



# INSTALLATION INSTRUCTIONS



## GENERAL INFORMATION:

The No. 309 Vehicle Alarm is designed to detect unauthorized entry into and/or tampering with the vehicle (such as an automobile) in which it is installed.

A No. 705 Speaker horn (included) is used to sound the alarm. Built-in entry/exit time delay of approximately 15 to 20 seconds eliminates the need for an OFF/ON keyswitch although an optional keyswitch (with or without entry/exit time delay) can be used if desired.

When armed, the No. 309 will respond to any condition that suddenly increases the amount of current being drawn from the vehicle's battery, such as the lighting of the dome lamp when a door is opened or the trunk light when the trunk is opened. Similarly, switching on items such as parking lights, headlights, or glove compartment light, or starting the vehicle will also result in an alarm while the No. 309 is armed. Note: Low current devices such as electric clocks will not affect the system.

Parts of the vehicle not already connected to the electrical system can be protected by adding open circuit plunger contact switches such as the No. 114 (1/2" plunger) or No. 114L (1" plunger). One of each is provided with the No. 309. Such switches are independent of entry/exit time delay and give an immediate alarm when tripped.

The alarm will sound for approximately 10 to 15 minutes and then automatically cut-off and reset to permit the No. 309 to respond to subsequent alarms.

## INSTALLATION AND WIRING:

See Diagram.

1. Select a location for the No. 309 unit inside the vehicle (beneath the dashboard is suggested) where it will not be easily visible but where its ON/OFF switch will be accessible to the operator.
2. Mount the unit in place by drilling holes as necessary for either or both of the unit's two mounting tabs. Note: If the surface to which the unit is to be mounted is not metallic and well grounded to the body of the vehicle, a wire must be run from the base of the unit to a point that is grounded to the vehicle's body. A sheet metal screw is provided for threading into a hole in the unit's base plate.
3. Mount the optional plunger contact switch(es) as desired to protect hood, trunk or other part(s) of the vehicle not already connected to a dome or convenience light. For example, to protect the hood, mount a switch under the hood, above the radiator grille of the vehicle (or any other convenient location) so that the plunger is depressed when the hood is closed. A 9/32" diameter hole must be drilled for the self-tapping thread on the switch.
4. Extend the No. 309's WHITE lead to the plunger switch(es). If more than one switch is installed (any number may be used), connect each in parallel with the first. If no plunger switch has been installed, tape the end of the WHITE lead.

5. Install the No. 705 Speaker under the hood of the vehicle. Fasten it to the firewall or the inside fender skirt. Bolts and sheet metal screws are provided. Drill mounting holes as required.

Extend the No. 309's BLUE lead to either of the speaker's leads and ground the speaker's other lead to the car body.

6. Make sure the No. 309's ON/OFF switch is in the OFF position (toward the unit's base).
7. An optional keyswitch may be installed, if desired, for ON/OFF control of the system. If none is desired, proceed to Step 8.

- a. If an OUTSIDE keyswitch is installed, immediate response to an alarm condition from electrical accessories may be obtained by eliminating entry/exit time delay. This is done by cutting the YELLOW wire loop extending from the No. 309's housing. Note: Plunger contacts, if installed, give immediate response whether or not the YELLOW loop is cut.

A good location for an outside keyswitch is usually on the side of the front left fender, where the back of the keyswitch is accessible from under the hood (but not from the outside wheel well or other external area).

- b. A keyswitch may be installed INSIDE the vehicle for ON/OFF control in lieu of the unit's built-in ON/OFF switch. In this case, the YELLOW loop should not be cut, since entry/exit delay must be retained.

If a keyswitch is installed, it should be SPST with the key removable in both the make (ON) and break (OFF) positions. Suggested keyswitches: No. 2174 (flat key), No. 4073 (round key), No. 5073 (higher security, pick resistant). These keyswitches require a 3/4" diameter mounting hole (which can be cut with a drill using a No. 7010 Hole Saw in a No. 7013 Arbor.

8. Extend the No. 309's RED lead to the vehicle's fuse block (via the optional keyswitch, if used) and connect to the load side of the horn fuse (or any fuse on the block with at least a 5 amp rating).

If a keyswitch is being used, route the RED lead circuit through the keyswitch as indicated in the diagram (by dotted lines). Note: The ON/OFF switch on the unit itself must be kept in the ON position at all times when a keyswitch is used.

## OPERATION:

### Operation with No Keyswitch:

1. To ARM the system, slide the No. 309's switch to its ON position (away from its base) just before exiting from the vehicle. The system will be armed 15-20 seconds after the switch is turned ON. By that time the vehicle's doors should be closed. Lights with delayed turnoff won't cause an alarm.
2. During the ARMED period, the speaker horn will sound 15-20 seconds after any electrical accessory is turned on, unless the No. 309 is turned OFF first. If used, switches connected to the WHITE lead will sound an alarm immediately if tripped. The sound will continue for 10-15 minutes and then stop automatically (whether or not the original alarm condition is still present) as the system rearms. Subsequent additional current demand placed on the electrical system can initiate a second alarm condition and an additional 10-15 minute horn sounding. The alarm may be silenced at any time by sliding the No. 309's switch to its OFF position (toward its base).

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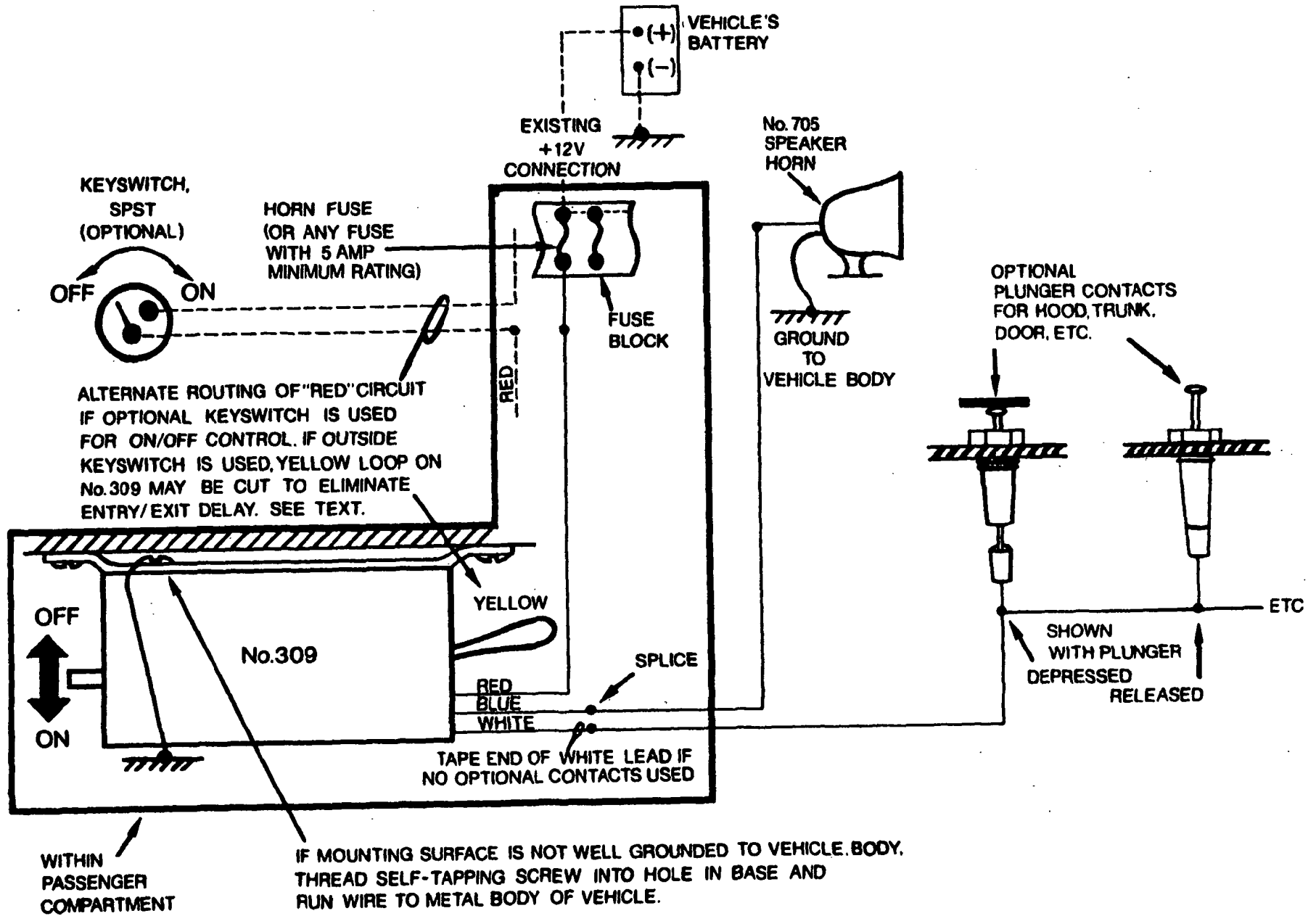


Diagram: TYPICAL CONNECTION of No.309

3. To **DISARM** the system, enter the vehicle and slide the No. 309's switch to its OFF position within 15-20 seconds.

**Operation with Optional OUTSIDE Keyswitch Installed** (and YELLOW loop cut to eliminate entry/exit delay):

**Caution:** With this method of operation, the No. 309's switch must always be in its ON position. If OFF, arming will not be possible via the keyswitch.

1. To **ARM** the system, exit from the vehicle, lock its doors, and turn the outside keyswitch ON ("make" position). The system will arm immediately.
2. During the **ARMED** period, the speaker horn will sound immediately if any protected point on the vehicle is disturbed or any electrical accessory is turned on. The sound will continue for 10-15 minutes and then stop automatically (whether or not the original alarm condition is still present) as the system rearms. Subsequent additional current demand placed on the electrical system can initiate a second alarm condition and an additional 10-15 minute horn sounding. The alarm may be silenced at any time by turning the outside keyswitch OFF ("break" position).

**Operation with Optional INSIDE Keyswitch Installed** (YELLOW loop must not be cut):

**Caution:** The ON/OFF switch on the No. 309 must always be in its ON position, or arming will not be possible via the keyswitch.

Follow the procedure for "Operation with No Keyswitch Installed", except turn the keyswitch ON or OFF instead of the switch on the No. 309.

**GENERAL SPECIFICATIONS:**

Physical:      Width: 2"      ( 5.1 cm)  
                  Height: 1 7/8"    ( 4.8 cm)  
                  Length: 6"      (15.2 cm)...including mounting tab.

Electrical:    Power: +12V. DC from vehicle's battery  
                  Fuse: Connect to horn fuse or any 5 amp (minimum rating) fuse on fuse block.

Current Drain: Off: None  
                  Armed, Normal: 0.02 A (max.)  
                  Armed, Alarm : 3.5 A (max.)

TO THE INSTALLER

Regular maintenance by the installer and frequent testing by the user is vital to continuous satisfactory operation of any alarm system.

The installer should assume the responsibility of developing and offering a regular maintenance program to the user as well as acquainting the user with the proper operation and limitations of the alarm system and its component parts. Recommendations must be included for a specific program of frequent testing to insure the system's proper operation at all times.



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