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Book Descriptions:

Directed Electronics 457G Manual

Use only a high quality digital multimeter for testing. This product connects to the vehicle's low voltage signal wire and improper installation or testing can result in damage to the vehicle. Never use a test light or logic probe to test wires in this vehicle. The 457G interfaces with specific GM vehicles. It converts the signals from the keyless entry, alarm, or remote start into signals that can be understood by the vehicles factory Data Bus system. Bodily injury or property damage could occur. Vista, CA N 457G 0105 1 Page 2 and 3 ignition harness The Ignition Harne Page 4 car list MODEL YEAR Bravada 1999, 2 Thank you, for helping us keep this platform clean. The editors will have a look at it as soon as possible. Thats okay. For some sites, we do too. However several sections and features of our Please consider disabling your ad blocker on our site and help support Thanks in advance! I sure need help here. Anybody who knows about Directed Eletronics products, please help me out. Thanks. I have a 2004 Chevy Tahoe. Installed a Python 881 XP on with a remote start. I used the 457G Interface module. How do I program it to unlock just the drivers door with the first push, and then all the doors with the second push of the remote transmitter. Also, with the 457G, does this module take care of the flashing of the parking lights. Is that true Thanks again. The end of the road is always moving ahead! It is not programmed to be that long. Why is it this long. Also, anybody who knows about DEI products. When I push lock, the parking lights flash once. When I push unlock, they dont flash at all. Is that normal Please help, any DEI installer, or DEI Directed Electronics tech. Thanks! The end of the road is always moving ahead! I sure need help here. Anybody who knows about Directed Eletronics products, please help me out. Thanks. I have a 2004 Chevy Tahoe. Installed a Python 881 XP on with a remote start. I used the 457G Interface module. <http://gapoom.com/upload/fckeditor/california-highway-patrol-commercial-enforcement-manual.xml>

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How do I program it to unlock just the drivers door with the first push, and then all the doors with the second push of the remote transmitter. Also, with the 457G, does this module take care of the flashing of the parking lights. Is that true Thanks again. It is not programmed to be that long. Why is it this long. Also, anybody who knows about DEI products. When I push lock, the parking lights flash once. When I push unlock, they dont flash at all. Is that normal Please help, any DEI installer, or DEI Directed Electronics tech. Thanks! This topic is closed. Any user assumes the entire risk as to the accuracy and use of this information. Please. I found a unit but after reading the install manual online I figure the Avalance would be an antique before I got it installed. Anyone have any experience with a shop on the East side of the lake between Conway and Rochester. My existing remote starter wife is refusing to perform this wifely duty anymore. Just cause she has a remote in her new Traverse. Try Autosound, dealers use them for electronics add ons and you may be able to get them to come to you. One person had gone the after market doityourself route, had a small engine fire, and was denied insurance coverage because it was 1, not factory original equipment, and 2, it was selfinstalled. I dont mean to scare you, but I would mean to suggest your thoroughly research what you are about to do before you do any of it. With todays vehicles, life is not easy under the hood. The 2004 vehicles are full of computers and processors, and the slightest of electrical irregularities might cause problems. Also, check with your insurance carrier. I wish you good luck, but, be careful. Along with the showroom and shop usually comes manufacturer sponsered training,

good work ethic and liability insurance to back up their work in case of a problem like the fire that the other poster mentioned. One thing to make sure of, Dont try to bring your own steak to the restaurant.<http://ventsistem-bg.com/userfiles/california-highway-patrol-accident-investigation-manual.xml>

Purchase the starter from the installing dealer, by doing so you can have a reasonable expectation that they will back up the item and installation. If you buy it on the internet and pay someone to install it I can guarantee you will be on your own if any problems arise. Good Luck and enjoy the starter. Charlie TJust very poor workmanship.I had a battery drain problem which the removal cured. The truck is a 2002, so not ancient by any means. I am glad i ripped it out. I guess my point is to be sure you really want one of these things before you potentially hack up your vehicle.I had one installed professionally two years ago and love it. Stay away from the doityourself units they lack many features you may not realize. Mine will not, I can try to start my car all day with the key and nothing happens.One thing I like in my new truck is that the wipers do not come on when using the remote start function. Nothing like burning up a wiper motor when the wipers are stuck due to ice. Just remember your fuel mileage may vary. I was a professional installer for 10 years at Tweeter before they went belly up. Your 04 Avalance will definintely have the GM passlock system which must be bypassed. Unless you own a multimeter or youve ever wired up a relay, forget it. Bring it to a shop that has deep pockets just in case. If you need some recourse, you can write to a corporate office rather than deal with a mom and pop establishment. One other thing most cars factory remotes are seriously limited. Before you write off the nuisance of carrying 2 remotes, take both of your keys to the car. Start it with one of them. With the other, stand outside and lock the doors with the key. Now, try the remote to see if it will unlock the doors. 90% of the cars out there CODE OUT the remote when the ignition is running. This is the same issue you would have if you tried to use the factory remotes.

Your only option would be to turn off the starter when you get to the door, unlock the car with the ignition off and restart the car read wear on the starter. You could always just put the key in the door and turn it, but thats so old fashioned. One last thing.if you want to go it alone, Ill provide the following from Directwire. PLease note, its for a 2005 Avalance, but GMs main wiring tend to stay the same year over year. Always use a multimeter.It has 6 plugs in it, the purple plug is on the back. Hazards white hazard switch Turn SignalL dk. It has 6 plugs in it, the purple plug is on the back. The LR door trigger is lt. Use all four wires and diode isolate each. The BCM Body Control Module is under the driver side dash. It has 6 plugs in it, the purple plug is on the back. It has 6 plugs in it, the purple plug is on the back.The tach wire is in the green plug, pin 10. For tach can also go to any of the ignition coils or fuel injectors and use the wire that is NOT pink, black, or brown.It has 6 plugs in it, the purple plug is on the back. It has 6 plugs in it, the purple plug is on the back.Based on the general tone of all the answers, Seeker, Id say you have your answer.Even though Ive built and repaired a lot of electronics on boats and late model Vettes this I wont touch. Seems I had a little help from some friends recently as I went to get a sticker yesterday and after plugging the scanner into the diagnostic port nada, zip, no signal at all. Popping the large cover off the fuse box revealed about a years supply of sunflower seeds, etc.So Monday a.m. off to the Chevy dealer. Hopefully just one wire chewed as everything in the car works. If that goes well and there is any money left there is a shop down the street No Conway that does high end home and car audio as well as remote starters so I can at least get a quote.I suggest having the dealer install the unit. The after market ones gave us nothing but trouble to set up and program.

<http://www.diamondsinthemaking.com/content/boss-cl-50-compressor-limiter-manual>

Also the auto security systems on the newer cars and trucks create issues with the after market auto starts. Good luck and merry christmasI was surprised to find out that the system has a lifetime warranty on all but the remote. Checked out the whole system found a bad antenna wire, replaced it

and it works great now. Expect to pay from 400 to 600 for a unit installed. Im not sure if they will install something they didnt sell and if they did I doubt it would come with any warranty. Id be careful of Belknap tire. Id used them for years and then started having problems with the quality of work. They cut corners on brakes I had installed on my truck. My wife went in for a flat tire and ended up with 4 new tires. They told her the spare tire was frozen in place. It turned out they never even tried to get the spare down because when I finally got around to checking it out there was nothing wrong with the lowering system at all. Many new vehicles have an override or must be left in neutral when parked to work. But it can be installed at least on many of the newer ones but it is more expensive. I know I could have gotten one on my 97 T100. I was surprised to find out that the system has a lifetime warranty on all but the remote. Checked out the whole system found a bad antenna wire, replaced it and it works great now. Expect to pay from 400 to 600 for a unit installed. Im not sure if they will install something they didnt sell and if they did I doubt it would come with any warranty. I bought a remote starter and wanted to get it installed. Irwins doesnt do it but they send all their business to Kellys. Ive had no issues. It works a bit differently. This is essentially like activating the remote starter while the car is still running and key in the ignition. Once pit stop mode is enabled, you can remove the key and step out of the vehicle while it is still running. Once youre out of the vehicle with the car running i.e.

<http://icmonteodorisio.com/images/Digger-Manuals.pdf>

foot is off the clutch, so car must be in neutral you turn the car off the same way you would start the car remotely, then lock the doors with the remote. Next time you go to start the car, it will be exactly as you left it parking brake on, in neutral. The starter will NOT work if you were to unlock the doors before starting the car. This would signal to the starter that somebody had entered the car and could have possibly shifted the lever into gear. Also, depressing the clutch pedal doesnt really do anything but activate a switch during the start process. This can easily be bypassed with a relay. If all goes well, you can drive to McDonalds in a nice warm or cool car!!! Something else to think about. My new 2009 Dodge Ram did not need this. GMs are no exception to this. I remember the first starter I did that had a chip in the key. I believe it was a 1998 Honda Accord. Given it took 2 days to finish that job, I lost money in that deal! Bypassed the clutch switch, worked great, except two times I forgot to take it out of gear. First time it hit a tree before taking out a car on the other side, second time it hit a snow bank before heading into the lake Be careful on the safety bypasses. I know of one that was showing off there remote capabilities and the truck was facing the lake, in gear and it did start. Truck had a final bath. Lets also discuss the amount of carbon dioxide you are adding to the atmosphere by idling a cold engine for 15 or 20 minutes after starting. Perhaps it is better to bite the bullet and sit on that cold seat and tough it out. Some people have had wonderful experiences with aftermarket remote starters. So listen to them. Me, I would never put one in any car at any time. Too much can go wrong. Over time, issues do and can develop. Moisture, dirt, vibrations etc. I bought one used car with an aftermarket remote starter and it did work fine. And it came with a LIFETIME WARRANTY. How can you beat that.

<http://ibeamsc.com/images/Digi-003-Rack+Factory-Manual.pdf>

Except the lifetime warranty was with Circuit City. Please try again. Please try again. In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. Register a free business account Please try your search again later. To calculate the overall star rating and percentage breakdown by star, we don't use a simple average. Instead, our system considers things like how recent a review is and if the reviewer bought the item on Amazon. It also analyzes reviews to verify trustworthiness. Please try again later. Joseph Jones 1.0 out of 5 stars It is the model 1701g, by Directed Electronics which was advertised for my vehicle model. After further research I was told that it was not compatible with my vehicle. It seems that any support from the manufacturer is not happening. It was however recommended to be installed by a

dealer Required connection. Optional connection. OEM security upgrade connection. RF Security connection. Add Sensor upgrade connection. Quick Reference Install Guide. Wiring Diagram. Sensor adjustment detailNote. Adjusting the shock sensor pot. Securely mount the CPU in a safe location before adjusting. Turn the sensor adjustment clockwise to increase sensitivity, Antenna. Sensor. Adjustment. Chassis Ground Connect to a scraped bare NEVER connect to Programmer Port. Light Flash. Polarity Jumper DetailNote Replace fuse with specified resistor value White Connect to the vehicle parking light Ignition Input Connect to a wire that has. Trunk Pop Output Connect to the vehicles It can also be used to Door Trigger Inputs Flex 1 output, Factory Alarm Disarm. Connect to a wire that will disarm the factory alarm This output will pulse when Security Configure a Keypad ID or consumer remote control to command the system. Open a door, turn the ignition on and then off. The button can be released Exit in 30 seconds if no action is performed. To save the option and select the next menu item to program return to Step 3 above.

OEM Security Upgrade Additional functions Both Flex outputs are also See Feature menu Connect to a wire that will turn on the dome light to Bitwriter Light Flash Relay Isolation wire 87a Feature Programming. Programming Port The 998T Bitwriter can Factory Alarm Trigger. Connect to a wire that will trigger the factory alarm This option is only used when installing the system as a. Remote Start Report. Connect to the negative activation input of an add on Feature Menu. Menu. Item. Feature. Option 1. Option 2. Option 3. Option 4. Option 5. Security Features Arming Type. Passive no lock. On. Ignition control locks. Lock and unlock. Panic Hood Trigger type. Normally Open. Normally Closed. Horn function. Siren Door trigger error chirp Off. Door lock output Negative Negative Active Dome light Supervision Factory Alarm Trigger. Remote Start Report Factory Alarm Disarm Factory Alarm Trigger. Remote Start Report Instant. Delay Lock only. Unlock only. Horn 20 ms. Horn 40 ms Horn 50 ms. OEM Trunk Shunt Input Connect to a wire OR ground when ALL doors unlock usually the Disarming will be defeated if this wire receives a pulse This is a polarity selectable input, See Feature menu item. Disarm Input Connect to a wire usually the driver door OR ground when the doors lock usually the driver door Arm Input Connect to a wire usually the driver door Test the resting Directed Electronics dual zone sensor. Table Notes BOLD type indicates Dealer Security mode default settings. These options are specific to the vehicle interface and remain as programmed Directed Logo Usage Logo, Directed with designed in USA. eps. See full Installation Guide for more Such information and more can be All rights Reserved. Logo, Directed Electronics wdriven. eps Keypad RF Learning The button can be released Exit in 30 seconds if no action is performed Notes. Learning a Keypad's ID sets the system to Dealer mode and deletes previously The entered System Type information is displayed on the Keypad each time Consumer Remote RF Learning For additional.

Dealer Master Remote controls, enter the same code of the original Dealer. Master Remote that has already been programmed to the system. Item Open the hood or trunk, or turn on the ignition to immediately begin the Note The Nuisance Prevention feature bypasses an input that stays active for Function. Auto learn new remote. Sensor Bypass Press and release the AUX button within 5 seconds after If the system For silent disarming; press the AUX button prior to pressing the disarm If triggered, the status LED continues to flash to indicate triggered inputs Turn on the ignition to reset the LED. AUX armed. OEM Security. Arming For silent arming; press the AUX button prior to pressing the If any trigger inputs While bypassed, the active input is indicated by the Sensor testing Note The Nuisance Prevention feature bypasses the sensor after 3 full triggers; Disarming defeat Trunk release bypass when Armed Arming. Passive Keypad Press the. Doors lock, Lights flash, starter kill becomes active, and the status LED begins The Status LED flashes in pattern 16 to indicate the Main unit system type If Security features are programmed on, the description under RF Security Arming is applicable. Disarming. Table of Zones. A zone is represented by the number of LED flashes used by the system to identify a When using the Diagnostic function, use the Table of Zones to see which input has LED Flashes. Note The Pretrigger. Input Trigger. Trunk Input. Shock Sensor. Door Trigger.

Not Used. Ignition Trigger. Hood InputAddon Sensor. ArmingIf any trigger inputsWhile bypassed, the active input is indicated by theNote for installations where an Arm Defeat connection is not available theSecurity System. Arming defeatArming defeatAdditional Notes. Entry bypass of Pretrigger outputDisarmingIf the system has. Dealer SecurityDome light turns on, starter kill becomes inactive, and the status LED turns off. If triggered, the status LED continues to flash to indicate triggered inputsTurn on the ignition to reset the LED.

Install the system type according to the wiring diagram on page 1 and then performDisarming defeatDoors unlock, Lights flash twice, dome light turns on, starter kill becomes inactive, and the status LED turns off. Passive arming begins as described under Passive above. Car FinderIgnition bypass of Onboard Sensor Pretrigger outputNote This will not bypass the pretrigger of optional dual stage sensors. Dealer Mode Reporting. If the system has been programmed in dealer mode with the keypad you can useThe LED begins flashing, indicating the dealer mode setting. RF Security. Rke Security. Double Flash. Sensor Add. Triple Flash. NOTE The report is generated for 15 seconds or until the ignition is turned off. Government Regulations. This device complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions 1 This device may not cause harmful interference, and 2. This device must accept any interference received, including interference that mayThis equipment has been tested and found to comply with the limits for Class B. Digital Device, pursuant to Part 15 of the FCC Rules. These limits are designed to. Bitwriters with a date code of 6a or older require an ICThis equipment generates and can radiate radio frequency energy and,However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmfulReorient or relocate the receiving antenna. Increase the separation between the equipment and receiver. Connect the equipment into an outlet on a circuit different from that to whichAny changes or modifications not expressly approved by the party responsible forCanada statements. This device complies with Industry Canada licenceexempt RSS standards.

Operation is subject to the following two conditions 1 this device may not cause interference, and 2 this device must accept any interference, including interference thatLe present appareil est conforme aux CNR d'Industrie Canada applicables auxL'exploitation est autorisee aux deux conditionsAll rights Reserved.PDF Version 1.5. Linearized Yes. Instance ID

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