Directed 607556UXL Universal Bypass Instruction Manual

Contents

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Directed 607556UXL Universal Bypass

Product Description

The 556UXL immobilizer interface module is used when installing remote start products in vehicles equipped with an RF (Radio Frequency} based immobilizer system. This type of system uses a small chip embedded in the ignition key, called a transponder, to transmit a very low powered RF signal This signal is picked up through an antenna (loop or coil} around the ignition switch/key port which is then sent to the immobilizer's transceiver. Once the correct signal is received, the immobilizer will enable the ignition and/or fuel systems. If an attempt is made to start the vehicle and the transceiver does not receive a valid code, the ignition and/or fuel systems are disabled. The immobilizer system will then render the remote start useless. The 556UXL bypasses the immobilizer system only while the remote start is in use, maintaining the factory system's integrity. When the remote start system is not in use the factory immobilizer remains fully functional

6-Pln Harness

- **RED(+)** 12 Volt Input Connect this wire to a fused 12V constant.
- **BLUE** (-) Sbtus/GWR Input Connect this wire to the remote start negative (-} status/GWR (Ground When Running) output.
- **PINK** (+) Ignition Input Connect this wire to the vehicle's true ignition output. (Refer to Latching Input, page 7 .)
- **BLACK(·)** Chusis Ground Input Connect this wire to the vehicle's chassis ground.
- **VIOLET(+)** Keysense Input Connect this wire to the vehicle's(+} positive keysense. (Refer to Key Sense Inputs, page 7.)
- **GREEN (-)** Keysense Input Connect this wire to the vehicle's(-} negative keysense. (Refer to Key Sense Inputs, page 7.)

3-Pln Harness

- **BLACK and BLACK/RED Wires:** Both of these are antenna ring/loop wires.
- **BLACK/WHITE:** Refer to Alternate Immobilizer Interface Option I and 2.

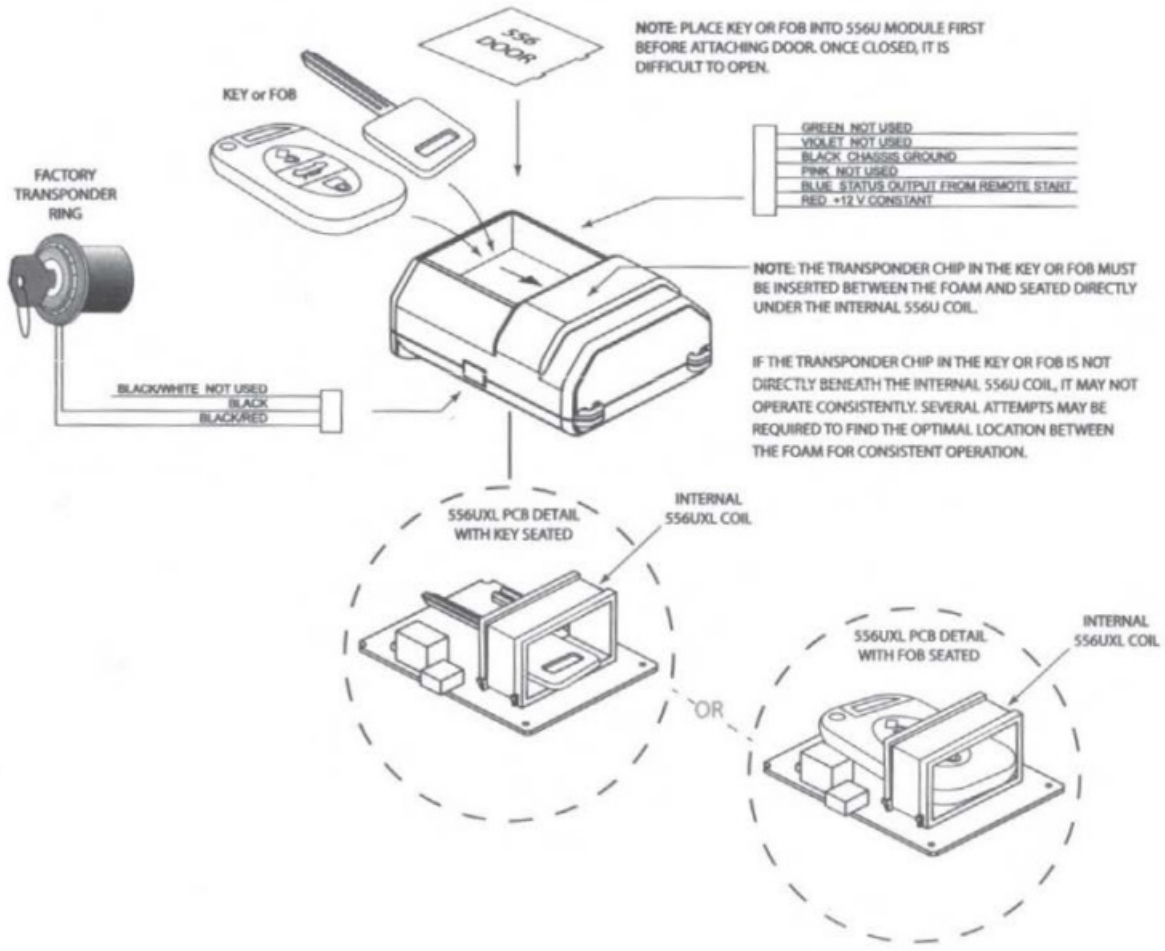
Immobtltzer Interface Instructions

Please note that the instructions outlined in the St.andard Immobilizer Interface section describe an immobilizer interface that will work with the majority of vehicles; however, some vehicle immobilizer systems may require an

alternate interface due to mounting issues, cosmetic differences, or RF loss when coupling the factory key RF with the 556U to the factory transponder ring. (See Alternate Immobilizer Interface Option 1 and 2.)

- **IMPORTANT!** Before beginning the installation inform the customer that one of the vehide's coded keys must be used in the installation and inst.ailed permanently in the 556UXL
- **IMPORTANT!** It is also the installer's responsibility to notify customers of the following: If they wish to have additional keys programmed to the vehicle's immobilizer system in the future, certain vehicle manufacturers require that all programmed keys be reprogrammed at the time that the keys being added to the system are programmed. In this case, it would be necessary to remove the already programmed key from the 556UXL module to reprogram it (If the customer plans on having addi-tional keys programmed to the vehide in the future, the shaft of the key should not be altered.)

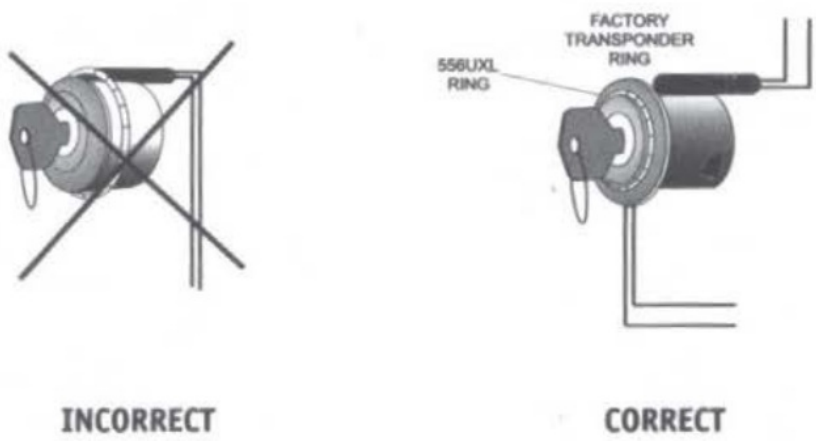
Standard Immobilizer Interface



1. Insert the vehicle's coded key or fob into the 556UXL cavity in the direction shown, so that the key rests on the bottom piece of foam with the key blade pushed beneath the smaller concealed top piece of foam. If using a fob, push forward into the top piece of foam.
2. Attach the 556UXL door by first inserting the two tabs on the door into the corresponding slots on the module. Push down on the opposite end of the door to snap shut and secure the key or fob inside.
   IMPORTANT! When using the ring method of installing the 556UXL, the ring from the 556UXL MUST be in front of the factory receiver ring. It CAN NOT be on top of, or behind the factory receiver ring. See illustration below.
3. Place the transponder ring/loop around the vehicle's ignition switch or keyport as shown, and plug into the

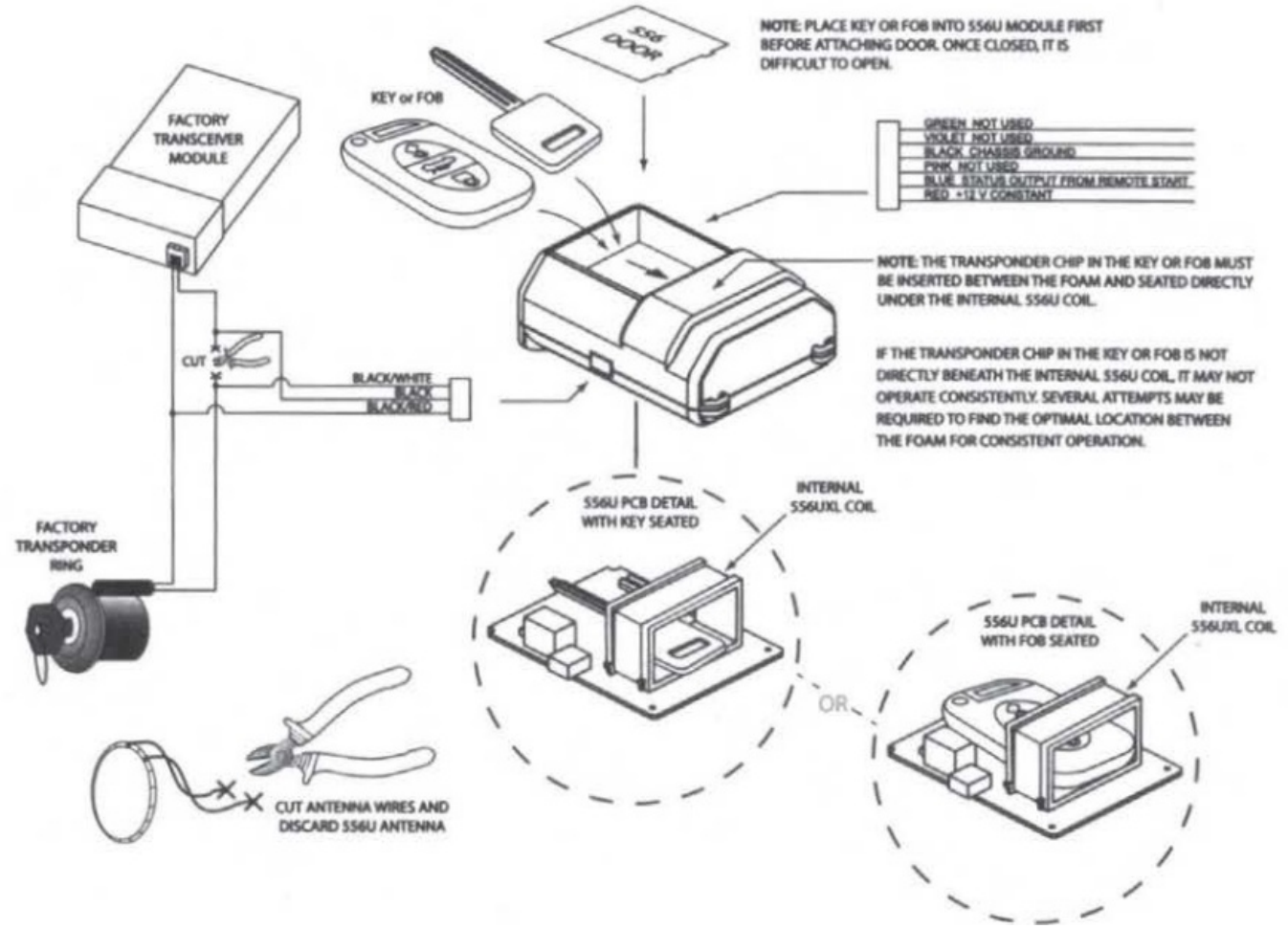
control module.

4. Plug the 6-pin power plug into the 556UXL.
5. Connect the BLACK wire to chassis ground.
6. Connect the RED wire to a fused 12V constant.
7. Connect the BLUE wire to the status/GWR output of the remote start system that provides negative(-) ground while the remote start is active.
8. Test remote start before reassembling the steering column.
9. Reassemble the steering column shroud and retest the remote start system making sure the transponder ring/ loop has not moved.



Alternate Immobilizer Interfrace

Option 1 This option will NOT work on European vehicles.
This rare method of interfacing will only work with immobilizer systems that have a two-wire factory antenna harness. This alternate interface method is not guaranteed to work with all immobilizer systems, due to differences in transponder systems. It is meant to provide the installer with an alternative interface method for most two-wire transponder ring systems.

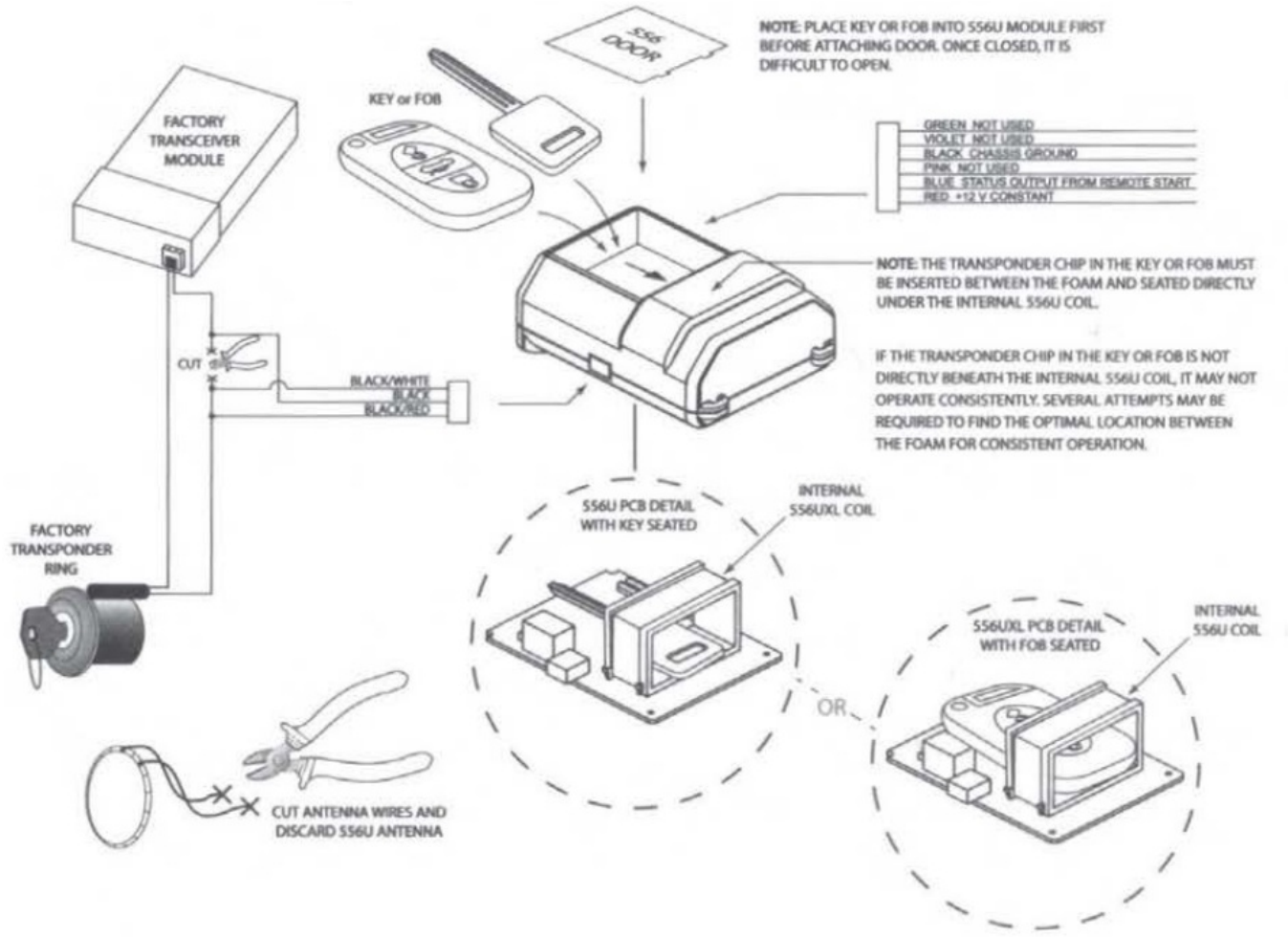


1. Insert the vehide's coded keoJ or fob into the 556UXL cavity in the direction shown, so that the keoJ rests on the bottom piece of foam with the keoJ blade pushed beneath the smaller concealed top piece of foam. If using a fob, push forward into the top piece of foam.
2. Attach the 556UXL door by first inserting the two tabs on the door into the corresponding slots on the module. Push down on the opposite end of the door to snap shut and secure the keoJ or fob inside.
3. locate the factory transponder ring's antenna wires. The two wires are usually located in a tube routing from the transponder ring to the factory transceiver module.
   NOTE: Some vehides may require other mtthods to access the factory transponder ring antMna wires.
4. Plug the three-pin connector into the 556UXL module and cut the 556UXL's antenna ring off. Discard the antenna ring.
5. Split open the factory transponder ring tube and cut one of the two wires in half.
6. Connect the factory transponder ring side of the cut wire to the BLACl(/WHITE normally closed input wire of the 556U.
7. Connect the factory transponder module side of the cut wire to the 556UXL's BLACK wire.
8. Connect the BLACK/RED wire to the uncut factory transponder ring/loop wire.
9. Plug the 6-pin power plug into the 556UXL.
10. Connect the BLACK wire to chassis ground.
11. Connect the RED wire to a fused 12V constanL
12. Connect the BLUE wire to the status/ GWR output of the remote start system that prov;des a negative(-) ground while the remote start is active.
13. Test the remote start before reassembling the steering column.
14. Reassemble the steering column shroud and retest the remote start system making sure the transponder

ring/loop has not moved.

Alternate Immobilizer Interface Option 2

This option will work on European vehicles
This type of interface will only work with immobilizer systems that have a two-wire factory antenna harness. This alternate interface method is not guaranteed to work with all immobilizer systems, due to differences in transponder systems. It is meant to provide the installer with an alternative interface method for most two-wire transponder ring systems.



1. Insert the vehicle's coded key or fob into the 556UXL cavity in the direction shown, so that the key rests on the bottom piece of foam with the key blade pushed beneath the smaller concealed top piece of foam. If using a fob, push forward into the top piece of foam.
2. Attach the 556UXL door by first inserting the two tabs on the door into the corresponding slots on the module. Push down on the opposite end of the door to snap shut and secure the key or fob inside.
3. Locate the factory transponder ring's antenna wires. The two wires are usually located in a tube routing from the transponder ring to the factory transceiver module.
   NOTE: Some vehides may requfre other methods to access the factory transponder ring antenna wires.
4. Plug the three-pin connector into the 556XLU module and cut the 556UXL's antenna ring off. Discard the antenna ring.
5. Split open the factory transponder ring tube and cut one of the two wires in half.
6. Connect the factory transponder ring side of the cut wire to the BLACK/WHITE normally closed input wire of the 556UXL.

7. Connect the factory transponder module side of the cut wire to the 556UXL's BLACK wire.
8. Connect the BLACK/RED and BLACK/WHITE wires to the factory transponder ring side of the cut wire.
9. Plug the 6-pin power plug into the control module.
10. Connect the BLACK wire to chassis ground.
11. Connect the RED wire to a fused 12V constant.
12. Connect the BLUE wire to the status/GWR output of the remote start system that provides a negative(-) ground while the remote start is active.
13. Test the remote start before reassembling the steering column.
14. Reassemble the steering column shroud and retest the remote start system making sure the transponder ring/ loop has not moved.

Vehicle Applications

The 556UXL works with most RF based immobilizer systems. Refer to Directechs.com for specific applications.

Keysense Inputs

Some vehicles require the vehicle immobilizer system never ·see• two keys at the same time (early model Ford Escape, Mazda Tribute). These vehicles require the keysense wire to be located in the vehicle. This wire will show either ground(-) or positive(+) voltage when the key is in the ignition. Depending on the polarity of the vehicle attach either the GREEN (-) or the VIOLET (+) wire from the 556UXL to the keysense wire in the vehicle. When the 556UXL senses a keysense input it will shutdown immediately allowing the vehicle to only see the key that was just placed in the ignition cylinder.

Latching Inputs

In rare cases some vehicles require that the key code does not change during a run cycle (early model Mercedes Ml series). By attaching the PINK wire from the 556XLU to the ignition wire in the vehicle, the 556UXL will stay engaged the entire time the vehicle is running. This includes after the takeover with the key. With the PINK wire of the 556UXL attached to the ignition in the vehicle, the 556UXL will stay engaged until the vehicle is shut off.

ABOUT COMPANY

- The company behind th;s system is Directed
- Since its inception, Directed has had one purpose, to provide consumers with the finest vehicle security and accessories avail.able. The recipient of nearly 100 patents and
- Innovations Awards in the field of advanced electronic technology.
- Quality Directed products are sold and serviced throughout North America and around the world.
- Call (800)274-0200 for more information about our products and services.
- Directed is committed to delivering world cl.ass quality products and services that excite and delight our customers.
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