

# The WEDGE Install Guide



## WEDGE Standard Installation

### Getting Started

The WEDGE model is a completely self-contained device, requiring only a constant power, ignition connection and ground to operate. Within the case are two antennas for both GPS data and GSM/GPRS communication. This device is easily installed in a concealed location under the dash.

### Installation

*For customers installing the starter disable feature, please see next page for more instructions*

The WEDGE requires constant power to operate properly.

The RED wire will need to be connected to a constant +12VDC source. This can easily be located under the dash; fuse panels is a good place to start, as well as the thicker gauge wires. The BLACK wire will need to be connected to a solid ground. Always use a bolt directly connected to the chassis to ensure a good ground. Using smaller bolts connected to secondary frames will result in occasional power loss. The YELLOW wire needs to be connected to the ignition wire on the vehicle.

**REMEMBER TO ALWAYS TEST THE RED WIRE IN ALL KEY POSITIONS TO ENSURE THE VOLTAGE NEVER DROPS DURING NORMAL OPERATION.**

### Mounting

When mounting the WEDGE the THIS SIDE DOWN needs to be face down towards Earth and there should be no metal above the device. The device's internal antennas will be able to get signal through plastic, glass, etc., but metal objects can interfere.

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## Powering Up

Once the wires are attached and the device is mounted, plug in the harness into the device to power it up. Once powered up, the LED indicator will show a blinking GREEN light indicating good GPS signal and good Cellular coverage. If you are seeing a RED light, see Section LED Trouble shooting. If you are not seeing a blinking Green light, reposition the device and wait up to 5 minutes. It can take up to 15 minutes to get an initial GPS lock.

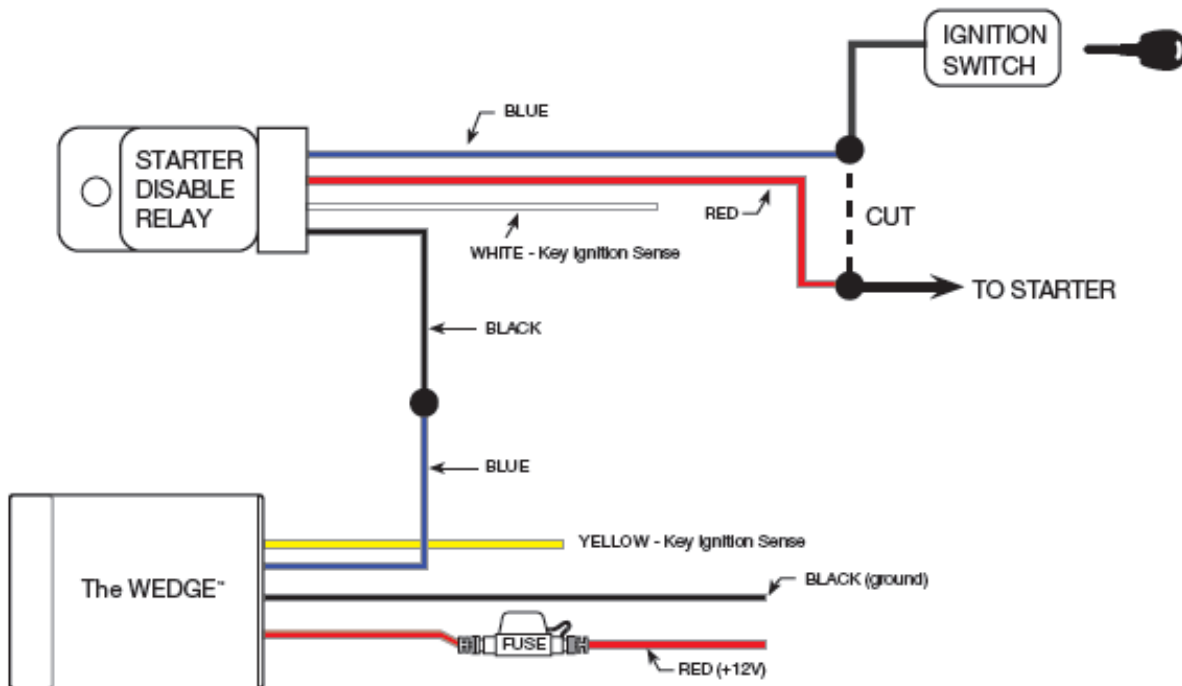
## LED LIGHTS

- Solid RED light for 5 seconds – Device not responsive
- Blinking GREEN LED Light - GOOD GPS and CELLULAR Signal
- RED light stays on for half a second - No GPS lock.
- No lights on – Check your +12VDC power source.

## Standard Starter Disable Installation

### Wiring

The Starter disable relay is inserted into the +12V starter wire. Cut this wire and connect the BLUE starter disable relay wire to the +12VDC ignition switch wire. The RED starter disable relay wire connect to the cut wire going to the starter. The BLACK starter disable wire will connect to the BLUE wire from the device power harness. The WHITE starter disable wire will connect to the Key ignition sense wire.



**PLEASE READ FOLLOWING NOTES**

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## Starter Disable with ECM Installation

### Background

The starter disable with ECM installation needs to be performed whenever any sort of control or security module is installed between the key (ignition) and the starter. In these cases, the standard starter disable installation does not apply. The starter wire goes into an onboard computer, generally carrying a low voltage into it instead of the standard 12 volts.



**YOU WILL NEED TO HAVE A VOLTAGE METER, NOT A TEST LIGHT. IF YOU TAP A WIRE WITH A LOW VOLTAGE (3-5 VOLTS) YOU MAY LOCK DOWN THE VEHICLE!**

Follow the low voltage wire from the ignition key to the ECM. Use your voltage meter to ensure that it is a 12 volt supply coming out. Once you've located the proper 12 volt wire after the ECM, proceed with the regular starter interrupt instructions (given above) using this wire.

## Installation Do's and Don'ts

### DO

- Ground directly to the chassis
- Make solid splices and insulate them well
- Secure the device and all wiring
- Ensure the proper light sequence before closing up the dash
- Use a constant +12VDC power supply

### DON'T

- Use small screws for grounding that are not attached to the chassis
- Use a pulsating 12V power supply
- Splice wires together loosely without insulating properly
- Let the device and wiring hang loosely