

The CUBE II[®] Install Guide



Table of Contents

Standard Installation.....	2
Standard Starter Disable Installation.....	3
Starter Disable with ECM Installation.....	3
Installation Do's and Don'ts.....	4



the
**Gold
Standard**
in GPS tracking

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The CUBE II® Standard Installation

Getting Started

The CUBE II® model is a completely self-contained device, requiring only a constant power 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 page 3 for more instructions.

The CUBE II® requires constant power to operate properly. The red will need to be connected to a constant 12v+ source. This can easily be located under the dash; fuse panels are good places 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. With the piezzo warning system, the white wire will need to be connected to the ignition wire.



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

Mounting

When mounting The CUBE II® the label side needs to face down 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.

Powering Up

Once the wires are attached and the device is mounted, plug the harness into the device to power it up. Once powered up, the LED indicators will show a solid red USR2 light, indicating good GPS signal, and a solid green USR1 light, indicating good cellular coverage. If the green USR1 light continues to flash you are not receiving a cellular signal. If you are unable to get a GPS and cellular signal after waiting 5 minutes, reposition and try again. It may take up to 15 minutes to get a GPS lock.

LED Troubleshooting

USR1 (GSM/Cellular Status)

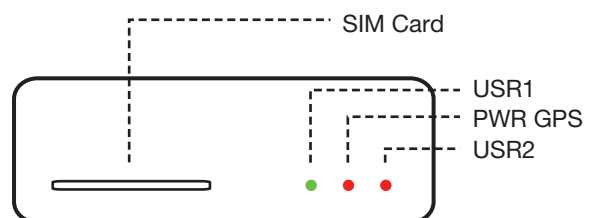
- GREEN Solid - within one minute of the device being powered up.

PWR GPS

- RED Solid - as soon as the device receives constant power.

USR2 (GPS Signal)

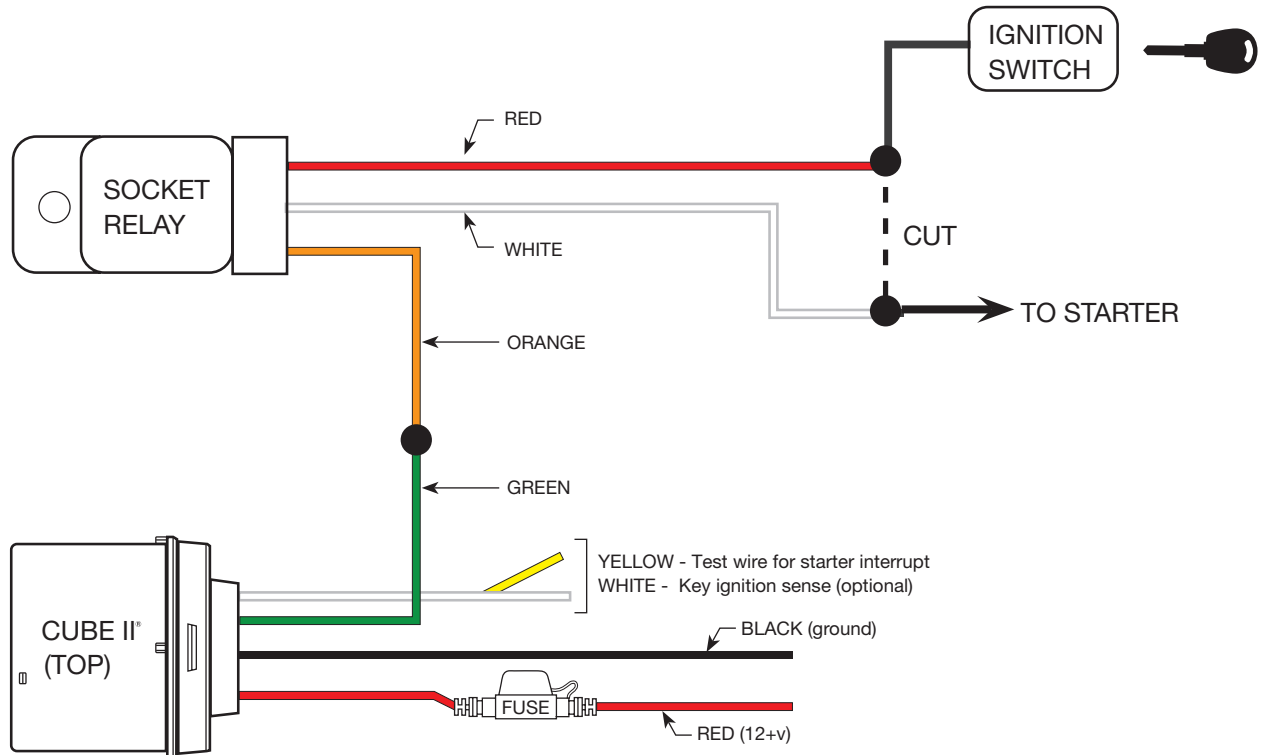
- RED Solid - GPS has locked on. Generally within 5 minutes.



Standard Starter Disable Installation

Wiring

The starter disable relay is put into the 12v starter wire. You will have to cut this wire and connect the red wire from the relay to the 12v supply into the relay. The white wire from the relay connects to the cut wire going to starter. The orange wire from the relay will connect to the green wire from the device harness.



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 frame
- 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 12v power supply

DON'T

- Use small screws for grounding that are not attached to the frame
- Use a pulsating 12v power supply
- Splice wires together loosely without insulating properly
- Let the device and wiring hang loosely
- Mount the device with the label side up