



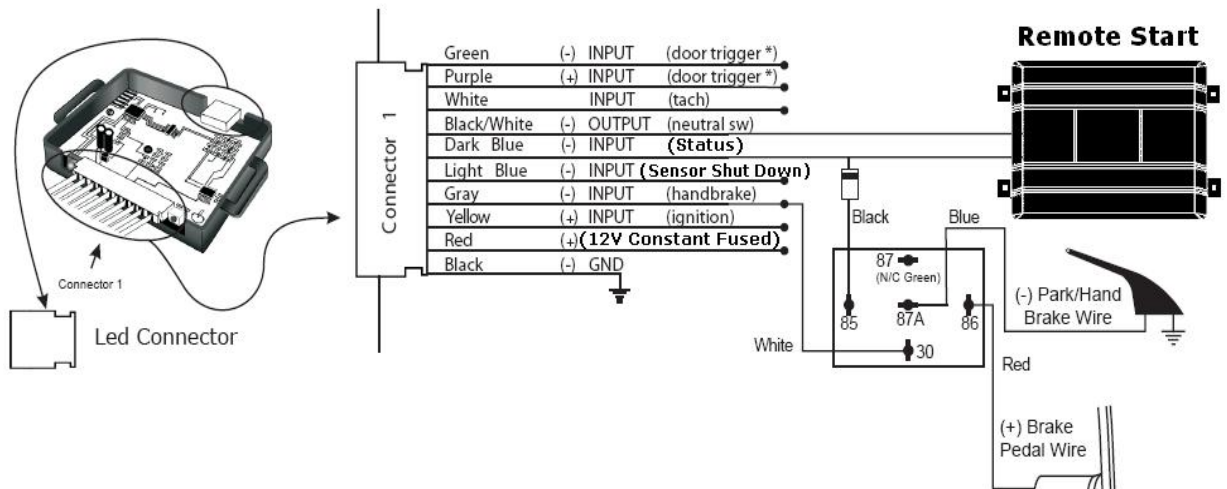
WARNING:



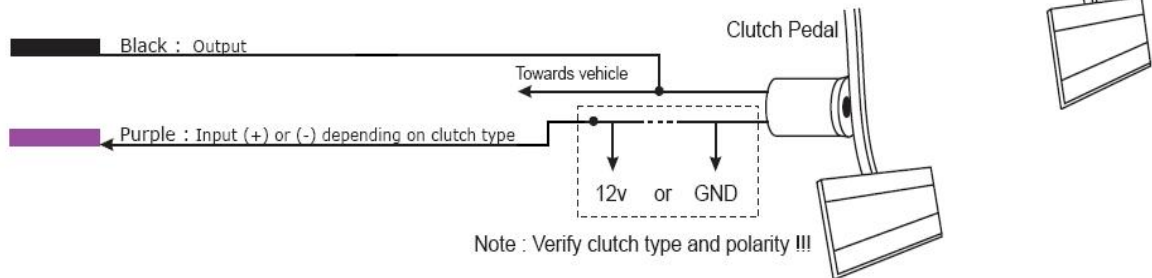
Before installing this module, be sure you read these installation instructions and those for the remote starter. Failure to properly install this module and orient the user about how to properly and safely use this module can result in serious injury, death, or property damage.

- 1.) Remote starters for vehicles with a manual transmission pose significant risks if not properly installed and operated. Follow the instructions and safety precautions in this installation manual and in the installation manual that accompanied the remote starter.
- 2.) This product should only be installed by a trained installer employed by an authorized Directed dealer.
- 3.) When testing to be sure that the installation or repair is proper, only remote start in neutral gear, on a flat surface and with a functional, fully engaged parking brake. When doing this test, do **NOT** allow anyone to stand in front of or behind the vehicle.
- 4.) This product should **NOT** be installed in any convertible vehicles, soft top or hard top. Installation of this product into such vehicles may pose certain risk.
- 5.) All warning stickers provided with this adaptor kit must be affixed to the vehicle in the specified locations.
- 6.) The User's Guide for the remote starter and for this module must be given to the user after the installation is complete. Ask the user to read the safety precautions in both Users' Guides and ask them if they have any questions. For any questions you can't answer, you or the customer can contact Directed at 1-800-753-0600.
- 7.) Last, ask the customers to read and sign the Manual Transmission Safety Checklist acknowledging that they understand the safety precautions with using a remote starter with a manual transmission. The installer must also sign the checklist before it is returned to Directed.

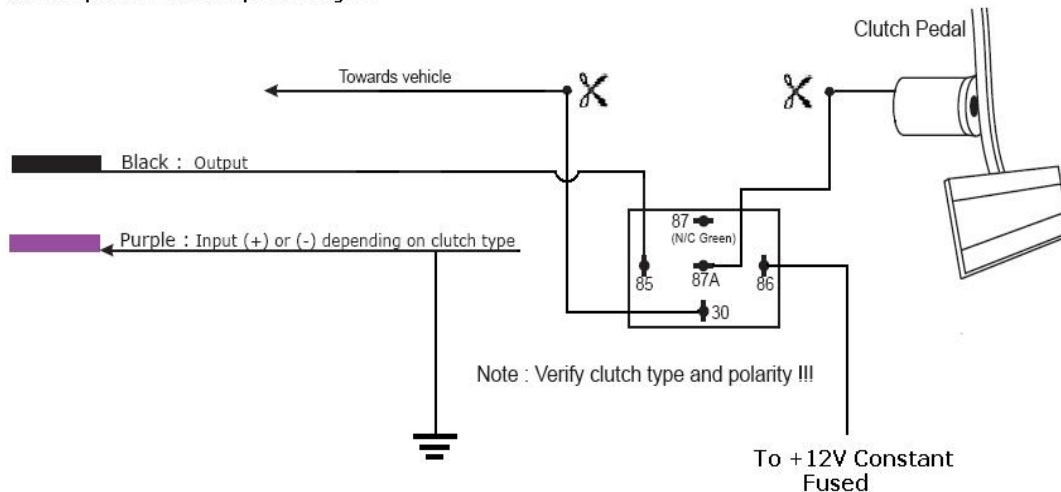
Wiring Diagram



Positive, Negative, Or Direct Feed Clutch System Diagram



Normally Closed Clutch System Diagram



Note: Not recommended for use on diesels

Green (-) Door Trigger Input: This should be connected to the (-) door triggers of the vehicle. It needs to be connected to all the door triggers in the vehicle. For example if the vehicle is a 4 door and there are 4 separate door triggers for the vehicle, all 4 of those wires need to be diode isolated and connected to the input on the module. The module needs to see the door open for 3 seconds in order to set up properly. Do not connect to dome light since removing the key will activate this input. This must see a true door trigger.

Purple (+) Door Trigger Input: This should be connected to the (+) door triggers of the vehicle. It needs to be connected to all the door triggers in the vehicle. For example if the vehicle is a 4 door and there are 4 separate door triggers for the vehicle, all 4 of those wires need to be diode isolated and connected to the input on the module. The module needs to see the door open for 3 seconds in order to set up properly. Do not connect to dome light since removing the key will activate this input. This must see a true door trigger.

White Tach Input: This wire needs to be connected to the tach wire in the vehicle. It can be shared with the remote start tach input. This wire is necessary to be installed meaning this module will not work with a remote start that is using a voltage sensing or similar mode to remote start the vehicle.

Black/White (-) Neutral Safety Output: This wire is the negative output for the neutral safety of the remote start. It should be connected to the neutral safety input on the remote start system. On Directed systems this is also a Black/White wire.

Dark Blue (-) Status Input: This wire needs to see ground during remote start. It should be connected to the status output wire of the remote start. On Directed systems this wire is also blue. This wire can NOT see a constant ground. If it does the unit will not output a negative signal on the neutral safety wire. Also when this occurs the LED will not go out indicating the system did not set up properly.

Lt. Blue (-) Shutdown Input: This wire is optional. It can be used when installing additional sensors on an alarm system like shock or proximity. The negative output from the sensor can be connected to this sensor so if the alarm goes off it will reset the module and the vehicle will not remote start.

Gray (-) Handbrake Input: Follow the relay diagram above. This wire not only acts as the handbrake input but as the brake input as well. This way when a key takeover is performed the module knows to reset when the brake is hit during that process. The negative handbrake wire is connected through the normally closed contacts of the relay.

Yellow (+) Ignition Input: This wire needs to see true ignition. True ignition is a wire that shows 12V will the key in the on position, holds it through crank, and maintains 12V when the key cylinder returns to the on position. Do NOT connect to the yellow ignition output on a remote start system. That wire does not show 12V during remote start and the module will not allow for the vehicle to remote start.

Red (+) 12V Fused Input: Connect to the positive battery terminal or another constant 12V supply.

Black (-) Ground Input: Connect this to a clean paint free metal location. Under dash bracing and steering columns are not proper ground points. Use either the kick panel or fire wall and scrape off the paint at the connection point.

2 Pin Harness Purple and Black Wires: Clutch type and polarity needs to be determined.

Negative Clutch System: One wire at the clutch switch will show a constant ground. The other wire goes to ground when the clutch is pressed. Wire the Purple to the constant wire and Black to the switched wire.

Positive Clutch System: One wire at the clutch will show (+) 12V constant. The other goes to 12V when the switch is pressed (some vehicles require the ignition to be on). Wire the Purple to the constant wire and Black to the switched wire.

Direct Feed Clutch System: One wire will show 12V when the key is turned to the start position. The other wire will show 12V when the key is in the start position and the clutch is pressed. Basically all the clutch is doing is breaking the starter wire. Wire the Purple to the key side and Black to the solenoid side.

Normally Closed Clutch System: In this type of system when the clutch is pressed it goes to an open circuit. A relay is required to break the wire at the clutch. This is activated by the 689M output. It is a must to break the clutch wire using the 689M output. This is probably the least common type of clutch system.

How to set up ready-mode:

1. Start the engine
2. Engage the emergency brake
3. The LED will illuminate solid
4. Put the transmission in neutral
5. Release the clutch pedal
6. Do not press the brake pedal
7. With all the doors closed, remote start the vehicle (with the engine still running)
8. The parking lights will illuminate or flash indicating the remote start is active
9. Remove the key from the ignition
10. Get out and shut all the doors (doors must be open at least 3 seconds)
11. The LED will turn off
12. The 689M is now set up and the vehicle can be remote started (as many times as the user wants until the 689M sees door trigger, foot brake, optional sensor, or emergency brake any time after it has been set up).

*******IMPORTANT NOTE*******

Do NOT use the 689M on remote start products that do not have a neutral safety input. This includes, but is not limited to all Designtech and Boa systems. These systems can start regardless of whether or not the installer is using the neutral safety output on the 689M.

Troubleshooting:

When putting the module in remote start ready-mode the LED does not go out. The status wire has a constant ground. Was status used for more than one thing? If so make sure everything is diode isolated. The diode is necessary if you are using the same status output for the module as the relay wiring.

The module sets up fine but the vehicle doesn't remote start. Be sure the unit sees a true ignition input. If you used the yellow ignition output from the remote start the module won't allow the vehicle to remote start. Be sure the tach wire is connected to a proper source. If tach issues occur (sometimes on Hondas) use a separate tach source from the remote start. Example, use a fuel injector wire for the remote start tach and use the listed tach wire for the 689M. Also be sure the clutch type and polarity is correct. The module will cancel the remote start ready-mode if it sees door trigger, foot brake, optional sensor, or emergency brake any time after it has been set up.

Installation Tip!!! The 689M has an output for a LED. A red LED could be used with the module so the customer knows that it is set up properly and then a blue LED could be used for the security/remote start system.