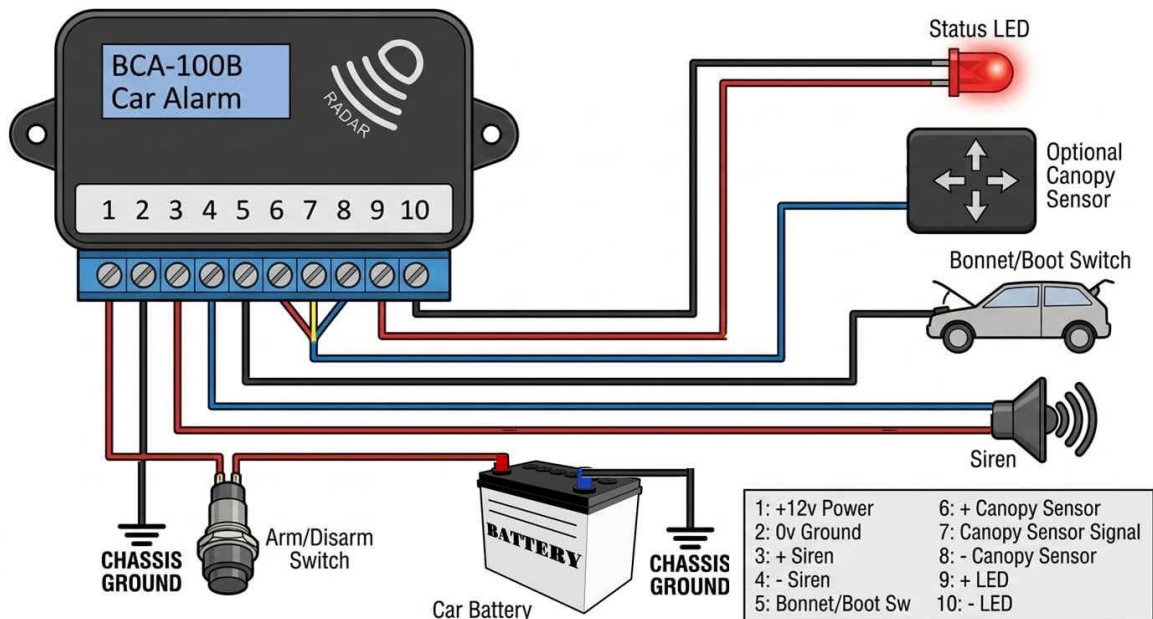




## BCA-100B Installation Guide



### Introduction

The BCA-100B alarm uses an ultra low power radar signal to detect movement inside the vehicle. The car's metal bodywork and windows naturally confine the sensing range to the interior. The signal penetrates seats, allowing detection of rear doors and the tailgate opening, and it can also sense when windows are broken.

### Tools Required

The alarm has been designed for quick, straightforward installation. In most cases, you'll only need:

- Screwdrivers
- Pliers
- Wire cutters
- A sharp knife
- Electrical tape

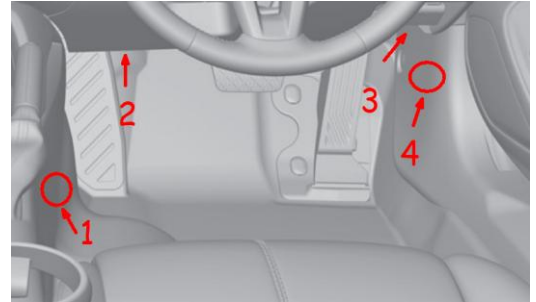
Optional tools that make the job easier include: a multimeter, soldering iron, and power drill. Only one wire connects to the car's electrical system, and these instructions assume minimal electrical knowledge. Read through the procedure several times before starting. If in doubt, consult someone familiar with vehicle electrics or contact us directly.

## Installation Steps

### 1. Positioning the Alarm Module

Decide where to mount the alarm module, switch, and LED.

- **Large SUVs:** The centre of the vehicle (points 1 or 2) is best, ensuring the tailgate is monitored.
- **Smaller cars:** The plastic trim near the driver's door (points 3 or 4) is often ideal.



Before removing panels, connect the alarm to a 12V supply and attach the siren. Test different module positions to confirm all doors are detected and that nearby pedestrians do not trigger false alarms.

### 2. Installing the Push Button and LED

- Drill a **12mm hole** for the push button and an **8mm hole** for the LED.
- Wiring connections:
  - Push button: Red wire → Terminal 1; Black wire → Terminal 2
  - LED: Red wire → Terminal 9; Blue wire → Terminal 10

### 3. Routing Siren Wires into the Cabin

Locate where existing wiring passes from the engine bay into the car.

- Use spare rubber grommets if available, making a small hole for the new wires.
- As a last resort, drill a new hole. **Important:** Ensure wires do not rub against sharp edges, as damaged insulation could cause alarm failure.



### 4. Connecting Power

- **Experienced installers:** Identify a wire under the dash with +12V present even when the ignition key is removed (e.g., brake light switch wiring). Connect the alarm's **RED wire** here.
- **Simpler method:** Connect the RED wire directly to the battery's +12V terminal (marked with a "+" symbol, usually with a red cover and multiple wires).
- The **BLACK wire** connects to vehicle ground, typically under a body screw.



### 5. Installing the Siren

Mount the siren facing downward to prevent water ingress.

- The driver's side is usually best for shorter wiring runs.
- Use pop rivets if possible. Avoid self-tapping screws, which loosen over time.
- Wiring: Red wire → Terminal 3; Black wire → Terminal 4



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## 6. Bonnet/Boot Switch (Optional)

Mount the switch on the driver's side radiator support.

- Drill a hole if necessary, taking care not to damage the radiator, or wiring.
- Connect the switch to **Terminal 5**.



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## Testing the alarm after installation

The following tests help to ensure its working correctly :				
Step	Action	Normal Result	Fault	
1	Switch alarm on and close car doors.	LED is on, alarm will chirp , then once more a few seconds later.	Alarm chirps continually.	If used, the bonnet / boot switch may need adjustment.
2	Switch alarm on and close car doors.	LED comes on then goes off as the alarm is armed.	Alarm LED doesn't come on, siren doesn't chirp.	Recheck wires to the +12v and car ground.
3	Switch alarm on and close car doors.	After approx. 10s the siren 'chirps'	Alarm LED comes on, siren doesn't chirp.	Recheck wires to the siren for damage. Red must go to terminal 3, black to terminal 4.
4	Switch alarm on	After a further 3s the LED goes off. The alarm is armed.		No action needed, the alarm is armed.

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