



VSS Vehicle Specific System Installation Guide

System: Code Alarm CA-630

Vehicle: DEMO

REQUIRES ADDITIONAL BYPASS/INTERFACE KIT: NONE

ORDER ID: 14506

Tech Support: 1-586-203-8595

Mon-Fri: 9am-6pm, Sat: 9am-4pm & 10am-2pm, Sun. EST.

Tech Support by Email is available 24/7 at techsupport@AutoAlarmPro.com

It is the sole responsibility of the installer to check and verify any circuit before connecting to it. Only a computer safe test probe (included) or digital multi-meter should be used. Installation of any product purchased from AutoAlarmPro.com requires individual accountability, competence, adequate skills and suitable abilities. AutoAlarmPro.com assumes no liability or responsibility whatsoever resulting from any type of installation, whether performed properly, improperly, private or professionally. It is the sole responsibility of the purchaser to meet and accept the requirements necessary for the products proper application and the liabilities involved. If ANY of the following steps in this manual are found to be problematic, STOP the installation and using the **ORDER ID** and the **STEP NUMBER** in question, call our tech support line at: 1-586-203-8595 OR Email: techsupport@autoalarmpro.com

BEFORE INSTALLATION:

- READ THE SYSTEMS OWNERS/OPERATORS MANUAL TO FAMILIAR YOURSELF WITH HOW THE SYSTEM OPERATES. VIEWING THE SUPPLIED DVD FOR INSTALLATION TIPS AND TOOLS REQUIRED IS ALSO RECOMMENDED.
- **FOR STANDARD INSTALLATION & OPERATION OF YOUR SYSTEM INTO YOUR SPECIFIC VEHICLE,** YOU MUST FOLLOW THIS STEP-BY-STEP SYSTEM-2-VEHICLE INSTALLATION INSTRUCTIONS CORRECTLY IN ORDER. DEVIATING FROM THE CONNECTIONS IN THERE PROPER ORDER CAN CAUSE PRE-PROGRAMMED FUNCTION LOSS AND CAUSE THE SYSTEM NOT TO FUNCTION PROPERLY.
- INSTALL ALL SYSTEM COMPONENTS CLEAR OF THE BRAKE, GAS PEDAL OR STEERING COLUMN THAT COULD INHIBIT THE MOVEMENT OF THESE CONTROLS.
- MOST VEHICLES HAVE SRS AIR BAG SYSTEMS. USE EXTREME CARE AND DO NOT PROBE ANY WIRES OF THE SRS SYSTEM. THESE WIRES WILL ALMOST ALWAYS BE LOCATED INSIDE A BRIGHT YELLOW TUBE OR TAPE NEAR THE STEERING COLUMN. SEE EXAMPLE PICTURES BELOW.



- CHECK BEHIND PANELS BEFORE DRILLING ANY HOLES TO ENSURE THAT NO WIRING OR OTHER COMPONENTS BEHIND THE PANEL COULD BE DAMAGED.
- DO NOT MOUNT THE SYSTEMS CONTROL MODULE UNTIL ALL THE CONNECTIONS HAVE BEEN MADE AND THE INSTALLATION IS COMPLETE AND WORKING PROPERLY.
- APPLY THE SUPPLIED "VEHICLE EQUIPPED WITH A REMOTE STARTER" WARNING LABEL IN A VISABLE AREA UNDER THE VEHICLES HOOD.

BEFORE INSTALLATION CONTINUED:

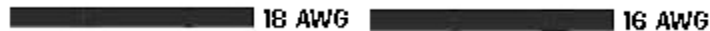
- Unlock all the vehicles doors and roll down the drivers' window to prevent the possibility of locking the keys in the vehicle during installation.
- Before any connections are made to the vehicle, there are some panels that need to be removed in the vehicle in order to gain access to the wiring in the vehicle. The two most common panels are the drivers' side LOWER DASH PANEL. This panel is the one that's below the steering column, across from your knees when you are sitting in the drivers seat. NOTE: On some vehicle's you may find another panel that is necessary to remove that's below the lower dash panel, above the gas & brake pedals. If applicable, remove this panel also. The 2nd most commonly found panel that may need to be removed is the drivers' side LEFT KICK-PANEL. This panel is located near the door jam, on the left, below the dash. On the majority of cars & trucks it's the panel that's to the left of the emergency brake pedal. Carefully remove these panels and set aside for the duration of the installation.
- Disconnecting the vehicles battery is not required nor recommended.
- The supplied **YELLOW, BLUE & RED T-tap** connectors are provided for making connections from the system to the vehicles' wiring.

It is vital that you use the right size T-tap on the corresponding sized wire to assure a good connection!

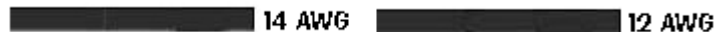
- The **DARK RED** colored T-Taps are for tapping into 22-20 AWG (American Wire Gauge) sized wires found in most vehicles. These are commonly some of the thinnest wires found in a vehicle. EXAMPLE: Most door lock wires, parking and door trigger wires.



- The **BLUE** colored T-Taps are for tapping into 18-16 AWG sized wires found in a vehicle.



- The **YELLOW** colored T-Taps are for tapping into 14-12 AWG sized wires found in a vehicle. Example: Most wiring found in a vehicles ignition harness.



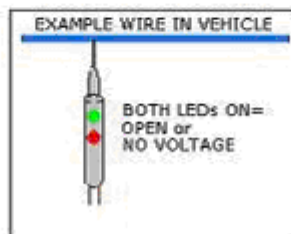
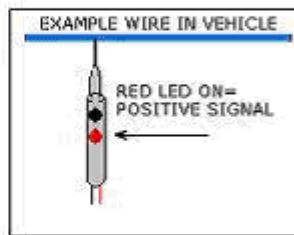
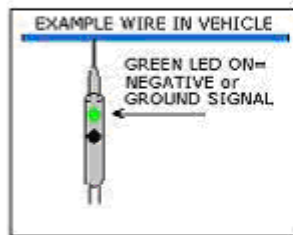
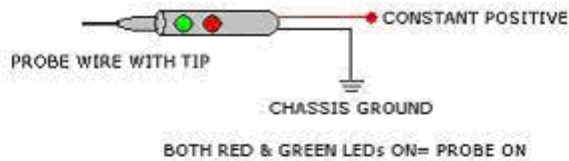
- Some wiring found in a small amount of vehicles can be of an even thicker gage (10AWG) that will cause difficulty attaching a yellow T-tap to. When this condition exist, a small amount of the target wires insulation must be removed before attaching the T-tap.
- If **ANY** of the following steps are found to be problematic in this manual, **STOP** the installation and using your **ORDER ID** and the **STEP NUMBER** in question, call our tech support line at: **1-586-203-8595** OR **Email:** techsupport@autoalarmpro.com with your question.

Step 0. CONNECTING & USING THE SUPPLIED TEST PROBE:

Connect the appropriate sized **T-TAP** to the vehicles **CONSTANT IGNITION POWER** wire. Our resources indicate that the **CONSTANT IGNITION POWER** wire in the specific vehicle is **WHITE w/RED TRACE** and located in the ignitions wiring harness. To verify a constant ignition power wire, clip the probes black lead to a chassis ground source. Poke the end of the probe into the wire suspected to be the ignitions constant power wire. If the wire is a constant power wire, the RED LED on the probe will light up as soon as the wire is probed and will stay lit no matter what position the ignition is put in using a key.

TECH NOTE: Removing the steering column cover that's right behind the steering wheel can provide a visual confirmation of the vehicles ignition switch wiring harness. A vehicles ignition harness is commonly found on the left, lower left or bottom center, of the steering column. Make the necessary connections to the ignitions wiring harness outside or away from where the connections would be under the steering column cover. Excessive connections made under where the steering column cover will be, might cause difficulty in re-installing the steering column due to not enough clearance.

Plug the wire with the insulated **MALE SPADE** connector from the supplied test light into the t-tap you just applied to the vehicles constant ignition power wire. Connect the wire from the test-light with the **BLACK** alligator-clip to a **CHASSIS GROUND** (commonly a bolt found along the steering column or a metal support bracket mounted to the vehicles body under the dash). **BOTH** the **GREEN & RED LED's** in the probes handle should now be lit if you have a constant power source and a good chassis ground. Your test-probe is now ON and ready to be used following the instructions supplied in each of the proceeding installation steps. Remember: Both the RED & BLACK leads of the test probe MUST be connected when testing wiring in a vehicle.



Step 1. CA-630 CONSTANT GROUND INPUTS:

Before making **ANY** connections to the vehicle from the system, connect the corresponding wires' harness plug into the systems module.

The **BLACK & BLACK w/WHITE TRACE** wires from the system with an "eye" ring connector crimped to the end of them are connected to a **CHASSIS/BODY GROUND** using the supplied ¼" self-tapping screws.

TECH TIP: Commonly grounded to the body of the vehicle behind or above the driver side left kick panel cover OR to a metal bracket under the dash that is directly mounted to the vehicles body. "Self-Tapping" screws are screws that do not need a "pilot hole" drilled first to set the screw. They will drill their hole automatically when applied using a high-speed cordless or electric power drill equipped with a Phillips bit. Be careful not to over tighten!

MUST VERIFY A GOOD GROUND IN VEHICLE: Using the supplied test probe, a good ground source will light **ONLY** the **GREEN LED** (meaning a **NEGATIVE** or **GROUND SOURCE**) in the test light handle no matter what position the ignition is in.

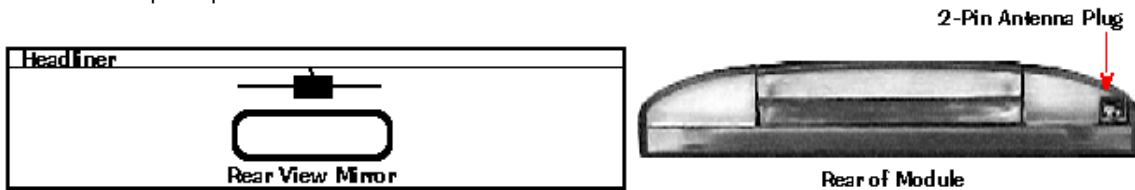
NEVER TAP INTO OR SHARE AN EXISTING GROUND SOURCE THAT'S FOUND IN THE VEHICLE.

IMPORTANT NOTE! NEVER DISCONNECT THE GROUND WIRE FROM THE SYSTEM AWAY FROM GROUND AFTER THIS POINT, **UNLESS** THE POWER INPUT WIRES TO THE SYSTEM ARE DISCONNECTED FIRST! OR YOU MAY ERASE THE PRE-PROGRAMMING MADE TO THE SYSTEM WHICH WILL PREVENT THE SYSTEM FROM WORKING PROPERLY.

Step 2. CA-630 ANTENNA PLACEMENT:

For optimal operating range, the antenna from the system is mounted on the inside of the windshield, behind the rear view mirror. Clean the area of glass behind the rear view mirror and mount the antenna using the supplied 2-way tape located on the back of the antenna. Run the antenna lead to the left, across & tucked behind the vehicles headliner. Continue running the antenna lead down and behind the vehicles A-pillar panel to the driver side under-dash. Be careful not to pinch the antenna lead under any panels Plug antenna into the small black 2-pin plug, on the opposite side of the main harnesses, on the module.

TECH TIP: Mounting considerations must be made on some newer vehicles with metal-shielded glass and/or built-in antennas. These type of windshields can inhibit the systems RF reception if the systems antenna is mounted directly over these areas of the windshield. If this condition exists, mount antenna on the windshield, as far as possible from any metallic material found on the glass. Example: Under or on the driver side A-pillar panel cover.



Step 3. CA-630 MAIN IGNITION INPUT/OUTPUT (+):

The **PINK** wire from the system is connected to the vehicles **MAIN IGNITION** wire. Our resources indicate that the vehicles' MAIN IGNITION wire is **BLACK w/WHITE TRACE** located in the vehicles IGNITION SWITCH HARNESS.

MUST VERIFY IGNITION WIRE IN VEHICLE: Using the supplied test probe, this wire will light the **RED LED** in the handle of the test probe (meaning a **POSITIVE** polarity) **ONLY** when the ignition is in the **ON** and **CRANK/START** position.

Step 4. CA-630 2ND IGNITION OUTPUT (+):

The **PINK w/WHITE TRACE** wire from the system is connected to the vehicles **2ND IGNITION** wire. Our resources indicate that the vehicles' 2ND IGNITION wire is **BLUE** located in the vehicles IGNITION SWITCH HARNESS. Note: This wire may not be found on all models and even if it is found may not be needed to connect to on all vehicles. This wire is only connected to if after the installation is complete, and the vehicle is running by the remote starter, the heater or AC doesn't work properly.

MUST VERIFY 2ND IGNITION WIRE IN VEHICLE: Using the supplied test probe, this wire will light the **RED LED** in the handle of the test probe (meaning a **POSITIVE** polarity) when the ignition is in the **ON** position and in some vehicles, also in the **CRANK/START** position, but the main concern is that this wire shows power when the ignition is turned ON, it doesn't have to show power during crank, but if it does this is correct also.

Step 5. CA-630 MAIN ACCESSORY OUTPUT (+):

The **ORANGE** wire from the system is connected to the vehicles **MAIN ACCESSORY** wire. Our resources indicate that the vehicles' MAIN ACCESSORY wire is **BLACK w/PINK TRACE** located in the vehicles IGNITION SWITCH HARNESS.

MUST VERIFY ACCESSORY WIRE IN VEHICLE: Using the supplied test probe, this wire will light the **RED LED** (meaning a **POSITIVE** polarity) when the ignition is in the **ON** position and not during starting/crank.

Step 6. CA-630 STARTER 1 OUTPUT (+)/ANTI-GRIND CIRCUIT:

The **PURPLE & PURPLE w/RED TRACE** wires (with yellow barrel connectors crimped to the ends) wires from the system are connected to the vehicles **STARTER** wire. Our resources indicate that the vehicles starter wire is **BLACK w/YELLOW TRACE** and located in the IGNITION SWITCH HARNESS.

THIS WIRE MUST BE CUT IN HALF. The cut end of the vehicles starter wire, that is running down from the vehicles ignition cylinder is connected to the systems **PURPLE w/RED TRACE** wire. The other cut end of the starter wire that is running out to the vehicles starter is connected to the other **PURPLE** wire.

MUST VERIFY STARTER WIRE IN VEHICLE: Using the supplied test probe, this wire will light the **RED LED** in the handle of the test-probe (meaning a **POSITIVE** polarity) **ONLY** when the ignition is in the **CRANK/START** position.

Step 7. CA-630 STARTER 2 OUTPUT (+):

The **BROWN** wire from the system is connected to the vehicles 2nd **STARTER** wire. Our resources indicate that the vehicles starter wire is **BLACK w/BLUE TRACE** and located in the IGNITION SWITCH HARNESS.

MUST VERIFY STARTER WIRE IN VEHICLE: Using the supplied test probe, this wire will light the **RED LED** in the handle of the test-probe (meaning a **POSITIVE** polarity) **ONLY** when the ignition is in the **CRANK/START** position.

TECH TIP: This is the vehicles 2nd starter wire and MUST be connected to or the vehicle may not remote start under very cold engine conditions (aka Cold Start Wire).

Step 8. CA-630 PARKING LIGHTS OUTPUT (+):

The **WHITE** wire from the system is connected to the vehicles **PARKING LIGHTS** wire. Our resources indicate that the vehicles PARKING LIGHT wire is **RED w/BLUE TRACE** and found running down along the steering column OR in a connector above the fuse box OR behind the dimmer switch.

TECH TIP: This wire may be found as a RED w/GREEN TRACE on some models.

MUST VERIFY PARKING LIGHT WIRE IN VEHICLE: Using the supplied test probe, this wire will light the **RED LED** (meaning a **POSITIVE** polarity) **ONLY** when the parking lights switch is ON.

Step 9. CA-630 BRAKE LIGHT INPUT:

The **BROWN** wire from the system is connected to the vehicles **BRAKE LIGHTS** wire. Our resources indicate that the vehicles' BRAKE LIGHTS WIRE is **RED w/GREEN TRACE** and found at the brake light switch above the brake pedal.

MUST VERIFY BRAKE WIRE IN VEHICLE: Using the supplied test probe, this wire will light the **RED LED** (meaning a **POSITIVE** polarity) **ONLY** when the brake pedal is pressed.

Step 10. CA-630 HORN OUTPUT:

The **thin BLACK** wire from the system is connected to the vehicles **HORN** wire. Our resources indicate that the vehicles' HORN wire is **GREEN w/YELLOW TRACE** wire found running down along the steering column.

MUST VERIFY HORN WIRE IN VEHICLE: Using the supplied test probe, this wire will light the **GREEN LED** (meaning a **NEGATIVE** polarity) **ONLY** when the vehicles horn is activated.

TECH TIP: With most horn wires in vehicles, the wire will light just the RED LED as soon as the wire is probed (But not on all vehicles).

Step 11. CA-630 DOOR LOCK/UNLOCK OUTPUTS (-):

There are 2 wires from the system used for these connections.
1 GREEN (UNLOCK) wire and **1 BLUE (LOCK)** wire.

The **BLUE** wire from the system is connected to the vehicles LOCK wire. Our resources indicate that the vehicles LOCK wire is **GRAY (May have silver dots on it also)** and found in a wiring harness behind the driver side left kick-panel OR at the vehicles door lock control module found to the right of the steering column.

MUST VERIFY LOCK SWITCH WIRE IN VEHICLE: Using the supplied test probe, this wire will momentarily light the **GREEN LED** (meaning a **NEGATIVE** polarity) when the drivers door power door lock switch is activated.

The **GREEN** wire from the system is connected to the vehicles UNLOCK wire. Our resources indicate that the vehicles UNLOCK wire is **PURPLE (May have silver dots on it also)** and found in a wiring harness behind the driver side left kick-panel OR at the vehicles door lock control module found to the right of the steering column.

MUST VERIFY UNLOCK SWITCH WIRE IN VEHICLE: Using the supplied test probe, this wire will momentarily light the **GREEN LED** (meaning a **NEGATIVE** polarity) when the drivers door power door unlock switch is activated.

Step 12. CA-630 DOOR TRIGGER INPUT (-)/ILLUMINATED ENTRY OUTPUT (-):

The **GREEN w/PURPLE TRACE & BLACK w/WHITE TRACE** wires from the system are connected to the vehicles **DOOR TRIGGER/DOME LIGHT** wire. Our resources indicate that the vehicles' DOOR TRIGGER wire is **RED w/WHITE TRACE** and found in a wiring harness behind the driver side left kick-panel.

MUST VERIFY OPEN DOOR WIRES IN VEHICLE: Using the supplied test probe, these wire will light the **GREEN LED** (meaning a **NEGATIVE** polarity) when the drivers door is open and a RED LED (or BOTH LED's) with the doors closed and interior lights OFF.

Step 13. CA-630 SYSTEM STATUS LED:

Check behind any panels BEFORE drilling any holes to confirm rear clearance of any vehicle wiring or components. Locate a visible section of the dash with a 1" clearance behind the location (preferably to the left of the steering column/wheel). Drill a 9/32" hole and route & snap the LED into place. Connect the wires from the LED to the corresponding wires (Red & Black twisted pair) from the module.

Step 14. CA-630 EMERGENCY OVERRIDE/PROGRAMMING SWITCH:

Check behind any panels BEFORE drilling to confirm rear clearance of any vehicle wiring or components. Commonly mounted on driver side left kick panel. Drill a 9/32" hole in panel and mount switch using the mounting nut that is provided on the switch OR if you prefer not to drill a hole in a panel, you can hide the switch under the dash somewhere by zip-tying it to a existing wiring harness, or tucking it behind carpeting or a panel. Just make sure you can access it without having to take the dash down. This button is used for programming replacement remotes, changing system settings and bypassing the system if the remotes are lost or damaged.

TECH TIP: The included PUSH BUTTON switch is used & provided for troubleshooting & programming purposes. It is also used for "bypassing" the system in case of system failure or remote damage (consult manufactures manual for details). Use only when directed by an autoalarmpro.com technician.

Step 15. CA-630 CONSTANT POWER INPUTS:

The **2 RED** wires from the system (with male spade connectors crimped to the ends of them) are connected to the vehicles constant ignition power. Our resources indicate that your vehicles' constant power wires are **WHITE w/RED TRACE** wires located in the vehicles IGNITION SWITCH HARNESS OR RED w/ORANGE TRACE may be found at the bottom of the fuse box.

TECH TIP: You can connect more than 1 RED wire from the system to just one constant power wire if only one constant power wire is found in the ignition harness. The system may trigger anytime after these connections are made. Just press unlock on one of the remotes to turn OFF and stabilize the system to continue with the installation.

MUST VERIFY CONSTANT POWER WIRE(S) IN VEHICLE: Using the supplied test probe, this wire will light **ONLY** the **RED** LED (meaning a **POSITIVE** voltage) as soon as the wire is probed and **AT ALL TIMES** no matter what position the ignition is in, with or without the key in the ignition.

IMPORTANT SYSTEM NOTE: The Code Alarm CA-630 system has a ANTI-THEFT/ANTI-GRIND circuit built into it that will automatically set 3 minutes after the ignition is turned OFF. If you ever go to start the vehicle with the key and receive a "no-crank" situation, just turn off the ignition and press the unlock button on the CA-630 remote to deactivate the ANTI-THEFT/ANTI-GRIND circuit, this will allow you to start the vehicle normally.

Step 16. CA-630 SYSTEM ACTIVATION:

Start vehicle 4X with a key, letting the vehicle run for at least 3 seconds each time.

Press & release the remotes BLUE button 1X slowly. Within 1-2 seconds after the release of the remotes button, the vehicles parking lights should flash indicating remote start activation. Within approx. 3 seconds the vehicle will start and the parking lights will come on solid indicating that the vehicle has started and is running via remote start.

To test shut down input's, depress the vehicles brake pedal. The remote starter system should shut down the vehicle.

VERY IMPORTANT NOTE: IF THE VEHICLE EVER FAILS TO REMOTE START ALWAYS PUSH AND RELEASE THE VEHICLES BRAKE PEDAL & PRESS THE UNLOCK BUTTON ON THE CA-630 REMOTE THEN IMMEDIATLEY START THE VEHICLE USING A KEY. THIS WILL "REFRESH" THE REMOTE START SYSTEM AND/OR THE VEHICLES ANTI-THEFT CIRCUIT FOR ANY NEEDED INSTALLATION ADJUSTMENTS.

Step 17. CA-630 OPEN HOOD DETECTION INPUT (OPTIONAL CONNECTION):

GRAY: Negative remote starter inhibit trigger input (Used for HOOD PIN SWITCH)

GENERAL INSTALLATION CONCEPT: The hood switch is mounted through any chassis body metal in a spot under the hood where, when the vehicles hood is closed, the inside hood of the vehicle will touch and push down the plunger of the pin switch enough to "open" the pin switch. Then, when the hood of the vehicle is opened, the pin switch plunger automatically springs UP and sends a chassis ground signal to the system through the gray wire which will prevent the vehicle from being remote started OR shuts down the remote starter system if its running via the remote starter when the hood is opened. **TECH NOTE:** If not installed properly, the pin switch may prevent the vehicle from remote starting normally or may not shut down the system or prevent the system from starting as intended. **Troubleshooting** the pin switch installation: If the system refuses to remote after hood pin switch is installed, disconnect the gray wire from the pin switch and confirm remote starting. If vehicle promptly remote starts, re-check pin switch installation.

Step 18. SYSTEM MODULE PLACEMENT:

Locate an area under the driver side dash, as high up as possible, that's away from heat ducts and moving parts, where the system module can be placed. Using the supplied "zip ties", zip-tie the module tightly against a factory wiring harness or under dash bracket. Also zip-tie any wiring routed from the module to other vehicle wiring to prevent loose falling wires.

Step 19. CA-630 INTERNAL SHOCK SENSOR ADJUSTMENTS:

TECH NOTE: How "steady" the systems module is mounted, directly affects the impact sensors adjustments/sensitivity. Do not adjust the sensors sensitivity until the systems module is firmly mounted under the dash and the system is completely installed and working properly.

Your CA-630 system has 2 shock/impact sensors built-in to the module. These sensors have 64 levels of sensitivity adjustment to obtain the desired sensitivity for your specific vehicle.

These sensors have been pre-set to a "medium" sensitivity for general installation. To test this pre-set setting to see if it is an adequate enough setting for your specific vehicle: with the vehicles driver side window rolled down and all the vehicles doors shut, arm the CA-630 system. After the CA-630 LED flashes 8x (1x per sec.) after arming, carefully "bounce" the side of your fist off the vehicles "B-pillar" to the right of the drivers door. If the system only "chirps" the siren without hitting the B-pillar too lightly, this setting should be fine for the "light-impact" "warn-away" setting. Next, reaching in through the open drivers window, and bounce the side of you fist off the steering wheel. This should fully set-off the systems alarm.

Following the procedure below to make any adjustments that may be desired:

Start with all the vehicles doors closed and the system disarmed.
Arm the system and wait 5 seconds, then disarm the system.

Open the drivers side door and enter the vehicle (make sure the vehicles dome light is on).
Turn the ignition fully ON (engine OFF).

Press & Hold the systems black programming/override button until 3 pulses from the siren or horn is heard (takes about 10-13 seconds) then release the button.

Press & release the black programming/override button again. 4 pulses from the siren or horn should be heard. YOU ARE NOW IN THE SHOCK SENSOR ADJUSTMENT MODE.

Press & release the RED button on one of the remotes (1 pulse from the siren or horn should be heard)
YOU ARE NOW IN THE "LIGHT TOUCH ADJUSTMENT" SETTING OF THE SYSTEM
While you are in the light touch adjustment mode, you can test the setting by applying vibration to the vehicle. The system will pulse the siren every time you apply vibration to the vehicle. Press the remotes LOCK button to turn UP the sensitivity a notch OR the UNLOCK button to turn it down.

When the desired setting is obtained press & release the remotes RED button again. YOU ARE NOW IN THE "FULL TRIGGER" HEAVY IMPACT SENSOR ADJUSTMENT MODE. Adjust the sensitivity using the same procedure as adjusting the light impact sensitivity.

When all the desired settings are obtained, turn off the vehicles ignition. The settings you just made will automatically be saved into the systems memory. For more details about changing the CA-630 parameters and all the changeable options available, see the supplied Code Alarm CA-630 OEM installation manual.

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