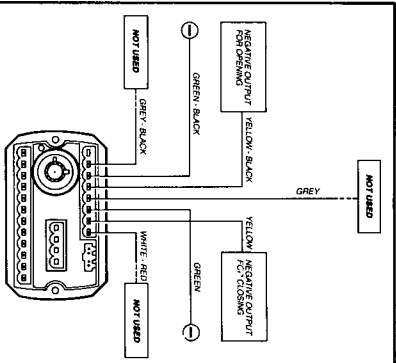


### Diagram A

Original Equipment Multi Point Centralised Door Locking Positive Pulse Operation.

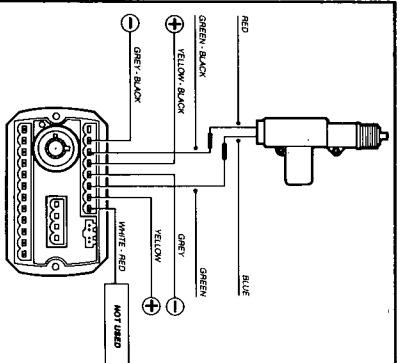
- **FITTING**
- Connect **green** and **green/black** to positive.
- Connect **yellow** and **yellow/black** to switch controlling the centralised door locks.
- **Grey, grey/black and white/red wires must NOT be used.**



### Diagram B

Original Equipment Multi Point Centralised Door Locking Negative Pulse Operation.

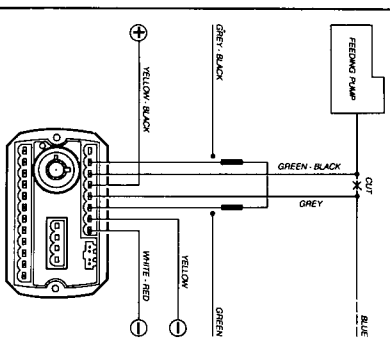
- **FITTING**
- Connect **green** and **green/black** to earth.
- Connect **yellow** and **yellow/black** to switch controlling the centralised door locks.
- **Grey, grey/black and white/red wires must NOT be used.**



### Diagram C

Original Equipment Single Point Centralised Door Locking

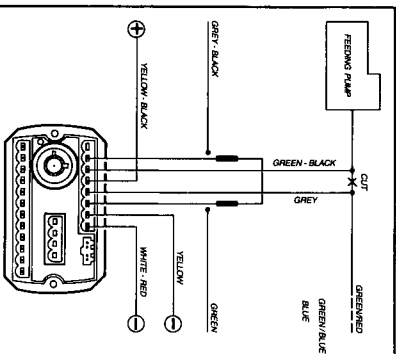
- **FITTING**
  - Connect **grey** and **grey/black** to earth.
  - Connect **yellow** and **yellow/black** to positive.
  - Connect **green** to the blue wire of the central locking motor 287.
  - Connect the **green/black** to the red wire of the central locking motor 287.
- This procedure may be followed on vehicles with original equipment centralised door locking which was designed only to be activated by the Driver's door lock. Remote activation requires mounting a motor in the driver's door.  
**The white/red wire must NOT be used.**



### Diagram D

MERCEDES Original Equipment Vacuum Multi Point Door Locking.

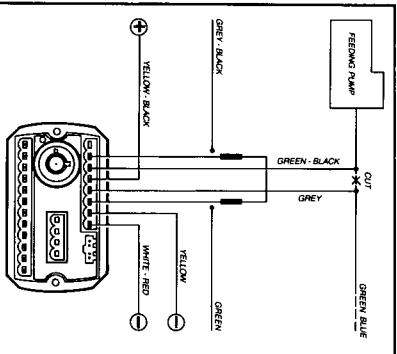
- **FITTING**
- Connect **yellow** and **white/red** to ground.
- Connect **green** to **grey/black** in the damo loom.
- Connect **yellow/black** to positive.
- Cut the blue wire of the Central Locking pump found under the rear seat or in the trunk. Connect the cable coming from the pump to the **green/black** or the siren and the other side of the cut cable to the **grey** wire of the siren.



### Diagram E

AUDI 80/90 Original Equipment Vacuum Multi Point Door Locking.

- **FITTING**
- Connect **yellow** and **white/red** to ground.
- Connect **green** to **grey/black** in the same loom.
- Connect **yellow/black** to positive.
- Cut the **green/red** wire located in the rubber ducting carrying the loom into the OSF door. Connect the wire coming from the door to the **grey** wire of the siren and the other side of the cut wire to the **green/black** of the siren.



### Diagram F

AUDI 100 Original Equipment Vacuum Multi Point Door Locking.

- **FITTING**
- Connect **yellow** and **white/red** to ground.
- Connect **green** to **grey/black** in the same loom.
- Connect **yellow/black** to positive.
- Cut the green/blue wire located in the Rubber Ducting carrying the loom into the OSF door. Connect the wire coming from the door to the **grey** wire of the siren and the other side of the cut wire to the **green/black** of the siren.

## Fitting Instructions

Obtain audio code and disconnect the vehicle battery.

1. Connect the **black** wire of the alarm to ground.
2. Connect the **red** wire from the alarm to the positive (12v DC).
3. Connect the **white/light blue** wire to the ignition live.
4. The **white** wire of the alarm should be connected to the red wire on the LED.
5. There are three **blue** wires incorporated in the wiring harness and these should be connected as follows:
  - One **blue** wire to the original bonnet switch where fitted (negative switching) or to an additional bonnet pin switch (Art. 111/112).
  - One **blue** wire to the original equipment earthing door switches.
  - N.B. A number of manufacturers are now fitting diodes to door switch circuits, if this is the case then connect to a point common to ALL doors fitted with switches.
  - One **blue** wire should be connected to the original boot switch, if fitted or to an additional pin switch (Art. 111/112).
6. Connect one **red/black** wire to the driver side indicator, and the other **red/black** wire to the passenger's side indicator.
7. Connect the **brown** wire from the alarm to the optional siren (Art. 334/345).
8. Cut the starter key positive which supplies power to the starter motor and connect the **yellow/red** to the ignition switch side and the **violet/black** to the starter side.
9. The **violet** wire is not used and should be insulated.

**N.B.** When all the connections are made: Reconnect the vehicle battery and turn the key at the rear of the siren clockwise to the ON position.

**Do not shorten or lengthen serial wire.**

- Operating voltage: 12V.D.C.
- Absorbed current: 13 mA (activated)
- Positive output relay: 10 amp
- Stop engine relay: 30 amp
- Blinker relay: 10 amp
- Door locking relay: 10 amp
- The range of the remote control is on average about 5 metres, which may be more or less according to the external conditions in which it functions
- Siren 124 DB at one metre

### Contents

Alarm Unit	Wiring Harness
Mounting Bracket	LED Indicator
Bolts (X2)	Protective Flexible Sleeve

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## Wiring Diagram for Art. 838

### Central Locking

See Diagrams A,B,C,D,E,F

