

# IMPORTANT

## READ THIS BEFORE INSTALLING THE FAI-8200 UNIT

**Read all supplemental instructions to prevent permanent damage your control unit.**

Please read all the pages attached to these supplemental instructions.

**Be EXTREMELY CAREFUL when connecting both the YELLOW starter kill wire and the GRAY Accessory/Ignition wire. THOSE WIRES HAVE (-) NEGATIVE OUTPUTS.** If you connect them to a positive wire, you will burn a chip inside the control unit. Both the starter kill and Ignition II wires need to be connected to a (-) negative terminal (#85) on a relay.

If you burn a chip inside the FAI-8200 control unit, we offer the replacement chips at [www.shieldtechsecurity.com](http://www.shieldtechsecurity.com)

1. DO NOT START INSTALLING THE ALARM UNIT UNTIL YOU HAVE READ AND UNDERSTAND THE INSTRUCTIONS.
2. ENSURE THE INSTALLER DOES NOT START AND THEN LOOK OVER THE INSTRUCTIONS, AS THIS CAN LEAD TO THE INSTALLER NOT BEING PREPARED AND RESULTING IN MAJOR PROBLEMS. (Ex. Burning a Chip inside the Control Unit.)
3. WE DO NOT OFFER TECH SUPPORT BY PHONE, AS WE ARE ONLY SELLING YOU THE ALARM. THAT IS WHY THE INSTALLER SHOULD BE FAMILIAR WITH THE INSTALLATION DIAGRAM BEFORE ATTEMPTING THE INSTALLATION.
4. HOWEVER, IF YOU DO GET STUCK ON AN INSTALLATION, DON'T FEEL THAT YOU CAN NOT CONTACT US. WE WILL HELP YOU WITH TECHNICAL PROBLEMS TO THE BEST OF OUR ABILITIES. PLEASE ONLY EMAIL US ONCE YOU HAVE CHECKED OUR SUPPORT PAGE AT [www.shieldtechsecurity.com/support](http://www.shieldtechsecurity.com/support). TECHNICAL SUPPORT EMAILS NEED TO BE ADDRESSED TO [support@shieldtechsecurity.com](mailto:support@shieldtechsecurity.com). WE MAY SCHEDULE A TIME TO REACH YOU BY PHONE TO RESOLVE ANY ISSUES.
5. IF YOUR INSTALLER HAS INSTALLED THE ALARM CORRECTLY TO THE BEST OF HIS KNOWLEDGE AND THE SYSTEM SEEMS TO BE DEFECTIVE, REMOVE ONLY THE CONTROL UNIT AND EMAIL OUR COMPANY. IF THE UNIT IS DEFECTIVE, WE WILL GLADLY REPLACE THE CONTROL UNIT WITH A BRAND-NEW UNIT. DO NOT HAVE THE INSTALLER REMOVE THE WIRING OR OTHER COMPONENTS, AS THAT IS NOT NECESSARY. A REPLACEMENT OF THE FAULTY UNIT WILL BE GRANTED ONCE OUR COMPANY HAS DETERMINED THE UNIT TO BE COVERED UNDER OUR WARRANTY.
6. IF THE UNIT IS SENT BACK TO US AND WE FIND THE UNIT TO HAVE A PROBLEM THAT WAS CAUSED BY THE INSTALLER, YOU WILL BE CHARGED A SHIPPING FEE TO RETURN THE UNIT TO YOU. WE WILL ALSO GIVE YOU OPTIONS TO HAVE THE UNIT REPAIRED OR REPLACED AT A DISCOUNTED PRICE. (USUALLY BETWEEN \$5 TO \$20).

7. **WIRING DIAGRAMS:** **DOWNLOAD SELF-HELP GUIDES & A VEHICLE WIRING DIAGRAM AT** [www.shieldtechsecurity.com/diagrams](http://www.shieldtechsecurity.com/diagrams)

Express Service Code may be required.

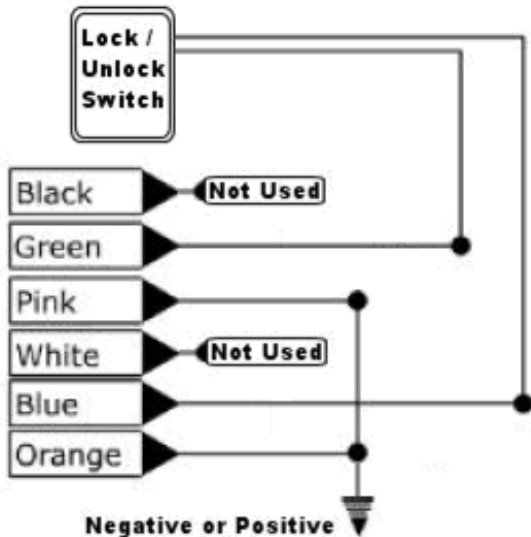
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## Technical Support & Commonly Asked Questions

Please visit: [www.shieldtechsecurity.com/support](http://www.shieldtechsecurity.com/support)

# Door Lock Supplemental Instructions

There are five common methods used to connect your vehicle's power door locks to the FAI Control Units. This is the easiest and most common method used by installers. If this method does not work for you, please refer to the door lock diagrams in your Product Manual.



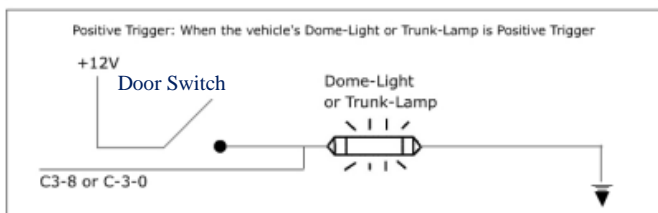
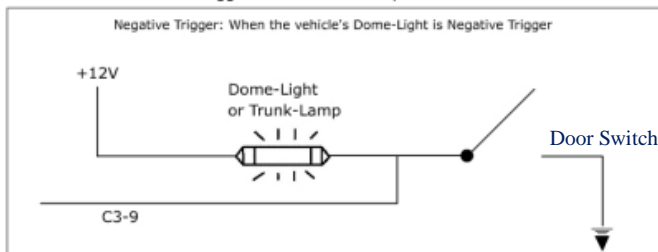
## Door Lock Method #1 (Most Common Method)

Looking at the control unit's door lock harness, you can disregard the Black and White wires as they are not used. You will need to determine if your vehicle uses negative or positive triggers on the electronic lock/unlock switch inside your vehicle. Once you have determined if your vehicle uses a negative or positive trigger to lock and unlock your vehicle, connect the Pink and Orange wires to that same polarity. Connect the GREEN wire to the lock trigger wire on your door lock switch. Connect the BLUE wire to the unlock trigger wire on your door lock switch.

Your vehicle should have 3 wires going to the lock/unlock switch. [Lock, Unlock, and a ground(-) or 12v(+) Constant.]

If your vehicle has more than 3 wires, reference your manual for other connection methods.

Connect the Door-trigger wire to Dome-light or Trunk-trigger wire to Trunk-lamp as follows:



## Door Switch Trigger Wire

The alarm's "Door Trigger Input" wire is used to determine when your vehicle's doors are opened. Determine if your vehicle uses a negative or positive dome light trigger and connect it to the appropriate wire on the alarm's control unit. (You will only use one of the trigger wires.) This will allow the alarm to monitor all of your vehicle's doors without installing any door pin switches.

### **Negative Dome Light Trigger**

Use the alarm's Green(-) door trigger input wire if your vehicle's dome light trigger becomes negative (-) when a door is opened.

### **Positive Dome Light Trigger**

Use the alarm's Violet(+) door trigger input wire if your vehicle's dome light trigger becomes positive (+) when a door is opened.

## HAND BRAKE / BRAKE PEDAL INSTRUCTIONS

### FOR AUTOMATIC TRANSMISSIONS

Connect the BLACK/RED wire from the alarm unit to the negative or positive on the brake wire that becomes positive when the brake pedal is pushed down.

\*NOTE: The alarm accepts both positive and negative feeds so it does not matter which your vehicle uses.

\*DO NOT GROUND OUT THE BRAKE PEDAL WIRE AS INDICATED IN THE MANUAL. That method does not allow the remote start to turn off when the brake pedal is pressed. It will only allow it to be tuned off by the remote or when the remote start time expires. By connecting the wire to the brake pedal, the remote start will disengage when you start driving your vehicle.

### FOR MANUAL TRANSMISSIONS

Connect the BLACK/RED wire from the Alarm's Control Unit to the negative or positive parking brake wire.

# Ignition II Wire

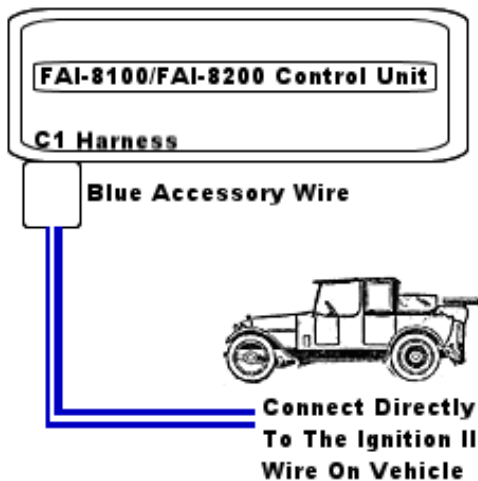
**If you do not read the paragraphs below you may blow/demolish your control unit.**

**For Models FAI-8000+, FAI-8100, FAI-8200**

\* Some vehicles require “extra” ignitions to be powered when remote starting. These “extra” ignitions may be used in the vehicle to power important vehicle circuits such as Power-train Control Modules, Air Bags, Extra H.V.A.C. circuits, or other computer modules in the vehicle.

There are two common methods to connect your vehicle’s Ignition II wire to the FAI Control Unit’s Ignition II wire.

## Ignition II Wire - Use Blue/White Wire from Control Unit



This method will save approximately 30 minutes during the installation and will avoid an unnecessary wiring mess.

Since the accessory wire on your vehicle only operates your radio and other accessories, there is no need to connect the accessory wire to the remote start.

With this method, you will connect the BLUE/White (+) wire from the FAI Control Unit directly to your Ignition II (+) wire on your vehicle.

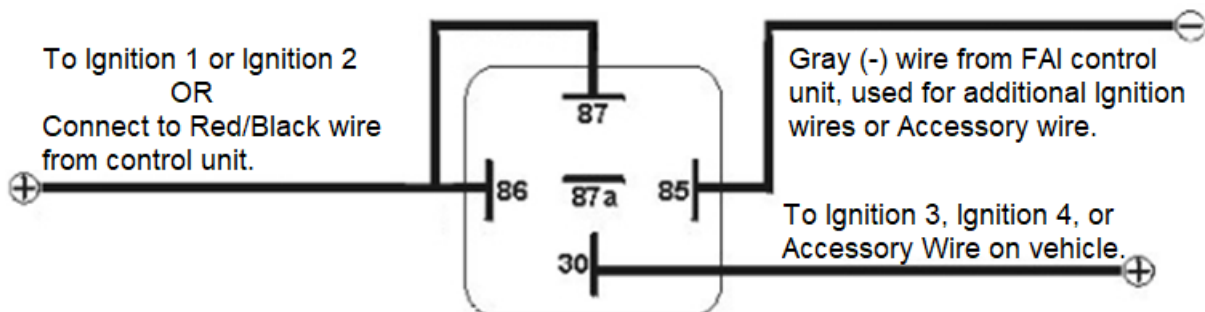
If you have an Ignition 3 or Ignition 4 wire, you will need to add a relay for the additional Ignitions.

## Ignition 3, Ignition 4, or Accessory Wires

Uses the GRAY (-) wire from the FAI control unit. The GRAY (-) wire needs to be connected to a negative terminal on a relay (#85.) Connect terminal #30 of the relay to the additional Ignition #3, or Ignition #4, or Accessory wire on your vehicle. Connect Terminal #87 and Terminal #86 to your Ignition #2 wire on your vehicle.

If you have more than one additional (Ignition 3, Ignition 4, or Accessory) wire, you will need to add a relay for each of the circuits.

**IMPORTANT – Make sure to change the wire in PIN #87a to PIN #87 on the relay socket for the Ignition 2 Relay.**



# Immobilizer Bypass (Chip in the Key) Requirement for Remote Start (PATS, VATS, & Other OEM Security)

Depending on the make, model, and year vehicle, you may be required to install an immobilizer bypass to use the remote start feature. The Immobilizer Bypass will bypass the vehicle's security only during the remote start, leaving the OEM security in tact when the remote start is not activated.

**Purchase an Immobilizer Bypass at [www.shieldtechsecurity.com](http://www.shieldtechsecurity.com)**



We offer Immobilizer Bypass units for most vehicles that have a PATS (Chip in the key) at [www.shieldtechsecurity.com](http://www.shieldtechsecurity.com). This kit utilizes a spare key (or just the plastic handle part of the key) which is locked in a box and secured in the dashboard of the vehicle. We also have a limited number of Passlock Immobilizers.

There are also other Immobilizer Bypass units that can be purchased by other companies that do not require a spare key. They do this by learning the coding of your key and then storing it electronically. These immobilizer bypass kits can be purchased from online marketplaces such as [www.ebay.com](http://www.ebay.com) or [www.amazon.com](http://www.amazon.com).

## Alternative Method for PATS KEY Immobilizer Bypass using a Relay & Spare Key

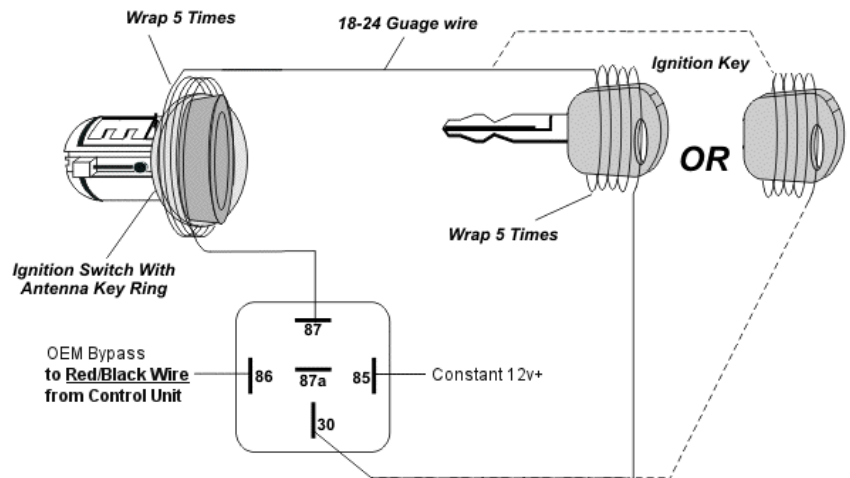
-When installing a PATS KEY or Passlock Interface System, you do not need to install the Start Kill feature. When the alarm is activated (armed mode,) the PATS KEY or Passlock Interface System will act as the Starter Kill.

-To use the remote start feature, you will need to install a relay to bypass the PATS KEY or Passlock Interface System. This will ONLY disable this security feature during the remote start.

-If your vehicle has a PATS Key, follow the diagram to the right.

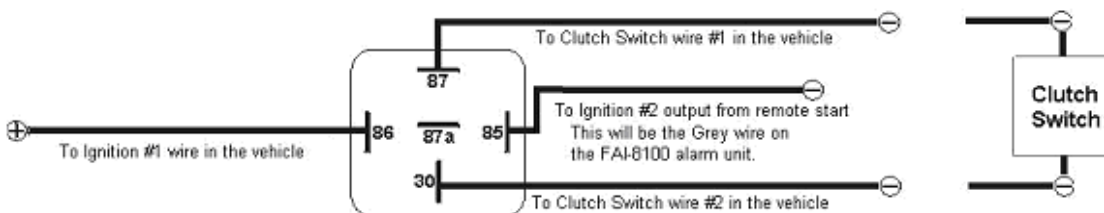
-If your vehicle has a Passlock Interface System, follow the directions that came with the wire diagram for your vehicle. (Diagram #233 or #337 or #338) If you need instructions for a Passlock Interface System, contact [support@shieldtechsecurity.com](mailto:support@shieldtechsecurity.com).

**-NOTE: You will use the relay from the Start Kill feature to install the PATS KEY Bypass System.** No additional relays are needed unless you are installing a Passlock Interface System which requires multiple relays.



## MANUAL VEHICLES ONLY

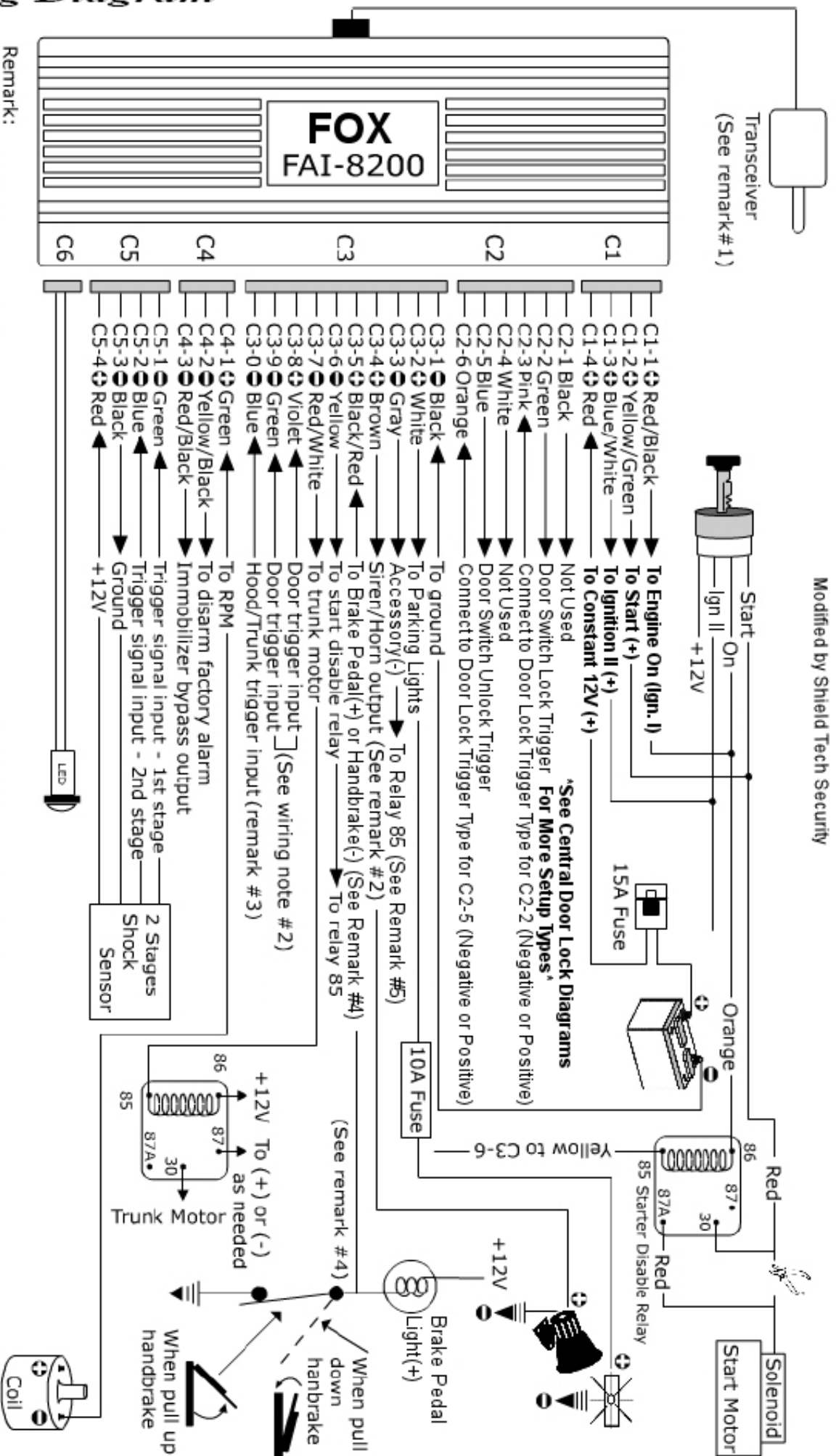
### To Bypass the Clutch During Remote Start Only



The Clutch Switch is located behind the clutch pedal. There will be 2 wires on that switch. Connect one of the wires to #87 on the relay and the other wire to #30 on the relay. NOTE: It does not matter if the clutch switch works on a negative or positive polarity as long as both #87 and #30 on the relay are the same.

# FAI-8200 2-Way Paging Alarm Wiring Diagram

Modified by Shield Tech Security



- Remark:
- #1: Please get the transceiver away from any metal parts and also the shock sensor when installation
  - #2: If connect to horn, please add one relay
  - #3: Connect C3-0 to trunk lamp and hood parallel. Using a pin-switch for hood trigger.
  - #4: Connect C3-5 to Brake Pedal Wire(+) if Automatic Trans. -- Connect to Ground(-) on Hand Brake if Manual Trans.
  - #5: If your vehicle has an Accessory Wire that operates your engine or A/C, this wire must be connected to Relay #85(-)

Wiring Note #2  
Connect to Trigger Wire  
For Dome Light Supervision