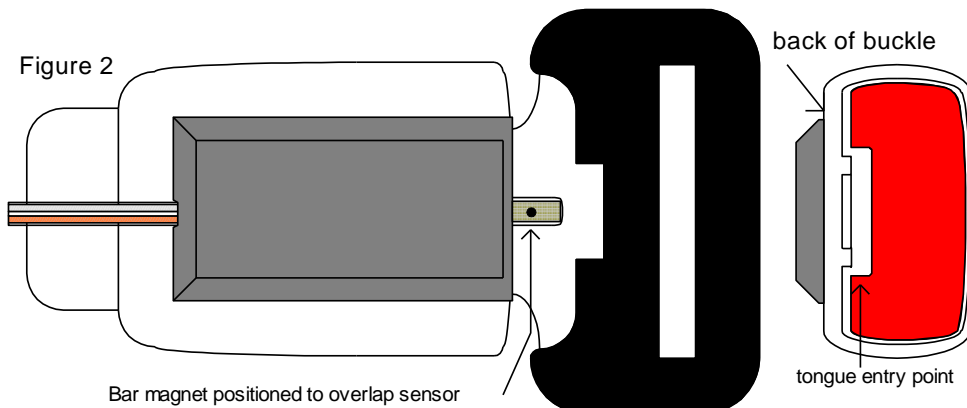
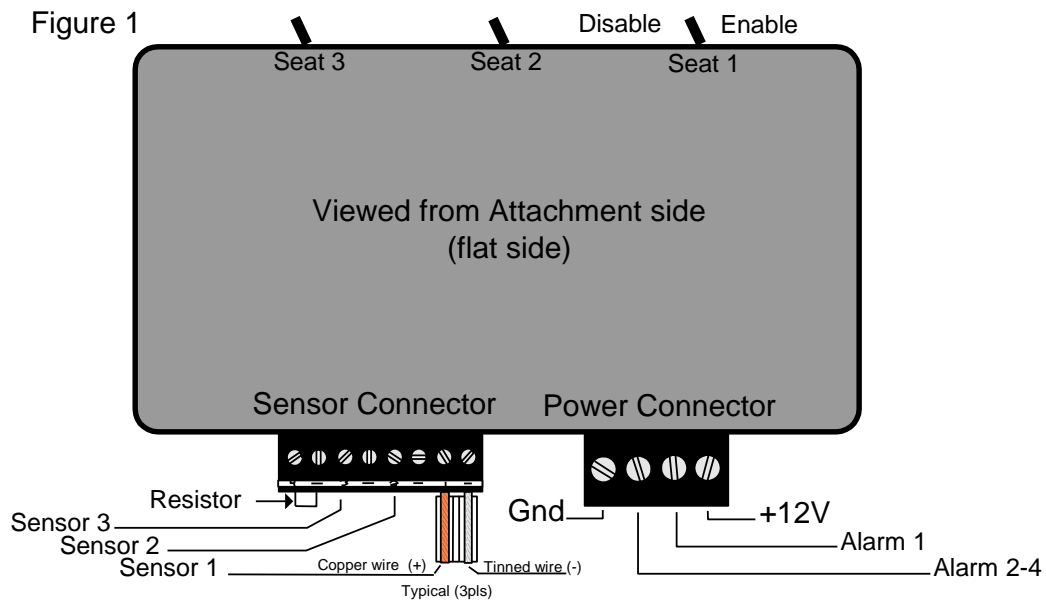




Installation Instructions for the Trooper Trap

Important! Please read all the installation instructions and operating instructions before actually installing the Trooper Trap. This will allow you to become familiar with the operation and the various components of the unit to help you avoid mistakes in the installation process. It is recommended that individual(s) with basic understanding of automotive electrical systems and wiring perform this installation.



Note

14 and 18 gauge wire is not provided in this kit. Other items not provided that may be required for installation are miscellaneous mounting hardware and ring terminals.

Note

Please note that the front seat sensor assembly is the shortest of the three provided in this kit.

1. Mount control unit anywhere inside the vehicle for easy access by the operator with velcro provided or other methods. Power connector (4 pos) and sensor connector (8 pos) can be removed from the control unit for the following steps. (See fig 1)
2. Connect a 14 gauge red wire from the (+) position on the power connector to a +12 volt power source and an 18 or 14 gauge black wire from power connector (-) to any good vehicle ground location. (See Fig 1)

Warning

The alarms you choose should not draw more than 7.5 amps each (otherwise, a high-current relay should be used to switch them).

Do not remove 2.32K ohm resistor installed in position 4 of Sensor Connector. Removal will cause a continuous alarm condition if switch 3 is enabled.

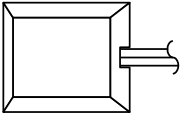
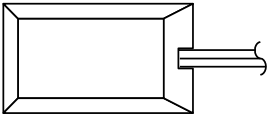


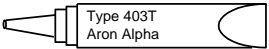
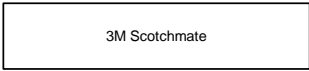
3. Connect the Alarm 1 terminal of the Trooper Trap to the first alarm (or its relay) using 14 or 18 gauge wire. (See Fig 1)
4. Connect the Alarm 2-4 terminal to the second alarm (or its relay) using 14 or 18 gauge wire. (See Fig 1)
5. Remove protective cover from PSA tape on sensors and attach each seat belt sensor to the back of its respective buckle (the side closest to where the tongue enters the buckle) as flush to the mating end of the buckle as possible. (See Fig 2) Route wires from sensors to control unit. It is recommended that wire be hidden under seats and carpet.

Warning

Verify proper operation of the unit and clean seat belt tongue before gluing the magnet into position.

6. Clean seat belt tongue with alcohol and position the magnet on the tongue for maximum overlap of the sensor, with the dot facing up as shown. (See Fig 2) After testing system for proper operation, mark position of magnet with a lead pencil. Remove magnet and apply a drop of adhesive on seat belt tongue using the mark as a guideline, carefully place magnet back into position and allow 1 minute to dry.

Refer to operating instructions for Trooper Trap operation.

	(1) Front sensor unit
	(2) Rear sensor unit
	(3) Bar magnet
	(1) Alcohol wipe
	(1) Adhesive Tube
	(1) 4" Velcro Strip
Trooper Trap Operating Instruction	(1)

Trooper Trap Operating Instructions

The Trooper Trap is an interior alarm system designed to be used with the vehicle's own horn or an after-market alarm system of the customer's choice. The control box is connected to a constant 12 volt source and ground.

Warning

The alarms you choose should not draw more than 7.5 amps each (otherwise, a high-current relay should be used to switch them).

Status for the seats 1-3 is indicated by the color of the corresponding enable switch on the control box:

No Light – The input is disabled – this sensor is not being monitored.

Amber – The sensor is enabled, but the corresponding belt had not yet been buckled.

Green – The sensor is enabled and buckled – this belt is being monitored.

Red – The belt has caused an alarm.

Alarm 1 output is connected to Seat 1.

Alarm 2-4 outputs are connected to seats 2 and 3.

Each alarm output is rated for up to 7.5 amps of continuous draw.

Current draw of the complete system is less than 1/10 amp unless an alarm is going off.

Three seat belts may be enabled individually by switches on the control box. They can be done whether the seat belt is buckled or not.

When the operator is ready to release someone, simply flip the switch for that person's seat to disable monitoring.

If someone unbuckles a seat belt while being monitored, the alarm for that belt goes off and the switch at the control box for that belt glows red. The alarm continues even if the passenger re-buckles their seat belt. The alarm may only be disabled by the operator flipping the switch for that belt.

Fail Safe

Fail safe circuitry causes an instant alarm if someone breaks the wire on a sensor that is being monitored, shorts that wire, or breaks the sensor loose from the buckle.