GPS Tracker & Immobilizer Installation Manual

1. **System Overview** This document outlines the standard wiring procedure for integrating the 4-pin GPS tracking unit with an engine immobilization **relay**.

2. Ignition Wire Modification (Engine Cut-Off) Locate the main **12V Positive (Red) wire** that supplies power from the battery to the vehicle's ignition switch. **Cut this wire in half.** This creates two distinct connection points:

- **Battery Side:** The end supplying constant +12V from the battery.
- **Switch Side:** The end routing directly into the ignition switch.

3. Main Power Junctions At the location of the cut, securely group and connect the wires as follows:

A. Connections to the "Battery Side" (+12V Input) Join the following three wires to the battery side of the cut ignition wire:

- **GPS Red Wire** (Constant power for the GPS unit)
- **Relay White Wire -Pin 85** (Constant power for the relay)
- **Relay Green Wire - Pin 87a** (Main power feed for the circuit)

B. Connection to the "Switch Side" (Ignition Input) Connect the following single wire to the switch side of the cut ignition wire:

- **Relay Green Wire - Pin 30** (Power return to the ignition switch)

4. Additional GPS & Relay Connections Route and connect the remaining system wires:

- **GPS Black Wire:** Terminate securely to a clean, bare metal surface on the vehicle chassis for **Ground (-)**.
- **GPS Orange Wire:** Connect to the **Ignition ON** terminal/wire at the ignition switch to monitor engine status.
- **GPS Yellow Wire:** Connect directly to the **Relay Yellow Wire (Pin 86)** to enable the remote immobilization feature.

5. ⚠ PLACEMENT WARNING: Keep the GPS unit away from metal components to prevent signal interference. Install under plastic dashboards or trims for best reception.

System Wiring Diagram