

NOSTART RELAY (NSR) INSTALLATION INSTRUCTIONS



AESTHETICS

NOSTART relays have been built to look, feel and smell like the relays they are designed to replace. Bosch, GM, Hyundai, Nissan, Chrysler, Mitsubishi have all been catered for.

FUNCTION

The NSR replicates the function of an ordinary automotive relay. The relay contacts will close only after the NSR is disarmed by remote control and there is a full 12 volt difference across the coil pins.

Each NSR sources power and earth from all pins, both the original relay's coil and contact supply connections.

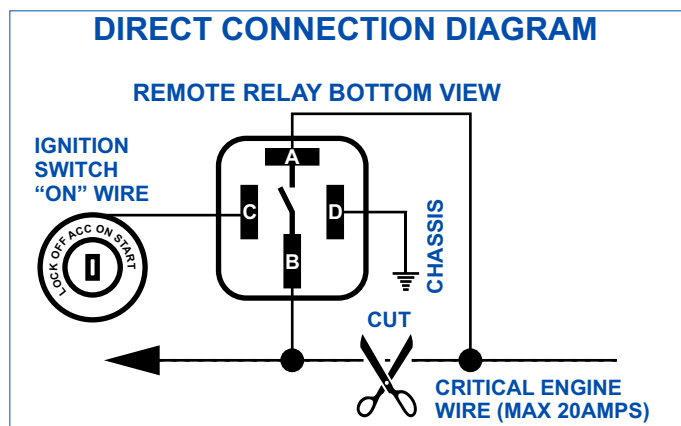
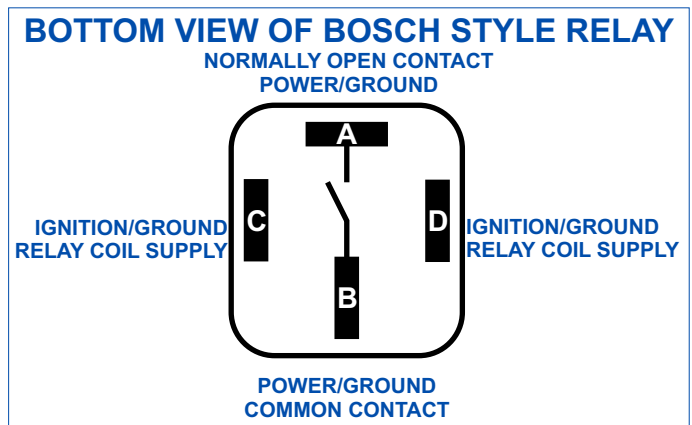
- Connections A & B are the relay switch contacts. Any +12V applied to either pin will be used as a main power.
- Connections C & D are the relay coil contacts. Any +12V applied to either pin will be used as an ignition signal.
- When chassis is connected to any pin, the connection is used to provide ground to the entire relay.

If any of the previous points prove false, the vehicle's start circuit will not be suitable for a NSR. Alternate circuits may be found within the vehicle using the same technique. Other suitable circuits include fuel pump, fuel injection and ignition circuits to name a few.

NB: The outer case of any NSR is not removable. Damage will occur and warranty is void if an attempt to open is made.

INSTALLATION (DIRECT CUT)

If it is impossible to locate a replaceable relay, the NSR may be wired into the vehicle directly. Please examine the connection diagram below.



ARMING

An NSR will arm :-

- Instantly, if +12V is removed from all pins
- After 30secs after +12V is removed from C&D, but not A&B.
- Never, if +12V is not removed from C or D.

DISARMING

Press the main button on the remote control to disarm the NSR. Subsequent presses will also disarm the relay.

INSTALLATION(RELAY REPLACEMENT)

The NSR can be used to replace an existing relays. Although the Dynamco strives to document all known compatible vehicles, please follow this simple procedure to determine whether a non-listed vehicle will accept the NSR.

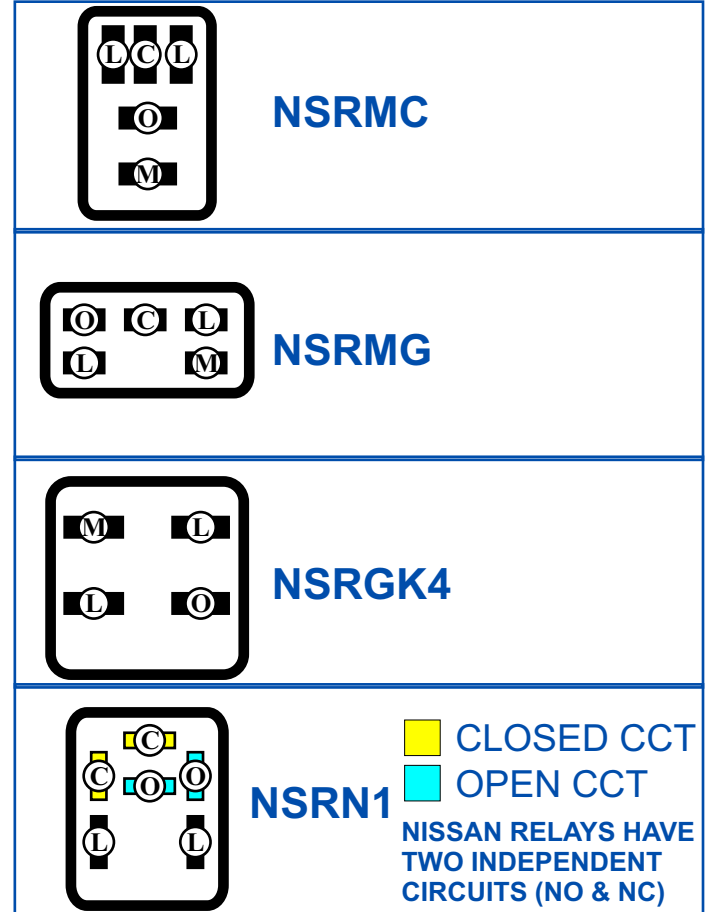
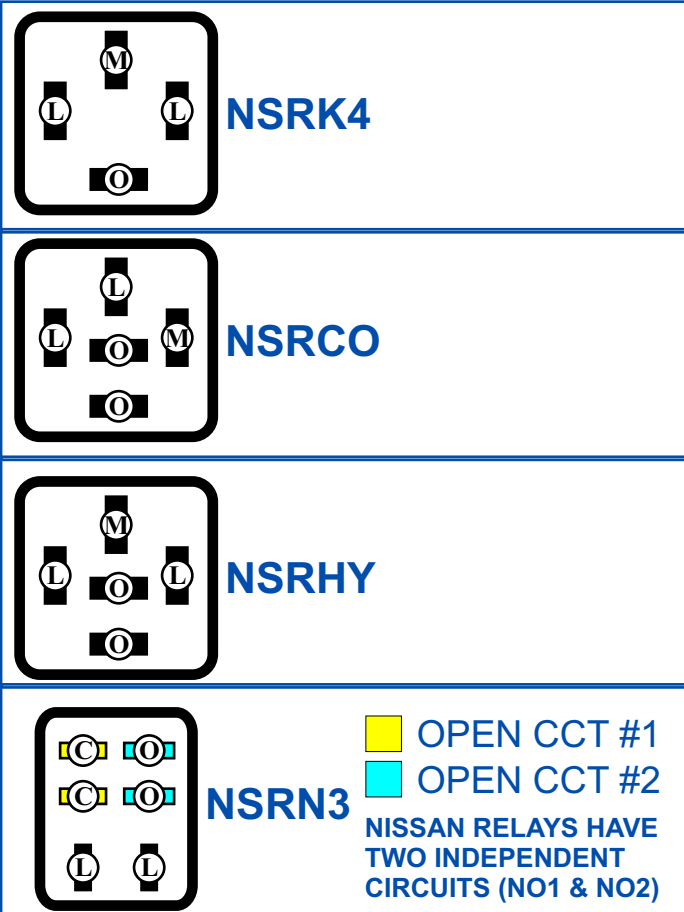
- Remove the starter relay from it's socket within the engine bay or vehicle cabin.
- Examine the pin configuration matches that of the remote relay (warning NSRCO and NSRH Y have same footprint, but very different pin configuration - cannot be swapped).
- If the pins match simply insert the remote relay into the starter relay socket.
- Attempt to start the engine as per normal without disarming the NSR.
- Disarm the NSR and attempt to start the engine once more***. At this point the engine must start.

NOSTART PACKAGES



See pin descriptions on next page

NOSTART IMMOBILISER RELAY PIN CONFIGURATION



ALL RELAYS VIEWED FROM BOTTOM

MODEL/PART NUMBER CONVERSION CHART

NSR15	NSRK(S)	SRI-B	Starter only
NSR47	NSRK	GRI-B	Other locations
NSRG15	NSRGK(S)	SRI-G	Starter only
NSRG47	NSRGK	GRI-G	Other locations
NSRMG	NSRMG(S)	SRI-MG	Starter only
NSRMG	NSRMG	GRI-MG	Other locations
NSRMC	NSRMC(S)	SRI-C	Starter only
NSRMC	NSRMC	GRI-C	Other locations
NSR-N1	NSR-N1	GRI-N1	All locations
NSR-N3	NSR-N3	GRI-N3	All locations

- ⊙ - Normally open contact pin
- ⊙ - Normally closed contact pin
- ⊙ - Coil pin
- ⊙ - Common contact pin

PROGRAMMING A NEW REMOTE CONTROL



- To program the nostart relays to accept new standard remote control a red master remote is required (supplied to installers only).



- Press the main button on the new standard remote control.



- Apply power across the coil pins of the NOSTART relay. Polarity is not important as NOSTART internally corrects reversed polarity.
- Momentarily press the small button on a master remote.



You will hear a small (very small) click of the contacts closing when the new code is accepted.

** Once a standard remote is programmed into a NOSTART relay, the master code is disabled.