

| Make             | Model             | Year    | Install | BCM | Lights                  | Locks | POC 1     | I/O Changes                |
|------------------|-------------------|---------|---------|-----|-------------------------|-------|-----------|----------------------------|
| DL-NI4<br>Nissan | Altima STD Key MT | 2005-06 | Type 1  | DKP | Park / Auto<br>NI-LOCK* | DATA  | Hazard1/2 | Green White/Blue<br>START2 |

Installation **Type 1** requires **BLADE-AL(DL)-NI4**, flash module and update the controller firmware before beginning the installation.

**I/O Changes:** Each vehicle in this installation group have different configuration requirements for proper handling of ACC and START circuit handling. Please ensure that the appropriate changes have been made before testing.

**The required, controller specific, changes are listed below.**

**CM900S/900AS I/O Changes:**

**START2:** Set feature option **1-6-2** (starter output 10A max), connect **green/white** to **yellow** (2nd START) at configuration point [C]

**Optional Hazard Light Control:**

**NI-LOCK** harness **green/white** is pre-wired for hazards, connect harness wire to the controller POC1 (**green/white**), additional configuration required. Vehicles equipped with a **MOMENTARY** activation switch require that POC1 be configured for **Hazard light** (POC option #30), if the switch is **LATCHING** type you will use **Hazard light 2** (POC option #23).

**Clutch Bypass:** M/T equipped Altima requires additional wiring and configuration to provide a clutch signal bypass. Select a POC and change its feature option setting to Option 2 (2nd START). Use the configured POC to provide a ground signal during start, to the **green/red** wire at the clutch switch.

**Auto-Light OFF:**

**NI-LOCK** harness **orange** is pre-wired for Auto-light shut off, if the vehicle is equipped with auto-lights connect CM REARM output (**orange**) to **orange** wire in harness.

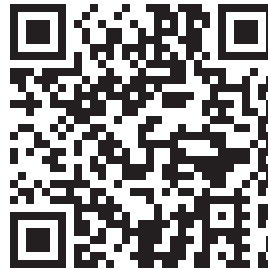
**D**

**NI-LOCK harness configuration:** Configure Double Pulse Unlock (**feature 1-04, option 2**) Vehicle lock functions are handled through data, additional harness configuration is not required.

**NI-LOCK\* vehicles** require additional wiring and a relay to open the auto-light shutdown loop provided on the NI-LOCK harness.

**FTI-NSK1: Installation and Configuration Notes**

- A** CUTS REQUIRED - INSULATE AFTER CUTTING
- B** REQUIRED CONNECTION - USE JUMPER IF NO IMMOBILIZER
- C** CONNECT AS ILLUSTRATED
- D** CONNECT AS ILLUSTRATED
- E** CONNECT AS ILLUSTRATED



| FEATURE COVERAGE |                 |           |             |               |                  |                     |                |                |             |             |              |              |                |             |                 |                |               |
|------------------|-----------------|-----------|-------------|---------------|------------------|---------------------|----------------|----------------|-------------|-------------|--------------|--------------|----------------|-------------|-----------------|----------------|---------------|
| IMMOBILIZER DATA | PRIORITY UNLOCK | DOOR LOCK | DOOR UNLOCK | ARM OEM ALARM | DISARM OEM ALARM | TRUNK/HATCH RELEASE | A/M ALARM CTRL | A/M RS CONTROL | HOOD STATUS | DOOR STATUS | TRUNK STATUS | BRAKE STATUS | E-BRAKE STATUS | TACH OUTPUT | SECURE TAKEOVER | PARKING LIGHTS | HAZARD LIGHTS |
| ○                | ○               | ○         | ○           |               |                  | ○                   |                |                |             |             |              | ○            | ○              |             | ○               | ○              |               |

**•FT-DAS Required for manual transmission.**  
**•BOTH Red & Red/White MUST be connected with high current application.**

**Jumper Setting**

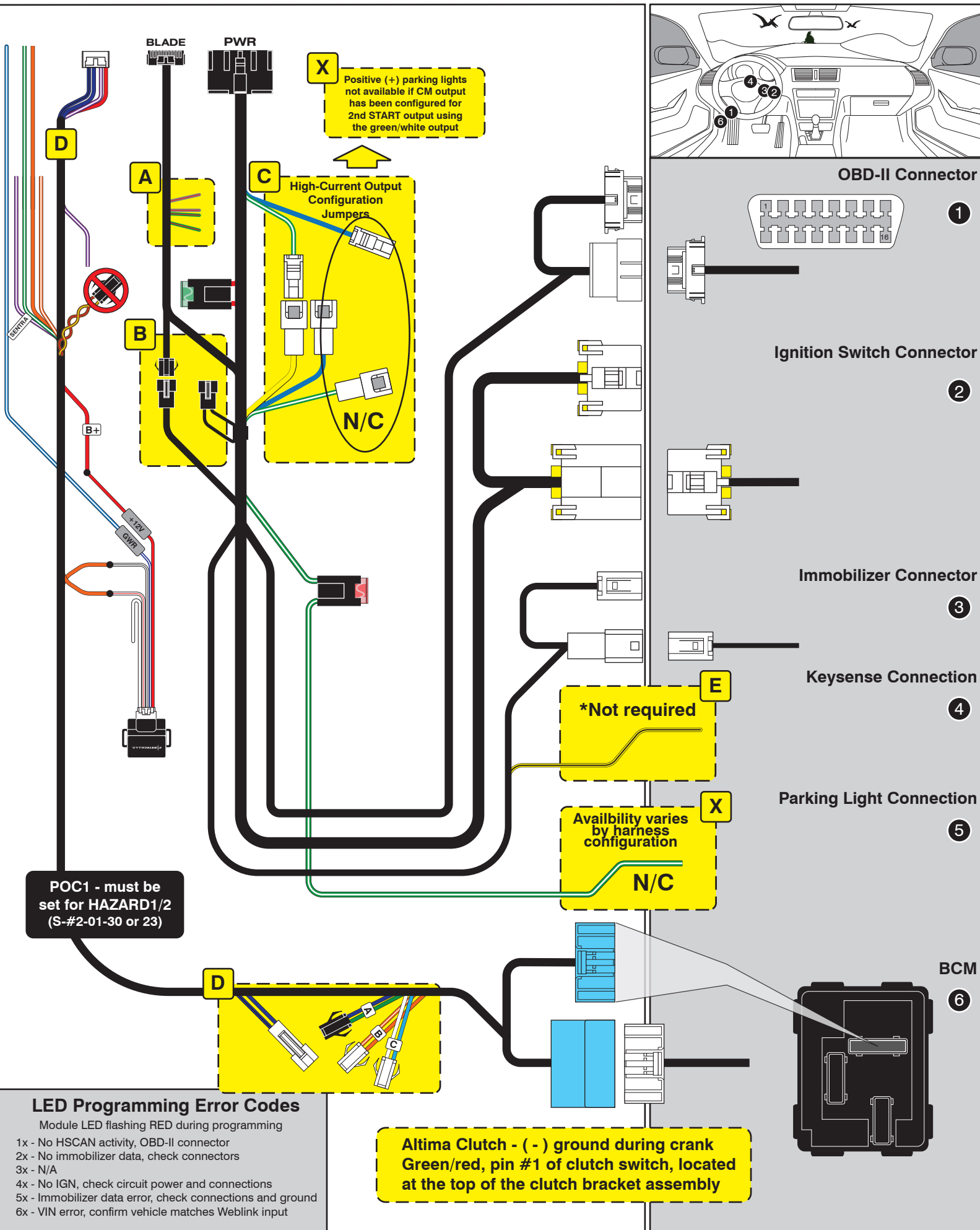
|               |           |                         |                              |                              |
|---------------|-----------|-------------------------|------------------------------|------------------------------|
| Parking Light | Accessory | Ignition (Default)      | (+)Door Trigger In (Default) | (-)Door Trigger In (Default) |
| Trunk         | Starter   | Parking Light (Default) | Starter                      | Ignition                     |
|               |           |                         | Accessory (Default)          |                              |

**CM7000/7200** Cut loop for A/T

**CM-900S/900AS**

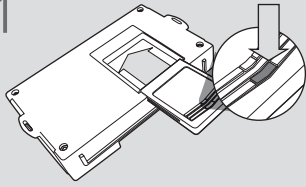
**CM900AS/900S Jumper**

**START**  
**ACC**  
**IGN1**



## CARTRIDGE INSTALLATION

1



Slide cartridge into unit. Notice button under LED.

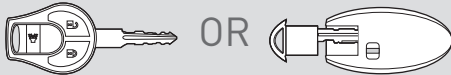
2

Ready for Module Programming Procedure.

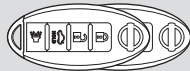
## MODULE PROGRAMMING PROCEDURE

### NOTE

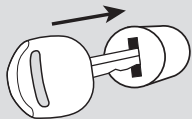
I To complete this procedure, use one regular key or one valet key.



II When programming, all key fobs must be located at least 10 feet away from the vehicle.

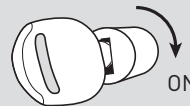


1



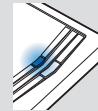
Insert key into ignition.

2



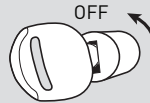
Turn key to ON position.

3



Wait, LED will turn solid BLUE for 2 seconds.

4



Turn key to OFF position.

5

Module Programming Procedure completed.