light Confirmation

Confirms that your vehicle has received a remote signal and will remain on if the engine is remotely started.

Code Learning

Allows your remote starter to learn new remotes, should you want to add remotes, or if remotes are lost.

Remote Programmable Run Time

Unit can be programmed by remote control for a run time of 5, 10, or 15 minutes.

Pit Stop Mode

Allows you to exit the vehicle while the engine remains running.

Tach/Tachless Option

A programmable feature that lets you choose between the easy to install tachless operation or the wire-in, tach operation.

Limited Lifetime Warranty

Guarantees life-long protection.

SYSTEM COMPONENTS

Your system includes:

- 1-Main Control Module with On-board Relay and Bypass Module
- 1-Two Button Remote Transmitter
- 1-9-Pin Wire Harness
- 1-4-Pin Wire Harness
- 1-Hood Pin Switch
- 1-Warning Sticker for Under the Hood
- 6-Heavy Gauge Wires

- 1-Warranty
- 1-Installation & Operation Guide
- 1-Bonus Installation Kit
 - Installation CD Rom
 - Computer-friendly Test Light
 - Electrical Tape
 - Wire Ties
 - Razor Knife

REQUIRED TOOLS

Unless your remote starter includes a Bonus Installation Kit you will need the following items: a sharp knife, electrical tape and a computer-friendly test light. A 5/16 inch drill bit may be needed 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 wrench may be needed.

INSTALLATION CHECK LIST

INSTALLATION CHECK LIST

- Read the manual.
- Watch the video.
- Verify that you have all the parts listed in the manual.
- Obtain the correct wiring chart for your vehicle from www.bulldogsecurity.com
- Identify air bag and SRS wires before starting your installation.

Check to see if additional parts are needed. These items are identified in your manual and the wiring chart diagram for your vehicle.

INSTALLATION CHECK LIST

Check for optional parts to make your installation easier:

- T-harness
- Transponder Key

TECHNICAL ASSISTANCE

Should you need help. First check our website at www.bulldogsecurity.com or call our toll-free Tech Support Hotline at 800-878-8007.

BEFORE YOU BEGIN

This system incorporates remote starter and bypass module into one unit.

You will not need to purchase part 791 for this is already built into the RS82B remote starter.

This remote system is designed to start your vehicle by sending a command signal from the remote transmitter. It is important that your installation be 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, visit our website, www.bulldogsecurity.com.

Read this manual thoroughly and view the video before starting the installation.

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 for use with vehicles equipped with fuel-injected, gasoline engines and automatic transmissions only.

SAFETY FIRST!

Never start your vehicle if it is indoors. 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 on page 6-8.

PRECAUTIONS

DO NOT USE mechanical wiring connections such as a crimp or snap-together taps except on wires that are pre-installed from the factory. For wires that do not have the snap connectors pre-installed from the factory, wires must be connected using the illustrations under the Making Connections section of this manual. Failure to properly connect the wires can result in damage to your system or your vehicle.

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.

PLEASE USE CAUTION: DO NOT CUT, PROBE OR DISCONNECT THE VEHICLE'S AIRBAG WIRES. THESE WIRES WILL ALMOST ALWAYS BE INSIDE A BRIGHT YELLOW TUBE LOCATED NEAR THE STEERING COLUMN HARNESS.



WARNING! On vehicles with air bags or supplemental restraint systems (SRS) you may notice a bright YELLOW or RED tube with small wires in it marked SRS underneath the steering column near the key cylinder. DO NOT tamper or unplug these for any reason to prevent costly damages to your vehicle or personal injury. Tampering may cause unintended deployment of the air bags.

If your vehicle is equipped with air bags or a supplemental restraint systems (SRS) and you CAN NOT identify the air bag wires, STOP THE INSTALLATION IMMEDIATELY and have a professional identify the air bag wires before continuing the installation.

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.

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

USING YOUR TEST PROBE

To operate your test probe, connect the BLACK clip to a good chassis ground. Then connect the RED clip to a good 12V (+) positive source. If the test probe is connected correctly, both the GREEN and the RED lights will be dimly illuminated. If a (+) positive source is probed, the RED light will glow bright and the GREEN light will go out. If a (-) negative source is probed, the GREEN light will glow bright and the RED light will go out.

MAKING CONNECTIONS

- Strip back two inches of insulation on the wire from the remote starter.

Two Inches of Bare Wire



MAKING CONNECTIONS

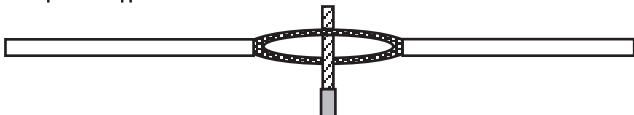
2. Strip back one inch of insulation on the wire you need to connect to.



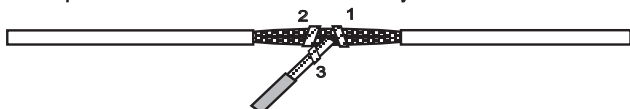
3. Separate the vehicle wire(s) as shown. Make the separation large enough to fit the other wire through.



4. Insert the wire(s) from the starter through the hole as shown. If two or more wires are inserted, wrap them in opposite directions.



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.

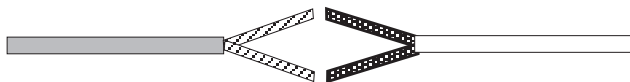


CAUTION: All wires must be wrapped with tape and wire tied.

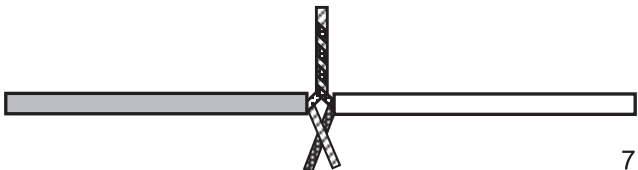
MAKING END TO END CONNECTIONS

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

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.

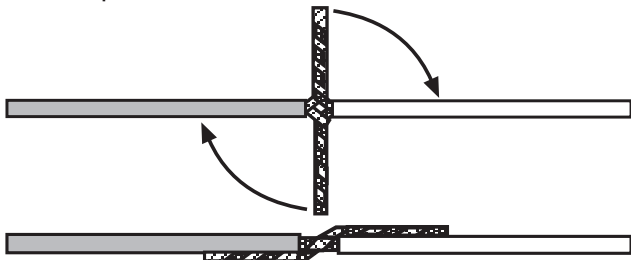


2. Twist upper wires together, twist lower wires together as shown.

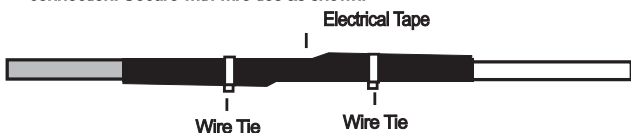


MAKING CONNECTIONS

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.



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



LOCATING & MAKING CONNECTIONS FOR LARGE GAUGE IGNITION AND BATTERY WIRES

For wiring charts please visit our website, www.bulldogsecurity.com.

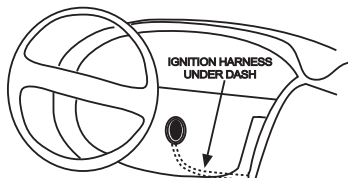
Most of the wires you will be using will be in a taped or nylon sleeve coming from the ignition switch. You must find and remove about six inches of this outer covering for testing and connecting.

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

Make all connections as close to the ignition switch as possible.

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

1. If your vehicle has only (1) constant power wire, attach both heavy gauge **RED** wires to it.
2. If your vehicle has (2) constant power wires, attach one **RED** wire to each.



LOCATING & MAKING CONNECTIONS FOR LARGE GAUGE IGNITION AND BATTERY WIRES

IGNITION WIRE(S) (WHITE) and (WHITE WITH RED STRIPE) (+12V in run, crank and sometimes accessory)

Make all connections as close to the ignition switch as possible.

The ignition wire(s) are also located in the main harness coming from the ignition switch. Check your chart for probable colors and probe each wire with your provided test probe. The correct ignition wire(s) will show +12V and the RED light will glow bright when the ignition switch is in the **RUN, CRANK** and sometimes in the **ACCESSORY** (newer GMs) position. The correct wires will not show +12V when in the **OFF** or **ACCESSORY** position (other than some GMs).

1. If your vehicle has only one **(1) ignition** wire connect the heavy gauge **WHITE** wire to the Ignition #1 wire in the Ignition Switch Harness.
2. If your vehicle has **(2) ignition** wires, connect the **WHITE** wire as stated in **step 1**, to **Ignition #1**, then connect the heavy gauge **WHITE WITH RED STRIPE** wire to the **Ignition #2** wire in the Ignition Switch Harness.
3. If your vehicle has **(3) Ignition** wires connect the heavy gauge **WHITE** wire to the **Ignition #1** wire and **Ignition #3** wire in the Ignition Switch Harness. Make sure you connect the **WHITE WITH RED STRIPE** wire to the **Ignition #2** wire as stated in **Step 2**.

ACCESSORY WIRE(S) THAT POWER THE HEATER/BLOWER MOTOR (WHITE WITH BLACK STRIPE) (+12V in run or on positions). This wire is also in the main ignition switch harness. Make this connection as close to the ignition switch as possible.

Most vehicles will have one (1) accessory wire; however **some** Fords, newer GM vehicles and Chrysler 94 and up will have two (2) or more accessory wires. Check your wire color chart and then verify these wire(s). The correct wire(s) will show +12V and the RED light will glow bright when the ignition switch is in the **ACC** and **RUN** positions, but never in the **OFF** or **CRANK** positions.

1. If your vehicle has only one (1) accessory wire connect the heavy gauge **WHITE WITH BLACK STRIPE** wire to this wire.
2. If your vehicle has two (2) accessory wires (some GMs and most Fords), connect the **WHITE WITH BLACK STRIPE** wire to both accessory wires. In some cases, if you did not use the Ignition #2 heavy gauge **WHITE WITH RED STRIPE** wire (if your vehicle does not have an Ignition #2 wire) you can take that **WHITE WITH RED STRIPE** wire and attach it to the Accessory #2 wire, this way you do not have to tie both the Accessory #1 wire and the Accessory #2 wires together on the **WHITE WITH BLACK STRIPE** wire from the main module.

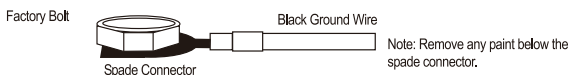
STARTER/CRANK WIRE (YELLOW WITH BLACK STRIPE) (+12V in the start position only)
Make all connections as close to the ignition switch as possible.

The starter/crank wire is also in the main harness. Check your chart for probable colors and verify the wire. The correct wire(s) will show +12V and the RED light will glow bright **only** in the **crank** position. This wire will not show +12V in any other position. Attach the **YELLOW WITH BLACK STRIPE** wire to it. NOTE: Some vehicles use two (2) starter/crank wires (mostly Nissans and Audis). In this case, connect both wires from the ignition switch harness to the **YELLOW WITH BLACK STRIPE** wires from the main module.

LOCATING & MAKING CONNECTIONS FOR THE 9 PIN HARNESS

CHASSIS GROUND (BLACK)

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 9-pin harness securely as pictured.



PARKING LIGHT OUTPUT (BROWN)

Caution: Please check the position of the parking light switch on the back of the control module before the wire connection is made.

You may cause damage to the control module if the switch is in the incorrect position.

The switch is located at the rear part of the unit. The switch towards the side marked "+" of the control module is the (+) positive setting and towards the side marked "-" of the control module is the (-) negative setting.

Probe your vehicles parking light wire. If the test light shows (+) positive or glows RED only when the parking lights are turned to the on position, the circuit is (+) positive. (Move the switch to the side marked "+" position)

If the test light shows a (-) negative or glows GREEN only when the parking lights are turned to the on position, the circuit is (-) negative. (Move the switch to the side marked "-" position)

Connect the **(BROWN)** wire from the 9 pin harness to the vehicles parking light wire.

LOCATING & MAKING CONNECTIONS FOR THE 9 PIN HARNESS

BRAKE INPUT (BLUE WITH BLACK STRIPE)

The brake wire is located on the switch near and above the brake pedal, if you cannot locate this wire at the brake switch, you will then need to locate a wire at the rear window brake light or at the brake light system in the rear of the vehicle. The correct wire will show +12V only when the brake is pressed. Connect the **BLUE WITH BLACK STRIPE** from the 9-pin harness to this wire.

ANTENNA (YELLOW)

For best results, run the antenna (**YELLOW WITH BLACK TIP** in the 9-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) (-) (RED WITH BLACK STRIPE)

If your vehicle is equipped with a factory alarm system (as most vehicles with a factory keyless entry are) or, if your vehicle DOES NOT have a factory remote control that honks the horn when locking and unlocking the doors, or when you use the key in the driver's door, you DO NOT get a light on the dash that says "security" then mostly you will not need to use this wire. If your vehicle is so equipped, 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 key. This wire will usually show a (+) positive voltage before turning the key. **NOTE:** Some factory disarm wires remain neutral before you turn the key to unlock instead of +12v positive. Connect the **RED WITH BLACK STRIPE** wire from the 9-pin harness to this wire.

HOOD PIN SWITCH (BLACK WITH BLUE STRIPE)

This feature will keep the engine from starting, or shut off the engine when in remote start mode only. The hood pin switch has no control over the engine when started with the ignition key or under normal operation. 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 9-pin harness into the bottom of the hood pin switch.

TACH INPUT (BLACK WITH WHITE STRIPE) (Optional)

By this time, you should have determined the way you want your vehicle to start (tach or tachless). Tachless uses voltage electronic signals and timing to work. Tach types use a signal directly from the ignition coil. 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 9-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 beginning point. To operate in tach mode, make sure to program tach option. See programming tach option page 15.

AUXILIARY INPUT (BLUE) (For Aftermarket Alarms)

If you use this starter with an aftermarket alarm, connect the **BLUE** wire from the 9-pin harness to the second or third channel output of your existing alarm. When the output is activated, a signal will activate the remote starter. **NOTE:** This wire will also be used if you wish to connect the unit up to operate off of your Factory Keyless Entry. See Programming to Start Your Vehicle from your Factory Keyless Entry, page 15. (Extra part #775 relay is required. See diagram, page 12.)

LOCATING & MAKING CONNECTIONS FOR THE 9 PIN HARNESS

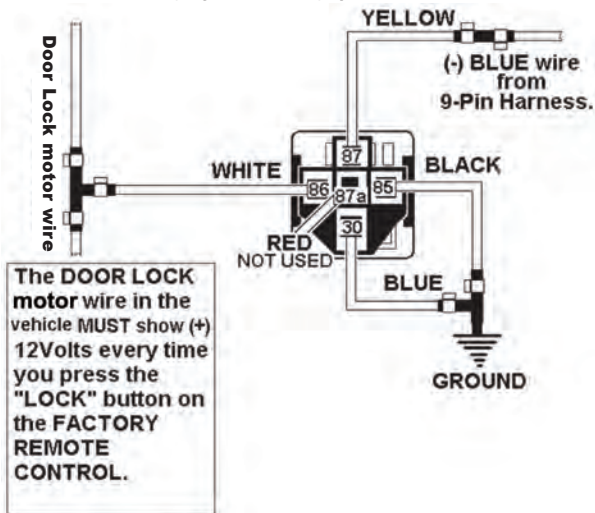
AUXILIARY INPUT (-) BLUE

(For your factory keyless or aftermarket alarm)

When connecting this unit to a factory keyless entry system, you must locate the door lock motor wire that tests as a positive when you press the lock button on the factory remote. A relay Part #775 is required to change the positive output from the door lock circuit to a negative for the **BLUE** wire on the control module. If the lock wire on the vehicle is negative when the factory remote's lock button is pressed, no relay is required. You can tie directly into the **BLUE** wire on the 9-pin harness.

CONNECTING THE RS82B TO FACTORY KEYLESS ENTRY REMOTE USING THE #775 RELAY

This feature must be programmed, see page 15.



SECURITY BYPASS OUTPUT/Ignition #3 output (-) 200MA

(YELLOW WITH BLACK STRIPE)

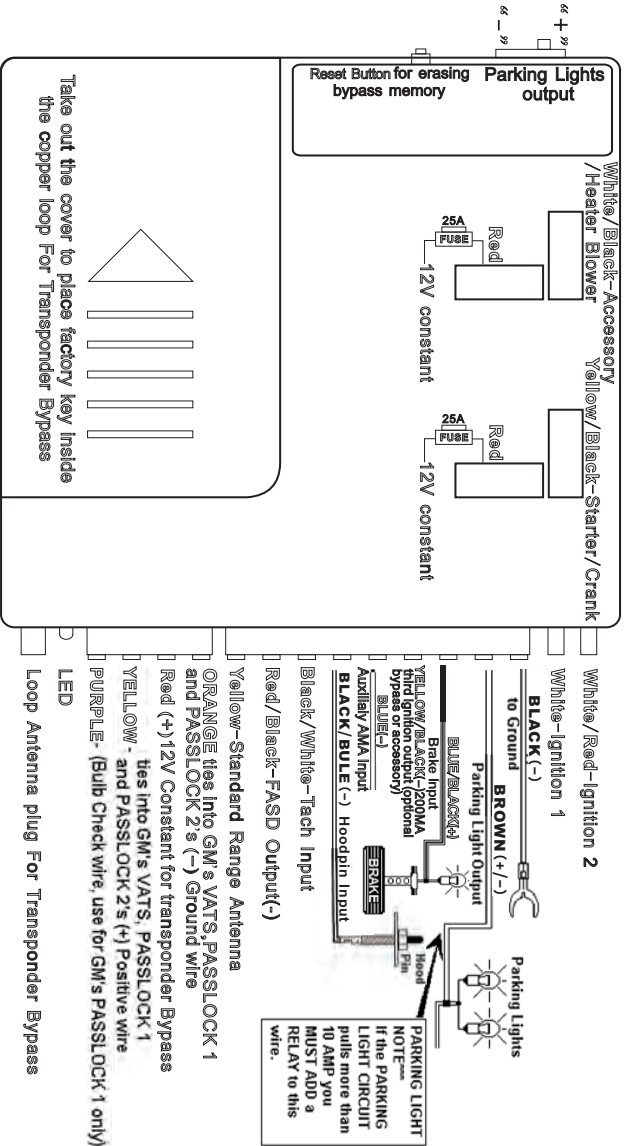
This **YELLOW WITH BLACK STRIPE WIRE** will be used to operate a external security bypass module when required. The **YELLOW WITH BLACK STRIPE** wire will hold a ground output the entire time the remote starter is activated. Connect this wire to the **BLUE** wire on the #791 bypass module, or the **WHITE** wire on the #721 or #781 bypass module

IMPORTANT NOTICE:

At any time you may test the remote starter. If the vehicle does not start, check the following:

1. You may have an anti-theft system. Refer to the vehicle diagrams on the web site or the listings on pages 17-19 in the manual.
2. The hood switch wire is grounded. Make sure the hood is shut and there is no (-) ground to the BLACK/BLUE hood switch wire.
3. There is (+) positive voltage On the Blue / Black brake wire in the 9 pin harness. only when the brake is pressed.
4. The control module may need cleared. Follow the clearing procedure on page 16 then re-initialize the control module.

INSTALLATION DIAGRAM



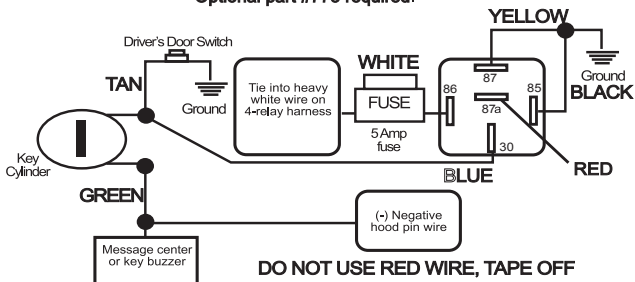
NEUTRAL SAFETY SWITCH

MECHANICAL NEUTRAL SAFETY SWITCH

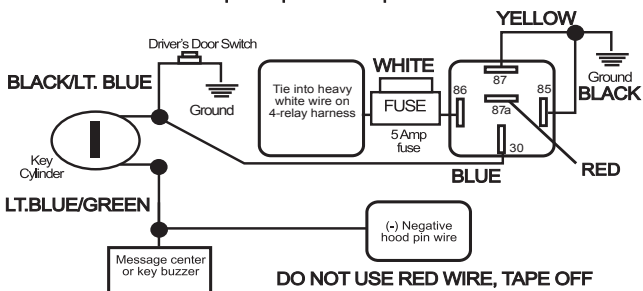
When installing a Bulldog remote starter on GM vehicles or Dodge Dakotas built prior to 1996, you must:

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.

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



PRE-1996 DODGE DAKOTAS Optional part #775 required.



INITIALIZATION PROCEDURE WHEN FIRST POWERED UP

When the unit is powered on, if there is no code memorized in the unit, the unit will keep flashing and waiting for any button of the remote to press, and then, you may press any button of the remote to memory the code into the unit, and unit stops flashing and go on to continue. The unit can function with the remote.

If there is already code memorized in the unit, the unit flashes three times and go on to continue. The unit can function with the remote.

This procedure must be performed if the remote is lost or the unit memory is cleared.

OPERATOR PROGRAMMING

ADDING ADDITIONAL REMOTES USING A WORKING REMOTE

Press and hold the brake, press and hold Button #1 on the working remote for approx. 5 seconds or until the parking lights flash (1) one time, release button #1 on this remote and press and any button on the NEW remote, the parking lights will flash (3) three times, the new remote is now programmed.

ADDING ADDITIONAL REMOTES WITHOUT A WORKING REMOTE

You must first follow the procedure for clearing the memory on page 16 then proceed with the initialization procedure on page 14.

Tach/Tachless Option

Press and Hold the BRAKE, with the brake held, press and hold button #2 until the parking lights flash (2) two times, release button #2 and press and release button #1 the parking lights will flash (1) once. The unit is now programmed for TACH mode. If you press and release button #1 again and the parking lights flash (2) two times, the unit is programmed for TACHLESS mode, release the brake and the parking lights will flash (3) three times.

Note: The factory default setting is TACHLESS mode.

Programming Tach Learn

Press and hold the brake, with the brake held, press and hold button #2 until the parking lights flash (2) two times, release button #2, then press and release buttons #1 and #2 at the same time and the parking lights will flash (2) two times, while still holding the brake, start the vehicle with the ignition key. With the vehicle running, press Buttons #1 and #2, the parking lights will flash (1) one time signifying the tach learn mode is entered. Release Buttons #1 and #2 and in approximately 5 seconds the parking lights will flash (3) three times, the tach signal is now learned. Turn off the ignition key and release the brake.

Note**** The unit must be programmed for TACH mode before the TACH LEARN function will program.

Programming to Start your Vehicle with your Factory Keyless Entry

Press and hold the brake, then press and hold Button #2 on the Bulldog remote transmitter until the parking lights flash once (if hooked up) or for approximately six seconds or until the unit clicks or flashes one time. Then press Button #2 again, the parking lights will flash (1) time. If they flash twice, press Button #2 again until the parking lights flash once. The unit is now in the factory keyless mode. and will respond to three (-) pulses to the blue (ama) wire in the 9 pin harness or three presses of the factory remotes lock button if hooked up. **NOTE: A relay is required for this feature if the lock motor wire on the vehicle is a (+) positive output.**

Programming for Aftermarket Alarm Starting

Press and hold the brake, press and hold Button #2 on the Bulldog remote transmitter until the parking lights flash one time (if hooked up) or for approximately six seconds until the unit clicks or flashes one time. Then press Button #2 again, the parking lights will flash (1) time. If they flash once, press Button #2 again until the parking lights flash twice. The unit is now in aftermarket alarm mode and will respond to one (-) pulse of the blue (ama) wire in the 9 pin harness. NOTE: A relay is required for this feature if the lock motor wire on the vehicle is a (+) positive output.

Auxiliary Input

(For your factory keyless or aftermarket alarm)

When connecting this unit to a factory keyless entry system, you must locate the door lock motor wire that tests as a positive when you press the lock button on the factory remote. A relay Part #775 will be needed to convert the positive output from the door lock to a negative pulse for the BLUE wire on the 9-pin harness. If the wire is negative when you press the lock button on the factory remote, you can tie directly into the **BLUE** wire. This wire is usually located in the driver's kick panel, in the harness that is coming from the driver's door.

OPERATOR PROGRAMMING

RUNTIME CONFIRMATION:

With the vehicle not running press and release Button #2, the parking lights will flash (1) one time for each 5 minutes of programmed run time.
Example: (2) two flashes = 10 minutes

TO SET THE RUNTIME:

Press and hold Button #2 on the remote control for approx. 10 seconds or until the parking lights begin to flash (one flash for each 5 minutes of runtime) and when Button #2 is released the new runtime is programmed. To check this programmed runtime for example, press and release Button #2 if the parking lights flash (3) three times, the unit is programmed to run for 15 minutes.

CLEARING THE UNIT'S MEMORY:

Press and hold the brake, with the brake held, cycle the key in the ignition switch from OFF to RUN, (5) five times within 4 seconds, the parking lights will flash (3) three times. Unplug the unit from ALL wires and harnesses, wait 30 seconds, plug the unit back into all harnesses, the unit's memory is now cleared, set back to factory settings and ready to learn a remote. You must follow the initialization procedure on page 14 to reprogram the transmitter.

HOW TO USE YOUR NEW REMOTE

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 Vehicle with the Engine Running

Make sure the transmission is in park and the brake is not pressed 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).



Start

Using the remote included in this kit: Press and release Button #1.

Using your factory keyless entry remote: Press the Lock button (3) times.

Using Aftermarket Alarm: Press the second channel button on your remote transmitter.

Stop

Using the remote included in this kit: Press Button #2.

Using your factory keyless entry remote: Press the Lock button (3) times again.

Using Aftermarket Alarm: Press and release the second channel button on your remote transmitter.

Pit Stop (Exiting the Vehicle with the Engine Running)

With your factory keyless remote:

If the vehicle is running with the ignition key pressing the Lock button **three times** on the factory keyless remote will cause the parking lights to flash once (if connected). You can now turn off your ignition key, remove the key and exit the vehicle. The vehicle will remain running for 15 minutes.

NOTE: Some vehicle's factory keyless remote won't work if the engine is running. If your vehicle operates in this fashion, pit stop will not function.

VEHICLES WITH FACTORY ANTI-THEFT SYSTEMS

Manufacturer	Make/ Year	Anti-theft	
Acura	TL 99+	TRANSPONDER	
	CL 98+	TRANSPONDER	
	RL 99+	TRANSPONDER	
	INTEGRA 00 +	TRANSPONDER	
AUDI	NSX	TRANSPONDER	
	A4 00+	TRANSPONDER	
	A6 00+	TRANSPONDER	
BMW	A8 98+	TRANSPONDER	
	ALL 97+	TRANSPONDER	
BUICK	CENTURY 97+	VATS	
	LESABRE 90-96, 2000	VATS	
	PARK AVE 91-96	VATS	
	PARK AVE 97+	TRANSPONDER	
	REGAL 93-96	VATS (Some)	
	RIVIERA 93-99	VATS (Some)	
	ROADMASTER 93-96	VATS	
	SKYLARK 96-98	PASSLOCK 1	
	CADILLAC	ALLANTE 91-93	VATS
		BROUGHAM 90-96	VATS
CATERA 98+		TRANSPONDER	
DEVILLE 92-96		VATS	
DEVILLE 99+		TRANSPONDER	
ELDORADO 89-98		VATS	
ELDORADO 99+		VATS	
ESCALADE 99+		PASSLOCK 2	
FLEETWOOD 90-96		VATS	
SEVILLE 90-98		VATS	
SEVILLE 99+	TRANSPONDER		
CHEVROLET	SLS/ STS 97+	TRANSPONDER	
	ASTRO 98+	PASSLOCK 2	
	BLAZER 98+	PASSLOCK 2	
	CAMARO 86+	VATS	
	CAVALIER 95-99	PASSLOCK 1	
	CAVALIER 2000+	PASSLOCK 2	
	CORVETTE 88+	VATS	
	EXPRESS 98+	PASSLOCK 2	
	IMPALA 2000+	PASSLOCK 2	
	LUMINA 96+	VATS	
	MALIBU 97+	PASSLOCK 2	
	MONTE CARLO 96-99	VATS	
	MONTE CARLO 2000+	PASSLOCK 2	
	FULL-SIZE PU 98+	PASSLOCK 2	
	S-10 98+	PASSLOCK 2	
	SAVANNAH 98+	PASSLOCK 2	
	SUBURBAN 98+	PASSLOCK 2	
TAHOE 98+	PASSLOCK 2		
VAN 98+	PASSLOCK 2		
VENTURE 99+	TRANSPONDER		

VEHICLES WITH FACTORY ANTI-THEFT SYSTEMS

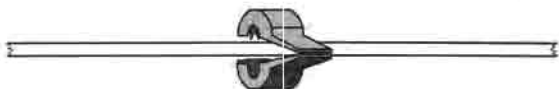
Manufacturer	Make/ Year	Anti-theft
CHRYSLER	CONCORD 98+	TRANSPONDER (GREY KEY ONLY)
	LHS 98+	TRANSPONDER (GREY KEY ONLY)
	SEBRING CONV. 98+	TRANSPONDER (GREY KEY ONLY)
DODGE	300M 99+	TRANSPONDER (GREY KEY ONLY)
	INTREPID 98+	TRANSPONDER (GREY KEY ONLY)
	NEON 2000+	TRANSPONDER (GREY KEY ONLY)
FORD	CONTOUR 97+	TRANSPONDER (Some)
	CROWN VICTORIA 98+	TRANSPONDER
	EXCURSION 2000+	TRANSPONDER
	EXPEDITION 97+	TRANSPONDER
	EXPLORER 97+	TRANSPONDER
	FOCUS 2000+	TRANSPONDER
	MUSTANG 98+	TRANSPONDER
	F150/250 98+	TRANSPONDER
	RANGER 99+	TRANSPONDER
	TAURUS 96+	TRANSPONDER
GMC	WINDSTAR 2000+	TRANSPONDER
	DENALI 99+	PASSLOCK 2
	ENVOY 99+	PASSLOCK 2
	S-15 JIMMY 98+	PASSLOCK 2
	SAFARI 98+	PASSLOCK 2
	SIERRA 98+	PASSLOCK 2
	SONOMA 98+	PASSLOCK 2
	SUBURBAN 98+	PASSLOCK 2
	YUKON 98+	PASSLOCK 2
	YUKON XL 2000+	PASSLOCK 2
HONDA	ACCORD 98+	TRANSPONDER
	ODYSSEY 98+	TRANSPONDER
	PRELUDE 98+	TRANSPONDER
	S2000	TRANSPONDER
INFINITY	I30 98+	TRANSPONDER
	Q45 98+	TRANSPONDER
	QX4 98+	TRANSPONDER
JAGUAR	ALL 98+	TRANSPONDER
JEEP	GRAND CHEROKEE 99+	TRANSPONDER (GREY KEY ONLY)
	WRANGLER 99+	TRANSPONDER (GREY KEY ONLY)
LEXUS	ALL 97+	TRANSPONDER

VEHICLES WITH FACTORY ANTI-THEFT SYSTEMS

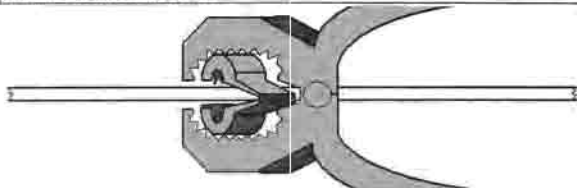
Manufacturer	Make/ Year	Anti-theft
LINCOLN	CONTINENTAL 97+	TRANSPONDER
	LS 2000+	TRANSPONDER
MERCEDES	MARK V3 97+	TRANSPONDER
	NAVIGATOR 97+	TRANSPONDER
MERCURY	TOWN CAR 97+	TRANSPONDER
	ALL 97+	TRANSPONDER
MERCURY	COUGAR 99+	TRANSPONDER
	MOUNTAINEER 98+	TRANSPONDER (Some)
NISSAN	MYSTIQUE 97+	TRANSPONDER (Some)
	SABLE 96+	TRANSPONDER
OLDSMOBILE	MAXIMA 98+	TRANSPONDER
	ACHIEVA 95+	PASSLOCK 1
OLDSMOBILE	ALERO 99+	PASSLOCK 2
	AURORA 95+	VATS
OLDSMOBILE	BRAVADA 98+	PASSLOCK 2
	CUTLASS 97+	PASSLOCK 2
PONTIAC	NINETY-EIGHT	VATS
	SILHOUETTE 99+	TRANSPONDER
PONTIAC	BONNEVILLE 89+	VATS
	FIREBIRD 88+	VATS
PONTIAC	GRAND AM 96-98	PASSLOCK 1
	GRAND AM 99+	PASSLOCK 2
PONTIAC	GRAND PRIX 92-96	VATS
	MONTANA 99+	TRANSPONDER
PONTIAC	SUNFIRE 96-99	PASSLOCK 1
	SUNFIRE 2000+	PASSLOCK 2
PORSCHE	ALL 97+	TRANSPONDER
SAAB	ALL 97+	TRANSPONDER
SATURN	ALL 97+	PASSLOCK 2
	2000+	TRANSPONDER
TOYOTA	AVALON 98+	TRANSPONDER
	CAMRY 98+	TRANSPONDER
TOYOTA	LAND CRUISER 98+	TRANSPONDER
	SOLARA 99+	TRANSPONDER
VOLKSWAGEN	SUPRA 98+	TRANSPONDER
	BEETLE 98+	TRANSPONDER
VOLKSWAGEN	GOLF 98+	TRANSPONDER
	PASSAT 98+	TRANSPONDER
VOLVO	ALL 98+	TRANSPONDER

***In referance to the (3) CRIMP-ON Connectors
in the Package.***

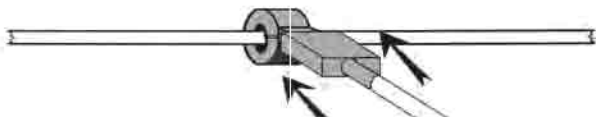
First, place the CRIMP-ON Terminal around the wire in the Vehicle.



With the CRIMP-ON Terminal in place, take a standard pair of Pliers and Crimp the Terminal into place on the wire.



After the CRIMP-ON Terminal is in place, plug the Male Spade Terminal that is attached to the wire harness from the main unit into the CRIMP-ON Terminal



FCC ID: J3STXJS1194

This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) This device must accept any interference received, including interference that may cause undesired operation.

ON-BOARD UNIVERSAL BYPASS MODULE 4-PIN HARNESS CONNECTIONS

The ON-BOARD BYPASS MODULE is used when installing remote start products in any vehicle equipped with an anti-theft system such as **GM's VATS, PASSLOCK 1 and PASSLOCK 2** including anti-theft systems in **BMW, Audi, Volvo and Mercedes. The Ford PATS/SECURILOCK, GM's PK3, CHRYSLER'S SENTRY KEY or any other transponder systems.** This model allows easy interfacing while maintaining the OEM system's integrity. The BYPASS MODULE has no affect on factory anti-theft systems when the remote start is not in use. The factory anti-theft system remains fully functional.

BEFORE YOU BEGIN

Refer to your system's instruction manual, and our website at www.bulldogsecurity.com, to determine what type of anti-theft system your vehicle is equipped with.

NOTE: If you are using the Bypass Module as a transponder bypass you must Take out the cover on top of the unit and insert a spare ignition key inside the copper ribbon coil (as illustrated on page 26) and latch it by the metal buckle. This key must be a key that starts the vehicle.

PASSKEY (VATS) INSTALLATION (GM only)

This **FUEL SYSTEM** shutdown anti-theft system is based on a pellet (resistor) built into the steel shaft of the ignition key. When the key is inserted into the ignition switch, the **VATS** (vehicle anti-theft system) computer reads the value of the resistor to make sure that it matches the programmed code and then turns on the fuel system so the vehicle can be started.

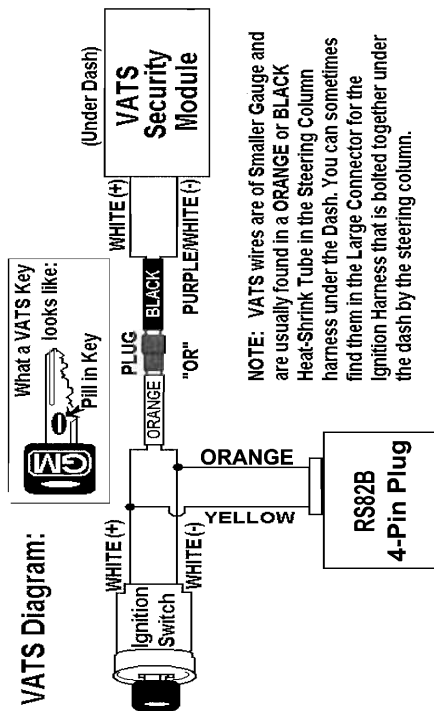
1. Locate two (2) wires in an **ORANGE** (or sometimes **BLACK**) vinyl tube coming down from the ignition switch. This tube will contain two (2) **WHITE (small gauge)** wires or one (1) **WHITE** and one (1) **PURPLE** small gauge wires.
2. Connect the **YELLOW** wire from the RS82B 4-Pin to the **WHITE** wire in the VATS tube that shows **(+) positive voltage (1 to 6 volts DC)** when the key is turned to the "ON" or "RUN" position.
3. Connect the **ORANGE** wire from the RS82B 4-PIN securely to the other **WHITE** or **PURPLE** wire that shows **(-) negative or ground** with the key in the "ON" or "RUN" position.

PASSKEY (VATS) INSTALLATION (GM only.cont.) 4-PIN HARNESS CONNECTIONS

4. The **PURPLE** wire and **RED** wire of 4-Pin plug are not used and should be taped up.
5. Start the vehicle with the ignition key and leave it running for at least (2) two minutes, or until the red L.E.D light goes out.
6. Turn off the vehicle the system has learned the resistor value.

NOTE: Try the remote starter. If the RS82B fails to learn the resistance code, follow the procedure for erasing the memory on page 26 and re-learn the resistance code. If you are still not successful in learning the resistance code, please re-check your connections from 1-6 above.

Never cut, or probe into a small yellow tube as this controls the airbag.



NOTE: Do not plug the WHITE loop connector into the module unless your vehicle is equipped with a transponder system.

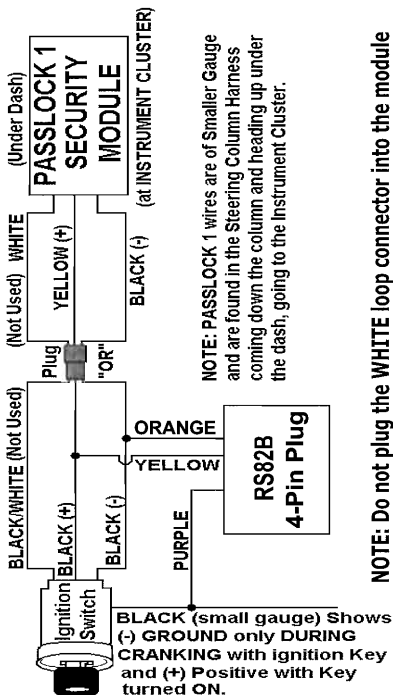
PASSLOCK I INSTALLATION (GM only) 4-PIN HARNESS CONNECTIONS

This **FUEL SYSTEM** shutdown anti-theft system is based on a resistor built into the ignition switch. The system is recognized by a security light on the dashboard cluster.

1. Locate the harness coming from the ignition switch inside, find the three (3) small wires **YELLOW, BLACK** and **WHITE** or (1) **BLACK WITH WHITE STRIPE** wire and (2) **BLACK** wires.
2. If your vehicle has the **BLACK WITH WHITE STRIPE** wire and two (2) **BLACK** wires, you will need to test the two (2) **BLACK** wires WITH THE IGNITION KEY IN THE "ON" OR "RUN" POSITION. Test both of these wires, one will show **(-) negative ground** and the other will show **(+) positive (1 to 6 volts DC)**.
3. Attach the **YELLOW** wire from the RS82B 4-Pin to the Passlock **YELLOW** or **BLACK** wire that shows a **(+) positive**.
4. Attach the **ORANGE** wire from the RS82B 4-Pin to the wire that shows a **ground**.
5. Attach the **VIOLET** of RS82B 4-Pin wire to the bulb check wire. A small gauge **BLACK** wire in slot "D" or "E" coming from the ignition switch on the left hand side of the steering column located along with the heavy **RED** power wires in the ignition switch harness. This wire will test **(-) negative or ground** only during cranking.
6. The **RED** wire of 4-Pin plug are not used and should be taped up.
7. Put the key in the ignition and start the vehicle.
8. Let the vehicle run for at least (2) two minutes, or until the red L.E.D light goes out.
9. Turn off the vehicle, the system has learned the resistor value.

NOTE: Try the remote starter. If the RS82B fails to learn the resistance code, follow the procedure for erasing the memory on page 26 and re-learn the resistance code. If you are still not successful in learning the resistance code, please re-check your connections from 1- 9 above.

PASSLOCK 1 Diagram



NOTE: Do not plug the WHITE loop connector into the module unless your vehicle is equipped with a transponder system.

PASSLOCK II INSTALLATION (GM only) 4-PIN HARNESS CONNECTIONS

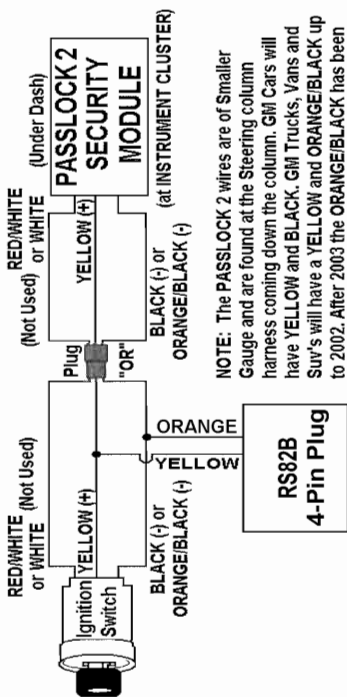
1. Locate the wire harness coming from the ignition switch. Inside, find three (3) **small gauge wires**, a **RED WITH WHITE STRIPE** wire, an **ORANGE WITH BLACK STRIPE** wire or a **BLACK** wire, and a **YELLOW** wire on trucks, vans and SUVs. On cars find a **BLACK** wire, a **YELLOW** wire and a **WHITE** wire.
2. Attach the **YELLOW** wire of RS82B 4-Pin to the Passlock **YELLOW** wire that shows **(+) positive** voltage, this voltage will show around 5 volts and less than 12 volts while engine running.
3. Connect the **ORANGE** wire of RS82B 4-Pin to the **ORANGE WITH BLACK STRIPE** wire or **BLACK** Passlock wire that shows **(-) negative or ground**.

PASSLOCK II INSTALLATION (GM only) 4-PIN HARNESS CONNECTIONS

4. The **PURPLE** wire and **RED** wire of 4-Pin plug are not used and should be taped up.
5. Start the vehicle with the ignition key and leave it running for at least (2) two minutes, or until the red L.E.D light goes out.
6. Turn off the vehicle, the system has learned the resistor value.

NOTE: Try the remote starter. If the RS82B fails to learn the resistance code, follow the procedure for erasing the memory on page 26 and re-learn the resistance code. If you are still not successful in learning the resistance code, please re-check your connections from 1-6 above.

PASSLOCK 2 Diagram:



NOTE: The PASSLOCK 2 wires are of Smaller Gauge and are found at the Steering column harness coming down the column. GM Trucks, Vans and Suv's will have a YELLOW and BLACK. GM Trucks and ORANGE/BLACK up to 2002. After 2003 the ORANGE/BLACK has been changed to a BLACK.

NOTE: Do not plug the WHITE loop connector into the module unless your vehicle is equipped with a transponder system.

TRANSPONDER INSTALLATION

Ford, Chrysler, all imports and some GMs

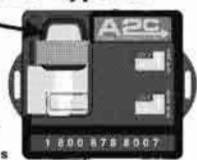
1. **You must have a spare transponder key that will start the vehicle. You will need to insert this spare key inside the RS82B**
2. The wiring loop needs to be positioned around the ignition switch. Place the transponder loop around the ignition switch and as close to the key hole as possible.
3. Connect the **RED** wire from the **4-Pin plug** to a **constant +12v supply**.
4. Attach the **ORANGE** wire of RS82B 4-Pin wire to **ground**.
5. Plug the loop wire into the **red plug** inside the RS82B
6. **When bypassing GMs transponder (PK3), attach the RED wire of 4-Pin PLUG not to +12v constant, but to the heavy gauge YELLOW WITH BLACK STRIPE wire from your remote starter that is connected to the starter/crank wire on the vehicle.**

TRANSPONDER Bypass:

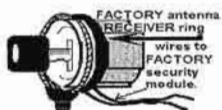
A Pre-programmed Ignition Key **MUST** be placed inside the copper LOOP.

Once Key is in place and Transponder Loop is plugged in, latch the key by the metal buckle making sure the Key is held tightly inside.

You **MUST** make sure you place the **TRANSPONDER LOOP Antenna IN FRONT OF** the factory Transponder Receiver Ring and **NOT BEHIND** it. Most Factory systems shield the Ignition switch for random signals, thus placing the Loop Antenna behind the Ignition Switch will keep the **TRANSPONDER Bypass** from operating.



Loop Antenna Plug



with TRANSPONDER loop antenna in place...

ERASING MEMORY

To Erase the Memory of resistance code For Vats, Passlock 1 and Passlock 2 only.

Not for Transponder Installation : With 12 volts

and the ground wire connected to the unit, within 8

seconds, press and release the reset button at the rear

of the unit (5) five times. Now the LED indicator is turned

on and indicates the resistance code has been erased.

When the unit is powered up, and the LED indicator is

still on, that indicates there is no resistance code in

the memory and you have to re-learn the resistance

code. When the unit is successful in leaning the

resistance code, the LED will turn off.

BULLDOG SECURITY

1-800-878-8007
www.bulldogsecurity.com

OPERATING FUNCTIONS FOR YOUR WALLET OR GLOVE BOX

ATTENTION:

We urge you to immediately place this card in your wallet.

OPERATING INSTRUCTIONS

Start (with RS82B remote) Press and release button #1 the vehicle will remote start. **Start (with factory keyless entry remote)** Press and release the lock button on the remote 3 times, the vehicle will remote start. **Stop (with RS82B remote)** Press and release button #2 the vehicle's remote starter will shut down. **Stop (with factory keyless remote)** Press and release the lock button on the remote 3 times again, the remote starter will shut down. **Pit Stop: Exiting the Vehicle with the Engine Running (with RS82B remote)** Make sure the transmission is in park, press and release button #1 (start) before turning the ignition switch off. (The engine will remain running for the programmed run time). **Pit stop: (with factory keyless entry remote)** Press and release the lock button on the remote 3 times before turning the ignition switch off. (The engine will remain running for the program run time).

WARRANTY VALIDATION

PLEASE FILL OUT THIS FORM AND MAIL
IT IN TO REGISTER YOUR WARRANTY

Your Name _____

Address _____

Email Address _____

Dealer Name _____

Address _____

Date of Purchase ____/____/____

Model # RS82B

Make/Model of Car _____

Year of Car _____

V.I.N. # _____

Final Quality Check By _____

Mail to: Access 2 Communications, Inc
225 Technology Way
Steubenville, Ohio 43952
72004

PROGRAMMING FUNCTIONS FOR YOUR WALLET OR GLOVE BOX

ATTENTION:

We urge you to immediately place this card in your wallet.

ADDING ADDITIONAL REMOTES USING A WORKING REMOTE

Press and hold the brake, press and hold Button #1 on the working remote for approx. 5 seconds or until the parking lights flash (1) one time, release button #1 and press any button on the NEW remote, the parking lights will flash (3) three times, the new remote is now programmed.

Tach/Tachless Option

Press and hold the brake, with the brake held, press and hold button #2 on the remote for approx. six (6) seconds or until the parking lights flash two (2) times. Release button #2, press and release button #1, the parking lights will flash one (1) time. The unit is now programmed for tach mode. Press and release button #1 again, the parking lights will flash two (2) times. The unit is now programmed for tachless mode.

MEMO

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MEMO

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