

ChimeBuster – JK Wrangler



Fitting and programming instructions

'ChimeBuster' overrides the chime that occurs when the driver's door is opened with the key still in the ignition. The continuous chime "encourages" you to remove the keys from the ignition – however when off road this practice can easily lead to losing the key with all its associated problems.

ChimeBuster is designed for off road application - It is the user's obligation to confirm that its operation complies with local legal requirements.

Fitment:

To ensure reliability in the harsh 4WD environment we recommend all connections are soldered and protected with 'heatshrink' or even better; 'glueshrink' sleeving.

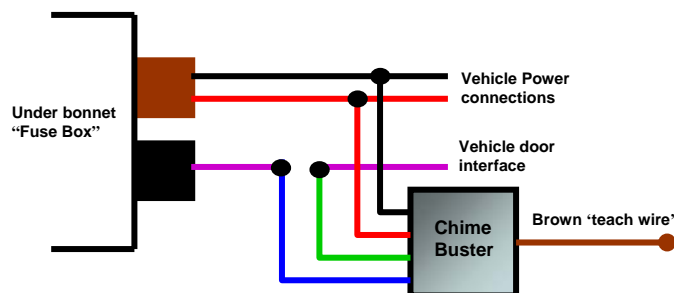
Tools Required:

Insulation tape, soldering iron/solder, shrink sleeving, heat gun (or equivalent) wire cutters and a small sharp knife.

Package Contents:

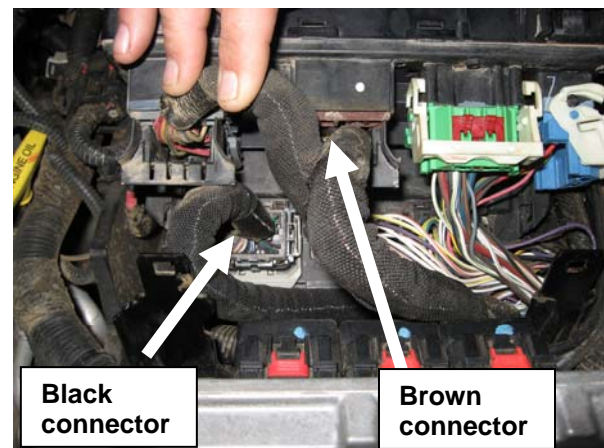
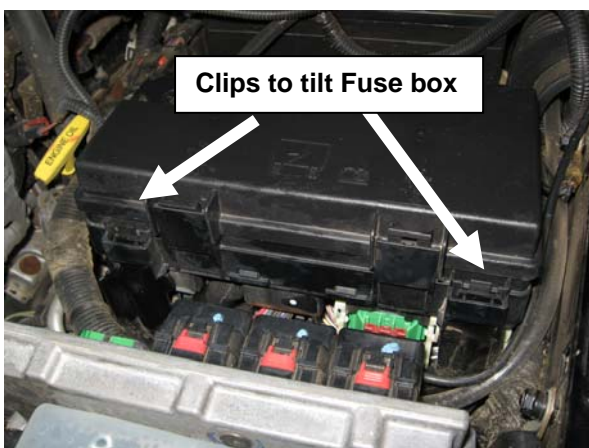
- 1 x ChimeBuster module
- 1 x Double sided adhesive tape
- 1 x Instructions

Wiring Detail:



Installation:

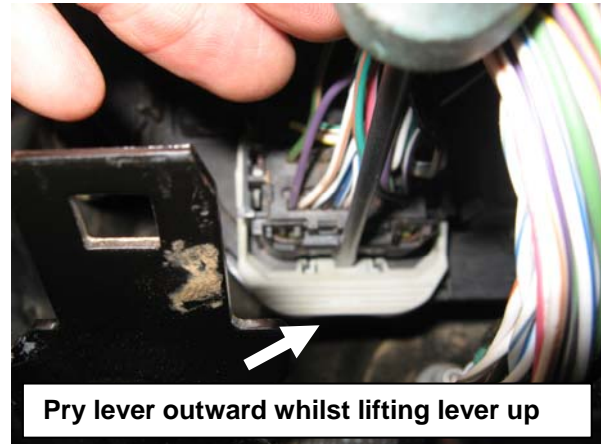
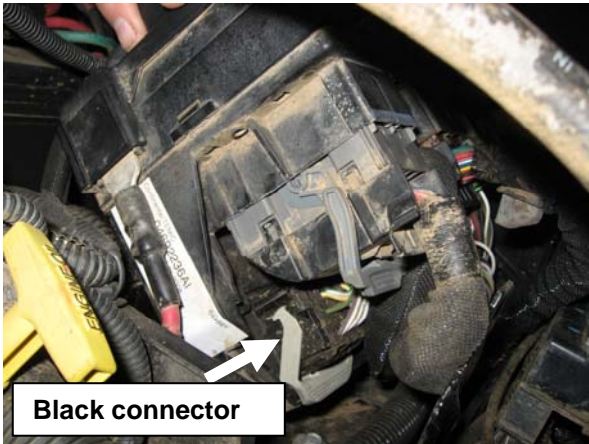
1. Disconnect the battery (good practice for all electrical work), the standard JK radio does not need a code but you may need to reset the clock.
2. Locate the "fuse box" in the engine compartment. Unclip the catches shown and the box will hinge back to allow good access to the wiring. Note the position of the harnesses under the box so they can be restored back into position when finished!



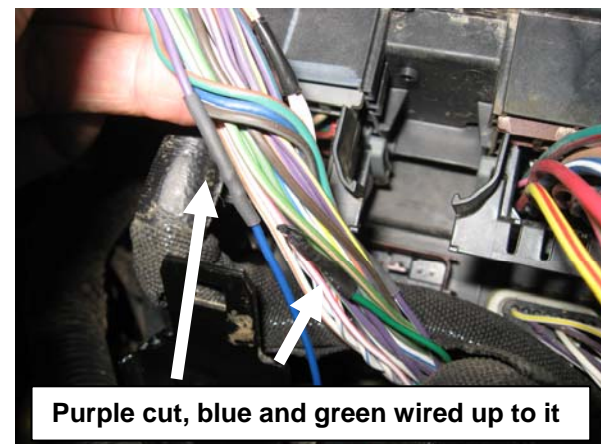
Diesel Applications: Fuse box is located at 90° to the picture shown. Rather than tilt back as shown, undo four mounting clips (2 as shown and 2 behind fuse box) and lift whole fuse box upwards off its mounting bracket.

Tip: DO NOT cut the ChimeBuster wires too short, the wires can be tucked under the fuse box later. This will allow easy wiring and provide more options for mounting locations. At this stage also consider if you wish of use some form of insulation sleeving over the wires before connecting.

3. Locate and unplug the black connector shown (it has a purple wire one end and a purple/white the other) although it can be left connected, disconnecting will give more room to work on the wiring. Insert a small screwdriver between the grey release lever and the terminal. Firmly pull up whilst at the same time using the screwdriver to apply outward pressure to the lever.



4. Un-tape and peel back the harness insulation. Locate and cut the purple wire, slide heatshrink over the cut wire and solder the blue wire from ChimeBuster to the purple wire end coming from the connector. Repeat the process with the green wire from ChimeBuster to the purple wire end coming from the vehicle harness. Re-tape the harness insulation.



5. Locate the brown connector plug, un-tape and peel back the harness insulation; connect the ChimeBuster black wire to a black wire in the harness by carefully removing the insulation (NOT cutting the wire). Use insulation tape to protect the finished connection. Repeat the process connecting the ChimeBuster red wire to one of the small red wires in the harness. Replace and re-tape the harness insulation.



ChimeBuster – JK Wrangler



6. Ensure the ChimeBuster brown 'teach wire' is not touching any metal (wrap some tape on it temporarily). Restore fuse box to original position; ensure the harnesses aren't unduly forced or rubbing on any sharp edges.
7. Mount ChimeBuster in a convenient location using the double sided tape provided (clean the surfaces thoroughly with an 'alcohol wipe' to degrease). ChimeBuster can also be simply 'cabled tied' out of sight under the fuse panel if you wish, but allowing for future access to the brown 'teaching wire' should be considered.

Testing and setting the chime period after fitment:

When the battery is reconnected ChimeBuster will be in its default setting, providing approximately a 5 second chime period (i.e. chime will sound for 5 seconds and then turn off). This was chosen as it gives sufficient warning of a door being ajar (a very important safety consideration!) without being too annoying.

Chime settings are permanently stored even if the battery is disconnected. They can be altered as many times as you wish. When finished programming ensure the brown wire is tucked away and cannot contact vehicle ground accidentally.

To alter the Chime setting -

Factory setting- With drivers door open, ignition off, key in lock, hold the brown teach wire to vehicle ground (a metal surface, battery negative or a bare bolt head) for less than 5 seconds. The chime will stop when the teach wire is removed from ground, indicating successful setting.

ChimeBuster default setting - With the drivers door open, ignition off, key in lock, hold the brown teach wire to vehicle ground (a metal surface, battery negative or a bare bolt head) for more than 5 seconds, but less than 10 seconds. The chime will pause momentarily after the first 5 seconds has passed and then again when ground is removed, indicating successful setting.

Delay of your choice (up to 5 min) - The chime period time setting will begin at the 10 second point until the ground is removed (i.e. if the brown wire is held to ground for 50secs, then time setting will be 40secs). With drivers door open, ignition off, key in lock, hold the teach wire to vehicle ground (a metal surface, battery negative or a bare bolt head) for more than 10 seconds, but less than 5 minutes. The chime will cease momentarily after 5 and 10 seconds have passed and then again when ground is removed, indicating successful setting.

