Congratulations on purchasing your new AntiLaser Priority!

If you've ordered an ALP, it sounds like you've done your research. Well done. You have the very best and most effective laser jamming system on the market today.

In order for your ALP to be able to do its job, you need to install it and use it properly. You can have the very best jammers on the market, but if you install them wrong, don't update them regularly, or use them incorrectly, they simply won't be able to do their job.

In this setup guide, we'll cover everything you need to know about setting up and using your ALP's so that you can have the highest level of protection possible.

Part 1: How Many Heads Do You Need

In this section we'll cover how many heads you need for your ALP. Choosing the correct number of heads is vital for solid performance. It also really matters where you install them on your vehicle as well as how you position the heads. Mess up any of these things and your jammers will not be able to do their job and protect you. Just because you have laser jammers somewhere on your vehicle does not mean that they will work properly! It's like keeping food in your pocket and then wondering why your hunger isn't going away. :) You have to use your tools properly, not just have them on your car. Installing them properly is one of the most important things I'll cover in this entire guide so please understand this thoroughly to make sure you have the right number of heads and how to install your jammers so that they'll do what you want them to do.

Now in order to know how many laser jammer heads we need on our car and where they should go, we need to first know what the targets are on our vehicle and thus what we're trying to protect.

Lidar Guns Targets on our Vehicles

Police officers are trained to target the areas of the car that are the most reflective and easiest for a lidar gun to get a reading from. Those areas are:

1. Driver's side headlight
2. Center mass (grill or front plate if applicable)
3. Passenger's side headlight

Modern lidar guns are able to get a reading off of any part of the vehicle, not just the shiny parts. This includes the bumper, foglights, blacked out non-chrome grills, etc. However, installing our laser jammers such that they are ideally suited to protect the 3 primary target areas will also have the effect of protecting the rest of the car too.

How Many Laser Jammer Heads Do We Need?

Here's a quick overview of how many heads you need for your vehicle, depending on the type of vehicle you drive, where you drive, and if you want front protection only or both front and rear protection. Some of the newer anti-jamming guns with a variable pulse rate (VPR) will require additional heads.

1 Head

- Motorcycle, front coverage only, no VPR guns

2 Heads

- Small to mid sized cars, front only
- Motorcycle, front and rear coverage
- Motorcycle with full protection against VPR guns, front only

3 Heads

- Mid to large sized vehicles, wide sports cars, trucks, SUV's, front only

3 Heads: 2 Regular, 1 Tx

- Front protection for vehicles that encounter DragonEye Guns

4 Heads

- Front and rear 2/2 protection for small to mid sized vehicles

5 Heads

- Full protection for all vehicles against normal guns, front and rear

6 Heads: 2 Regular per side, 1 Tx per side

- Full protection for all vehicles that encounter the DragonEye guns, front and rear
- Full protection for larger vehicles like trucks and SUV's that need 3 heads per side

2 or 3 Heads up front? VPR guns?

The front is the main area most people need to protect and in many parts of the country they only target the front of your vehicle. As for how many heads you need per side of your vehicle, here's the general rule of thumb:

For small and compact cars, 2 heads will generally provide sufficient protection. Standard/mid-sized vehicles can often work well with just 2 heads as well, especially against older guns.

Midsize to large cars, including wide sports cars, as well as trucks and SUV's would need 3 heads to fully protect the front of the vehicle due to their larger target areas.

Against some of the newest variable pulse rate (VPR) lidar guns that are designed specifically to defeat laser jammers, the ALP can defeat them with just 2 heads, but things improve greatly with a third head in the center of the vehicle and it's for this reason that if VPR guns are in use where you drive, 3 heads are highly recommended. Watch this video to see an ALP with 3 heads installed on a big truck take care of a deadly VPR gun.

AntiLaser has also introduced special Tx (transmitter) heads designed specifically to help address the DragonEye guns even further. You'd use 2 normal heads on the right and left sides with the Tx head in the center.

Are VPR guns used in your area? Well they've most heavily used in GA and in Edmonton, Canada. In the US they've been reported in FL, GA, KS, LA, MA, MD, MO, OH, TN, & VA. In Canada they've been spotted in B.C., Alberta, Ontario, & Newfoundland. They may also be in use elsewhere and they continue to spread steadily throughout the country. Even if they're not in your state yet, it would be safest to go for at least 3 heads for peace of mind, especially if you're gonna be spending the time and energy to get everything installed anyways which can involve removing your bumper, running wires back through your vehicle's firewall, etc.

If you're looking to protect the rear of a larger vehicle, you'll need 3 heads. The way to do 3 heads in the rear is to have two normal heads and one Tx head. You can't do 3 normal heads in the rear.

If you need to order more heads, I recommend doing so before you start taking off your bumper, running the wires, etc. It's much easier to do everything all at once. You can purchase more heads here.

IMPORTANT NOTES:

The ALP's control box has ports for 3 heads up front. If you're running only 2 heads up front, make sure you're using only ports F1 & F2. Don't plug either head into the F3 port.

If you run 3 heads up front, the center head (normal or rear) MUST be plugged into the F2 port of the CPU. If you're using a Tx head, the Tx head will be used in place of the normal center head. It doesn't matter if the left or right head is in F1 or F3, but the center head must be plugged into the F2 port in order to jam those VPR guns properly.

Rear Protection?

Do you need protection in the rear? Some places shoot only the front, some places shoot both front and rear. In other places they shoot only in the rear. There isn't really a comprehensive list of what's in use where. However, most places around the US focus on the front and it's for that reason that front protection is considered standard and rear is generally considered extra for complete protection.

If you can afford it, I'd recommend front and rear for full protection. It's a few hundred dollars more for the heads plus a more involved install, but should you encounter rear laser, you're going to be glad you protected your rear. ;)

If you encounter rear DragonEye shots (Edmonton, Alberta is a perfect example), definitely go for 3 heads in the rear. You'll use two normal heads and one central Tx head. This will give you maximum protection on both ends of the vehicle.

INSTALLATION NOTE:

Since the ALP CPU only has two ports for rear heads, make sure you buy it with the splitter for rear. The two normal rear heads will plug into a splitter which runs into the R1 port and the rear Tx head will plug into the R2 port.

Part 2: Accessories

Your ALP's will do a great job at jamming laser and you don't to buy anything extra to deal with laser speeding tickets. That said, the ALP is a very modular system and there's a number of different accessories available that will add some useful functionality and improve the overall quality of your experience. Let's run through the different options real quick.

HiFi Module: $119

The HiFi module adds an external speaker to your ALP to give you not only louder alerts which you can hear better over any music or road noise, but it will also announce what gun you're being shot with, it makes it easier to navigate the menus since it tells you what menu option you're accessing (otherwise you have to look up what different beeps and LED colors mean), and it allows you to use several different profiles at once so you can quickly switch settings on the fly.

It's a replacement for the standard control pad that comes with the ALP. The standard control pad has a little buzzing speaker inside it. The HiFi module comes with an upgraded control pad that hooks up to the external speaker.

It's a highly recommended addon.

Here's a comparison video between the standard control pad and the HiFi module. Note: Thanks to some of the ALP's updates, all current control pads and HiFi modules now offer the ability to dim their LED's and the external LED. My older original control pad didn't so you can ignore that part in the video below since the ALP has now been updated. :)

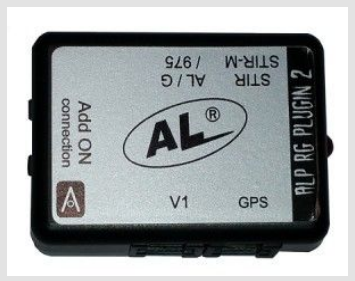
Purchase the HiFi module here.

GPS Antenna: $59

You can plug in a GPS antenna to add some speed-based functionality to your ALP. For example, you can give yourself low speed muting for radar, have your laser jammers automatically disable at low speeds, have your parking sensors disable at higher speeds, plus the GPS antenna is required for the Tx sensors. Additionally, you can have your ALP log how fast you were going when you got shot so you can see how big of a save you got and the ALP can also function as a VBOX and measure your vehicle's 0-60 times, so there's a bunch of useful features that the GPS antenna offers.

Purchase the GPS antenna here.

Radar / GPS Module: $99



You have the ability to integrate the Net Radar and Net Radar DSP remote mount radar detectors with your ALP. Integrating with a remote detector allows you to have everything tied in together into one package so you have fewer displays and controllers cluttering your cabin. The ALP also allows you to configure many of the advanced radar detector options like band segmentation, TSR, variable city filtering sensitivity levels, and low speed muting with the optional GPS antenna. You can buy the R/G module by itself or save some money when buying it packaged with a radar detector antenna.

Purchase the R/G module here.

Net Radar DSP Radar Detector Add-On Package: $649

If you'd like a fully integrated radar and laser package to install in your car while keeping your windshield and interior looking clean, there's several different remote radar detectors that you can install that also go in the grill of your car like the ALP heads. There's the high performance Net Radar DSP and the more affordable original Net Radar. Both are very capable radar detectors that plug right into your ALP and share the same controller and display so you don't need to install additional components in your vehicle's cabin. The Net Radar DSP is the newer and more popular option so let's start with it.

It offers long range performance, good blind spot filtering capabilities, as well as MRCD detection capabilities. It is also effectively stealth to radar detector detectors. Its biggest appeal though is that it's designed for the ALP which is the laser jammer that most people are going to get anyways so it's the go-to choice, plus it offers the performance of remote radar detectors that cost thousands of dollars, yet it's available at a fraction of the price.

To run it you'll need the R/G module as well as a GPS antenna. AntiLaser sells a package with all three components to give you everything that you need. If you'd like to get directional information, order a second antenna for the rear as well and it will plug right into your R/G module too.

Note: If you do a lot of driving in urban areas, I'd recommend you get the Bluetooth module as well (covered below) which adds GPS lockouts. This way you can run the iOS or Android app and your phone can learn all the false alerts from shopping centers and speed signs that you regularly drive by and filter them out for you in the future.

Purchase the Net Radar DSP package here.

Purchase a Rear Net Radar DSP Antenna here.

Purchase the Bluetooth module here.

Net Radar (original) Radar Detector Add-On Package: $549

Prior to the Net Radar DSP we had the original Net Radar antenna. It was a capable radar detector too, but it's more of a mid-tier performer rather than a long range detector. It also lacked MRCD capabilities (important for Canada) so MRCD detection required a second dedicated MRCD-only antenna.

Now that the Net Radar DSP is available for only $100 more, that is the way that most people go. However, the original Net Radar is still a capable detector, it's more affordable, and not everyone needs crazy long range.

Speaking of saving money, you can also opt to get a Net Radar DSP up front and an original Net Radar for your rear antenna. This will save you $100 over getting a pair of NR DSP's and yet you'll still get your arrows. Long range detection is less important in the rear than in the front. Having two NR DSP's is still optimal since both antennas will be equally sensitive, but if you don't mind your arrows taking an extra second or two to flip after you pass the source (because the rear antenna will be less sensitive), you save a little cash and do a regular NR for the rear.

Purchase the Net Radar package here.

Purchase a rear Net Radar antenna here.

Bluetooth Module: $99

The bluetooth module allows you to pair your ALP with your phone and it works on both Android and iOS. With your phone you can update your ALP's firmware directly through the app rather than needing to download the update on your computer and transfer it to your ALP with a USB drive. You can also adjust your settings through the phone while sitting in the car. Like the HiFi module, you can add voice alerts, except the audio will now play through your phone's speaker or through your car's stereo over Bluetooth. Here's a quick video demo of how the alerts look and sound over Bluetooth.

As you can see, when using the Bluetooth module, you can see what frequency your radar detector is picking up and what lidar gun you're being shot with.

You can also review your logs much more easily and see what gun you were shot with after an encounter. One of the biggest benefits is that if you're using radar with your ALP, your phone will give you GPS lockout functionality so your phone can learn where the stationary false alerts are located around town and mute them for you when you pass by again. This is an invaluable feature for people who drive in urban areas.

One thing to be aware of is that when you're connected to your phone via Bluetooth, it takes over for your dedicated control pad (both regular and HiFi). Luckily you'll still be able to use the menu button on the control pad to kill

your laser jammers when shot, but all the other functionality for the ALP such as powering on and off, changing settings, or muting radar alerts will be handled by the phone instead of the control pad. Also, if you plug the HiFi module into the Bluetooth module, the HiFi module's speaker will not work. Audio will go completely though your phone and out through your vehicle's stereo. I personally like having HiFi too for times when I'm not running the app and so it falls back to HiFi and the audio sounds identical to Bluetooth, but there are some limitations to running Bluetooth and HiFi simultaneously.

Purchase the ALP Bluetooth module here.

ALP Head extension cable: $29

The cables that connect the ALP heads to the control box are 5m (16.4 feet) long. This is generally enough for connecting the front heads, but for some vehicles you may need an extension cable for the rear heads, especially when you are running the wires under and around the trim of your vehicle. The extension cable will add an additional 2.5m (8.2 feet) of length. You'll need one extension cable for each head you're extending the length of.

Purchase ALP head extension cables here.

Pocket Laser Tester: $49

If you want to test your ALP and verify that the heads are working, having a device that can trigger your ALP is very handy. This pocket tester simulates the pulse pattern of a bunch of different lidar guns. It's great for not only verifying that your ALP works properly, but also to troubleshoot if you suspect that one of the heads isn't responding to lidar. The ALP does its own self-check and will let you know if a head fails at any point, but this is a great add-on as well.

This is not a substitute for testing your ALP's with an actual lidar gun, however. This will let you check each head individually to ensure that it's plugged in and responding to laser, but it will not help you verify that your ALP heads have been installed properly so that they can jam the laser gun effectively. Make sure that you follow the following installation tips and then test out your system with an actual lidar gun to verify proper installation.

Purchase the AL pocket laser tester here.

Flic Wireless Bluetooth Button: $35

Finally, the last accessory to consider is a wireless Bluetooth button called the Flic that adds a dedicated control button to your ALP to let you do things like kill your jammers, mute or lock out your radar alerts, and power the system on and off.

Watch this video to see the Flic button in action.

The button is especially handy for those running the Bluetooth module because when doing so, while you can still JTK with the dedicated control pad, you'll lose the ability to mute or lock out radar alerts. The only way to control your

radar detector otherwise is via the app and it's not always convenient to switch apps or tap on your phone's screen while driving.

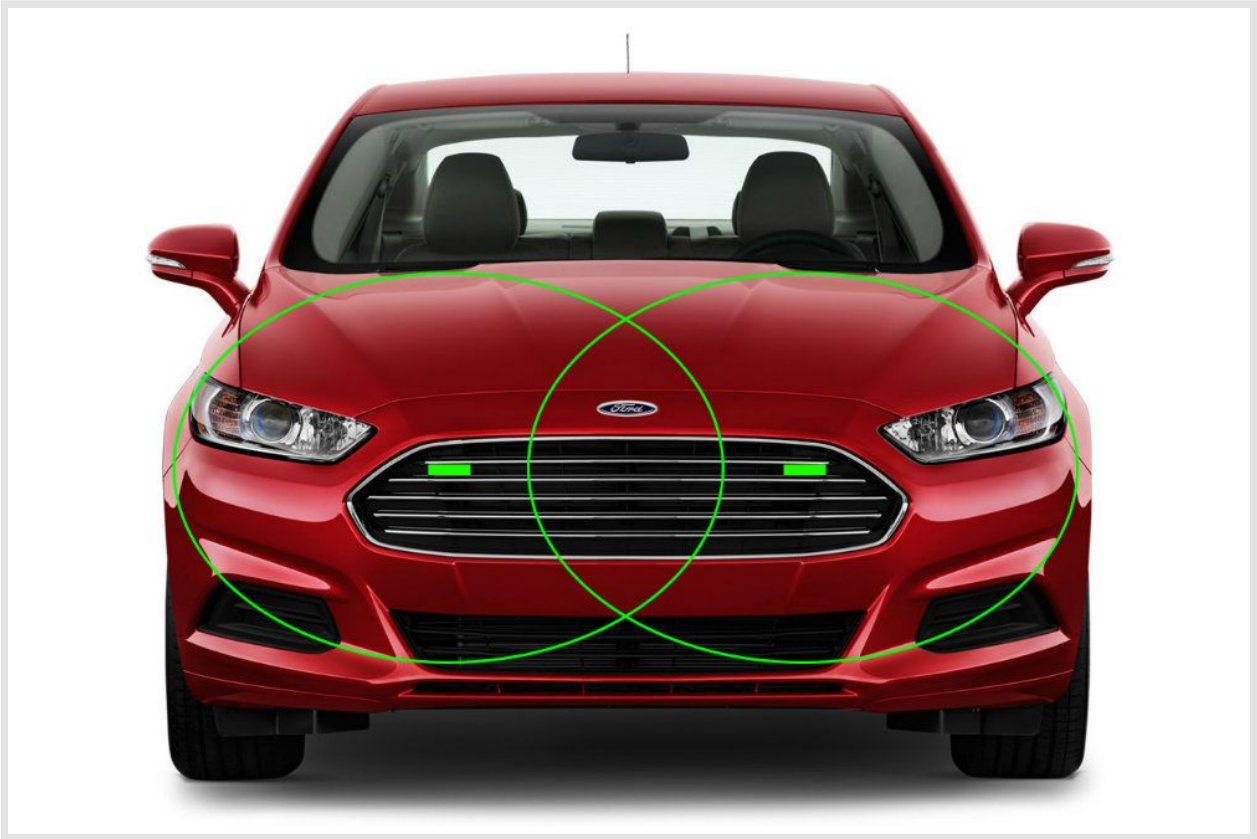
The Flic is a small button you can stick somewhere in your vehicle (ie. on the dash, behind your steering wheel, etc.) so that you always have a dedicated button on hand to remotely control your ALP while it's otherwise being controlled by your phone. It can do lots of other things too like control your music and stuff like that. The ALP now interfaces with the button as well so you can use it to control your laser jammers and radar detector as well.
Purchase a Flic button here.

Part 3: Proper Head Placement

Now that we know all the different components we need and how many heads we need, let's take a look at where the laser jammer heads need to go in our vehicle. We also know what the areas of our vehicle are that a police officer will target with their lidar guns: Headlights/taillights, grill, and license plates. Knowing this, we need to make sure that our laser jammers fully protect these target areas.

Front Installs

Lidar jammer heads each cover an oval shaped area of the car with a radius of about 24 inches or so. Knowing this, here's a look at what two jammers placed on opposite ends of the upper grill would look like in terms of coverage area.



This is a textbook dual head setup. You can see the two heads themselves (the green rectangles in the grill) and the coverage they provide (the green ovals). You can see that they're covering all the main target areas including the headlights, grill, front plate, and even down to the foglights.

Sometimes the grill makes it a piece of cake to install your heads. Sometimes some drilling and cutting may be required. Here's a look at the two front jammers on my Miata. I'm not comfortable hacking up my own car so I had a professional do the work.

Allow me to explain a few key points of why this placement works.

- They're far out enough to cover the headlight/foglight area.
- They're close in enough to provide sufficient coverage for center mass / front plate shots.
- They're up high enough so that as you first start to crest a hill, your heads are able to see over the hill too.

On some cars it might be far more convenient to mount the heads down lower. BMW's with their vertical grill slats are a great example.

One of the nice things about ALP's is that their increased sensitivity means that we can get away with placement options like this that we weren't able to before with earlier generation jammers. This used to be a no go before and while installing higher would be ideal, this install would still perform well in practice.

The normal heads need to be mounted horizontally which is why they need to be mounted in the lower air intake. They won't fit horizontally in the vertical grill slats. However, if you use a Tx head in the center of the vehicle, you can install the normal heads vertically.

Rules of thumb for TX sensors:

- Standard heads must always be installed horizontally when not using a Tx head
- When using a Tx head, standard heads may (but don't have to be) installed vertically
- Tx head should always be in the center of the vehicle
- Tx head should be at least 20″ above the ground to minimize reflections off the road ahead of you

If the car is larger or wider, two heads may not be sufficient to cover the entire area of the vehicle so 3 heads would be required, especially if you have a front plate far from the headlight area. Here are standard configurations for triple head setups.

In this install the two outer heads are spaced farther apart and the central head covers the middle area.

A similar idea works well for larger SUV's and trucks. I've seen people get away with 2 heads on some SUV's and it works fine since the ALP's are quite sensitive, but 3 heads are generally the way to go.

In general you'll want the 3 heads in line with one another, especially if you don't have a front plate. Sometimes it's not convenient to put the center head in line such as when you have a vehicle badge in the center of your grill.

If that’s the case, it’s okay to drop the center head down a little bit. +/- 6″ up or down is a good rule of thumb. A slightly lower center head can also help make sure you have your front plate covered well too, if applicable.

If you encounter the DragonEye, you can replace the center head with a Tx sensor.

The Tx head has to be mounted at least 20″ above the ground to prevent reflections from the road up ahead. This is only an issue for sports cars that are lower to the ground and in that situation, if you have a wide but low sports car (like the red Corvette up above), you're better off with 3 standard heads, even if you encounter the DragonEye.

If you don't face the DragonEye you're better off with 3 normal heads on a larger vehicle too.

Otherwise, if you face the DragonEye and you have the ability to mount a Tx head at least 20″ off the ground, go with the Tx head for the center head.

(In case you're wondering, the ALP supports 3 heads up front max. There's no way to do 3 normal head and one Tx head up front for a total of 4 heads or to have multiple Tx heads on one side of the vehicle.)

Rear Installs

When it comes to rear installs, placement is pretty similar across different vehicles. Most people install just above the license plate towards the tail lights. It's generally pretty easy to run the wires in through the license plate light area.

2 Regular Rear Heads

With some cars the license plate is way down low, far away from the tail lights. Take a look at the Infiniti G3

You'll see here that the standard placement location in green just above the rear plate is pretty far away from the tail lights.

I've seen some cars struggle with this location, especially with earlier generations of jammers, and they've sometimes had to go for a higher location like the one shown in orange. They'd attach their jammers to their trunk itself and the heads stuck out the back. It was ugly, but it worked.

With the ALP's, this is another area where the increased sensitivity helps. The lower location in green is more difficult for the jammers, but it can still work nonetheless. Make sure you test, test, test after you get your system installed! We'll cover testing towards the end of this guide once you have your system installed and configured.

2 Rear Heads: 1 Standard Rear Head, 1 Tx Rear Head

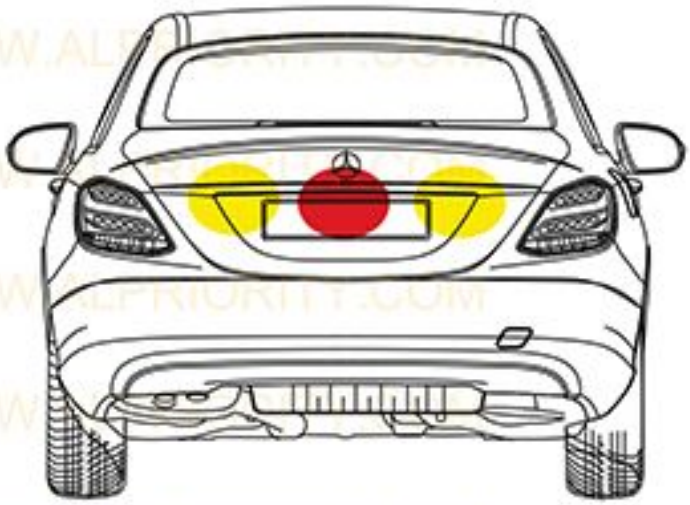
On smaller vehicles that face the DragonEye where you can't space the two heads really far apart, you could opt to use 1 standard rear head and 1 Tx rear head like this.

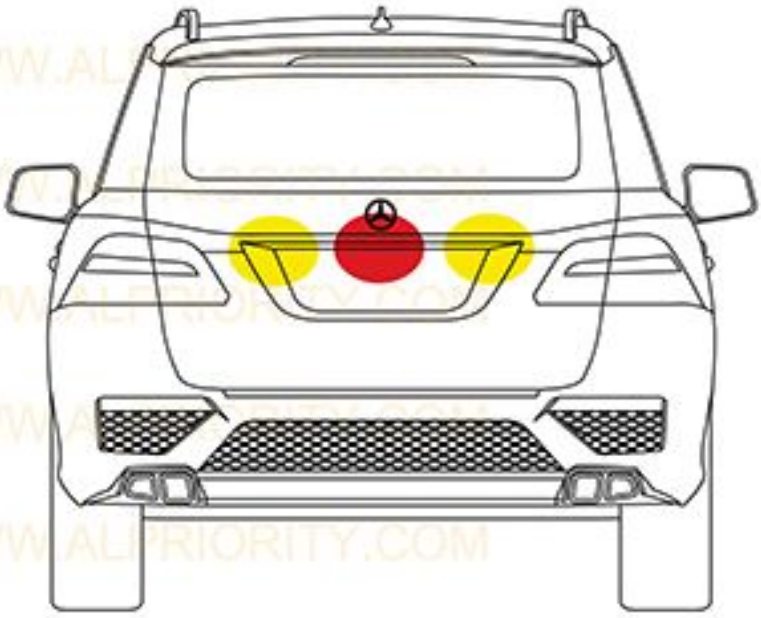
However, personally I would feel more comfortable having 2 standard heads in the rear for maximum sensitivity and laser detection and 1 Tx head in the center to really counter the DragonEye.

3 Rear Heads

For larger vehicles that would benefit from having 3 heads in the rear, the ALP CPU only has ports for two rear heads, but there's a trick to getting 3 heads in the back. You'll use 2 standard heads and 1 Tx head. The two standard heads will plug into a splitter which plugs into the R1 port. The Tx head will plug into the R2 port.

Again the Tx head (red) will be in the center and the standard heads (yellow) will be off to either side.





- Rear Tx head always plugs into R2 port of ALP CPU
- Standard head or heads always plug into R1 port of ALP CPU

Fine Tuning For Your Specific Vehicle

The sample setups that I'm showing you here are basically designed to show you the ideal placement locations in ideal scenarios. When you take a closer look at your car you may find it tough to install heads here due to the shape and design of the grill, a lack of mounting locations on or behind the grill, not wanting to cut the grill, etc.

I would recommend sticking to these textbook locations as much as possible. That said, some vehicles aren't jammer friendly and there's no good way of installing your heads without cutting something up.

Even with mesh grills it can be done. Some people look into alternate replacement grills with horizontal slats or buy a second one off eBay that they're more comfortable cutting into. Some people go into their factory grills. That said, it can be made to look good. Check out this install for example on an Audi S6.

I've also seen some creative installs where people have fabricated custom brackets to help their jammers blend in with their car better.

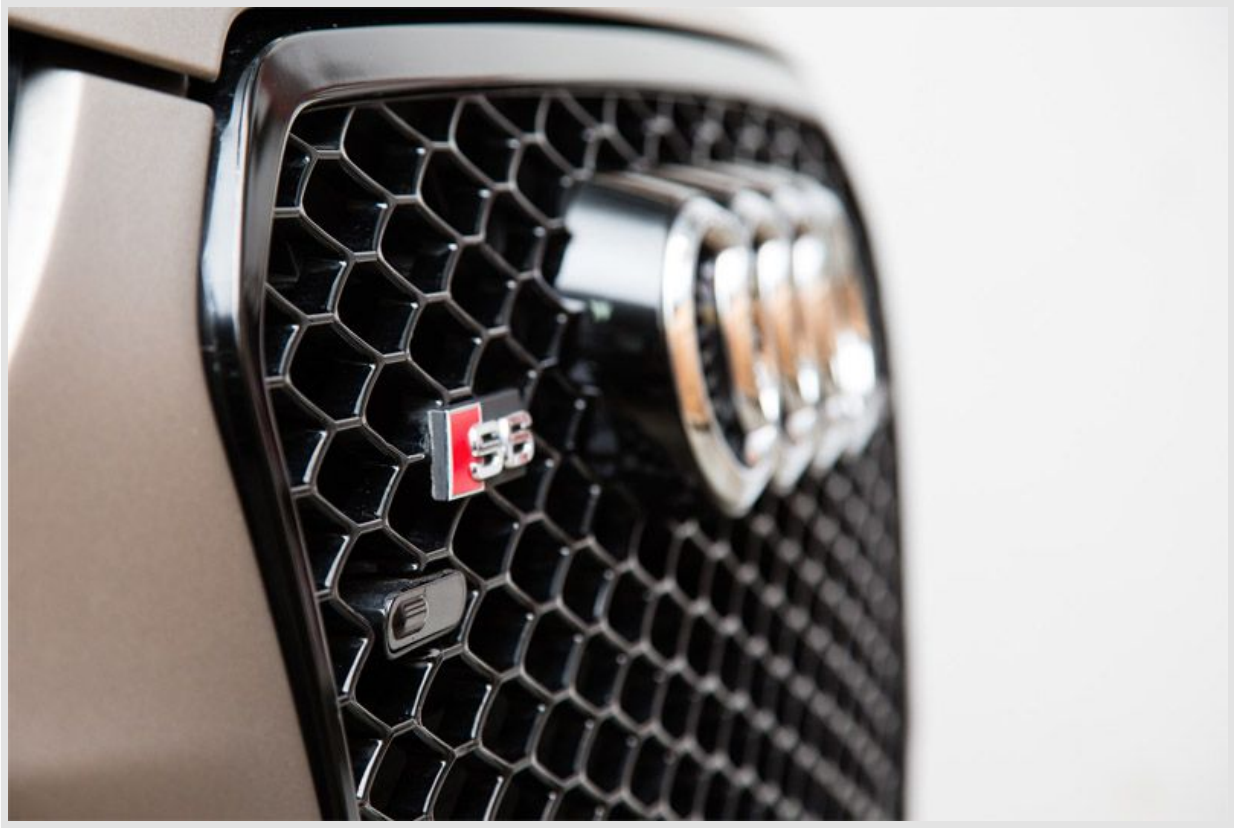
As you can see, each vehicle is different so we can't say one size fits all, you know?

Getting Specific Recommendations For Your Vehicle

If you need help deciding on the best locations for your vehicle, you can post photos of your car up online on the Laser Jammer Placement Suggestions section of RDF and people will chime in with suggestions. You can also check out photos of other people's installs in the Show Off Your Install section. (Not everyone installs their jammers well though so you can also take a look at people's followup comments to see what they think about the installs.)

Now that we have a good idea of placement locations front and rear, let's take a look at how the heads themselves should be installed to make sure they can properly protect you.

Part 4: Proper Head Installation



In this section we're going to cover how the heads should be physically installed in your vehicle. Here's the overall idea:

- They should be installed horizontally, not vertically.
- They should not be installed behind any bodywork or grills. The receivers and transmitters both need a clear line of sight in all directions.
- Your heads should be straight and level.
- They should not be pointed in or out. They should point directly ahead.
- They should not aim up or down. They should point straight ahead.
- They should be flush with your grill to a few mm ahead of them.

Messing any of these up can mean the difference between being able to reliably jam lidar guns or not, so it's important to do this properly.

I'd also like to add that not every installer knows these things. Many can do a fantastic job at wiring everything up and making everything look beautiful, but they may or may not necessarily know how to install jammers for maximum effectiveness, so that's what we'll focus on in this part.

Can your Heads be installed behind your grill?

One of the most common mistakes I see people make is installing their jammer heads behind their grill.

This may be done for a variety of reasons:

- People don't want to affect the look of their vehicle
- People don't want to cut their grills
- People don't want their jammers visible, especially if they're in areas where jammers are banned
- People don't know that this seriously compromises the performance of their install

If you put a laser jammer behind a grill like this, the grill itself will physically block the receiver from being able to see the incoming lidar beam well from every angle and it will also physically limit the transmitter from being able to send out its jamming pulses.

Here's another example that will help illustrate the point even more clearly.

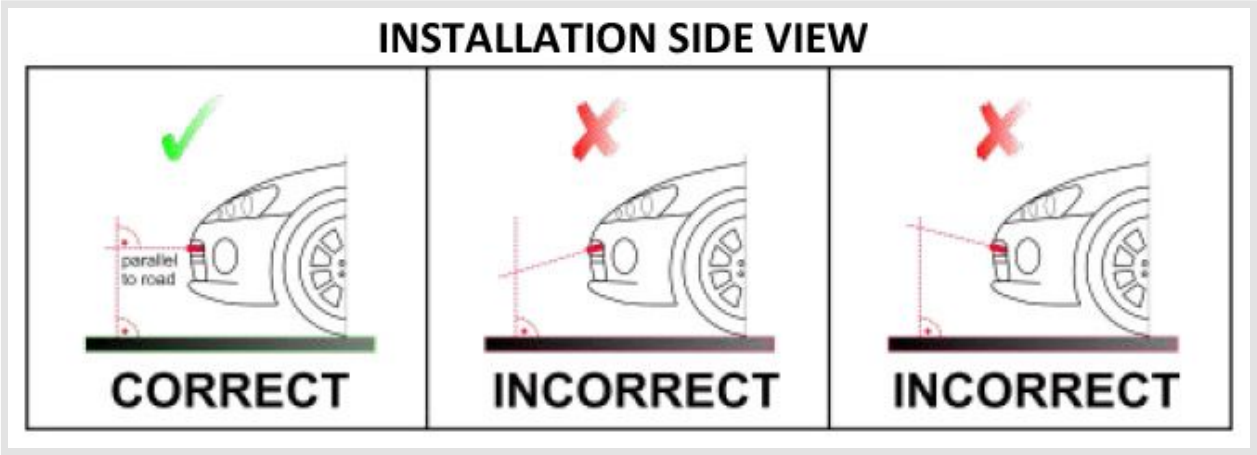
You can see right away what the issue is here. Sure you may get lucky if the angles happen to be just right, but this seriously compromises the install and although it would certainly be preferable to have your heads less visible for aesthetic reasons, you won't have a properly functioning install and you will be wasting time and money.

There's a common saying: ***"Stealth the car, not the install."***

Here's a look at properly installed laser jammer heads.

Notice how professional this install looks. The heads fit nicely in the grill and they look like parking sensors.

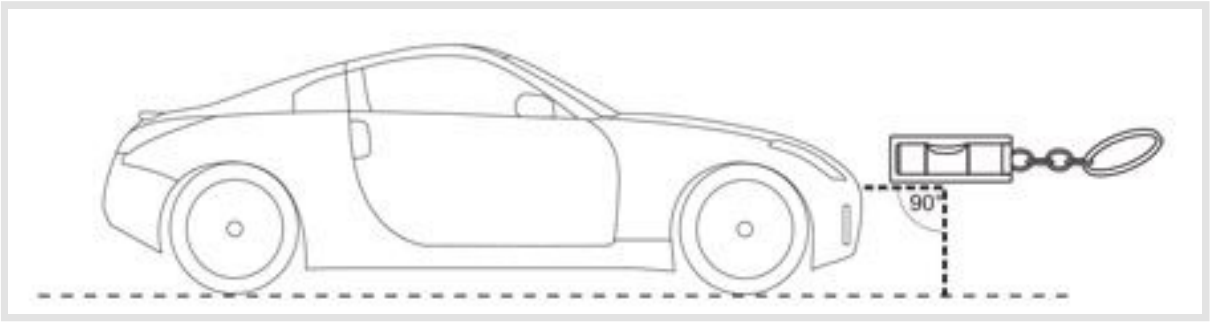
Should your heads be pointed Straight, Up, or Down?



You want your heads straight and level, parallel with the ground, aimed directly ahead.

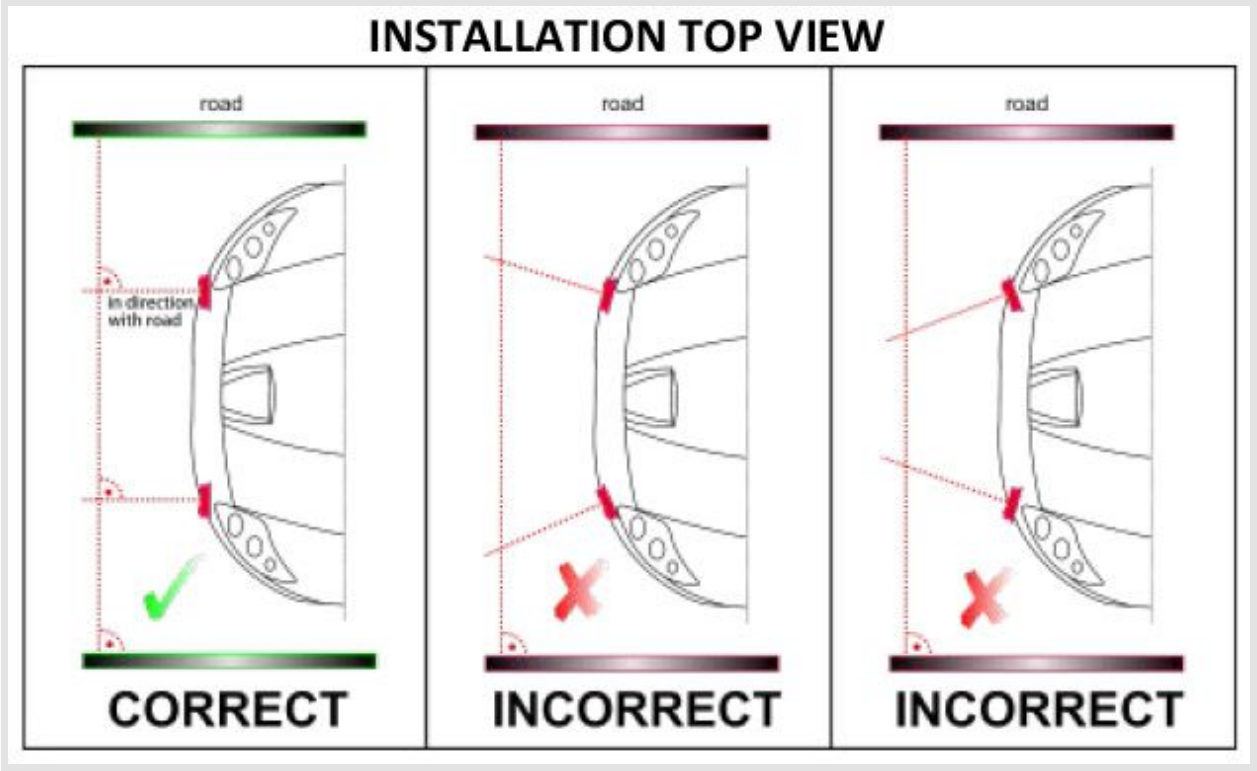
I've done some testing with aiming the jammer heads up to see if it helps against overpass shots and while that does work, I got punchthroughs on level terrain. When I aimed my jammers straight again, they worked on both level terrain and from up at an angle.

Aiming your jammers directly ahead is important for maximum performance and it's for that reason that laser jammers come with a bubble level to help you check this.



Improper jammer head orientation is one of the biggest causes of punchthroughs in testing so this is one of the first things we look for when a PT happens.

Should your heads be aimed Straight, In, or Out?

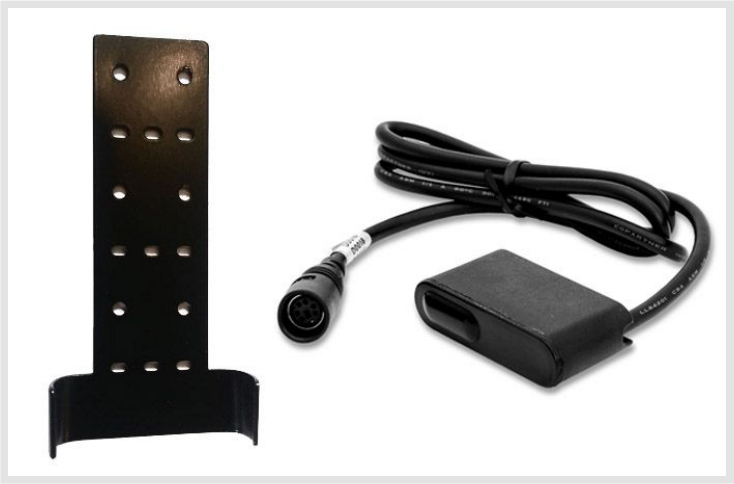


Similar to what we talked about in the previous section, you want your jammer pointed straight ahead, not aimed left or right, both in or both out. Sometimes we call this having your heads toed in or toed out.

Now you may think that pointing your heads out slightly may help against officers sitting on the shoulder off on the side of the road, but we've actually found that jammers work best aimed straight ahead. Doing this gives you the most solid level of protection against targets both ahead of you and off to the side.

Jammer heads can be quite sensitive to misalignment and like I said, this is one of the biggest causes of punchthroughs.

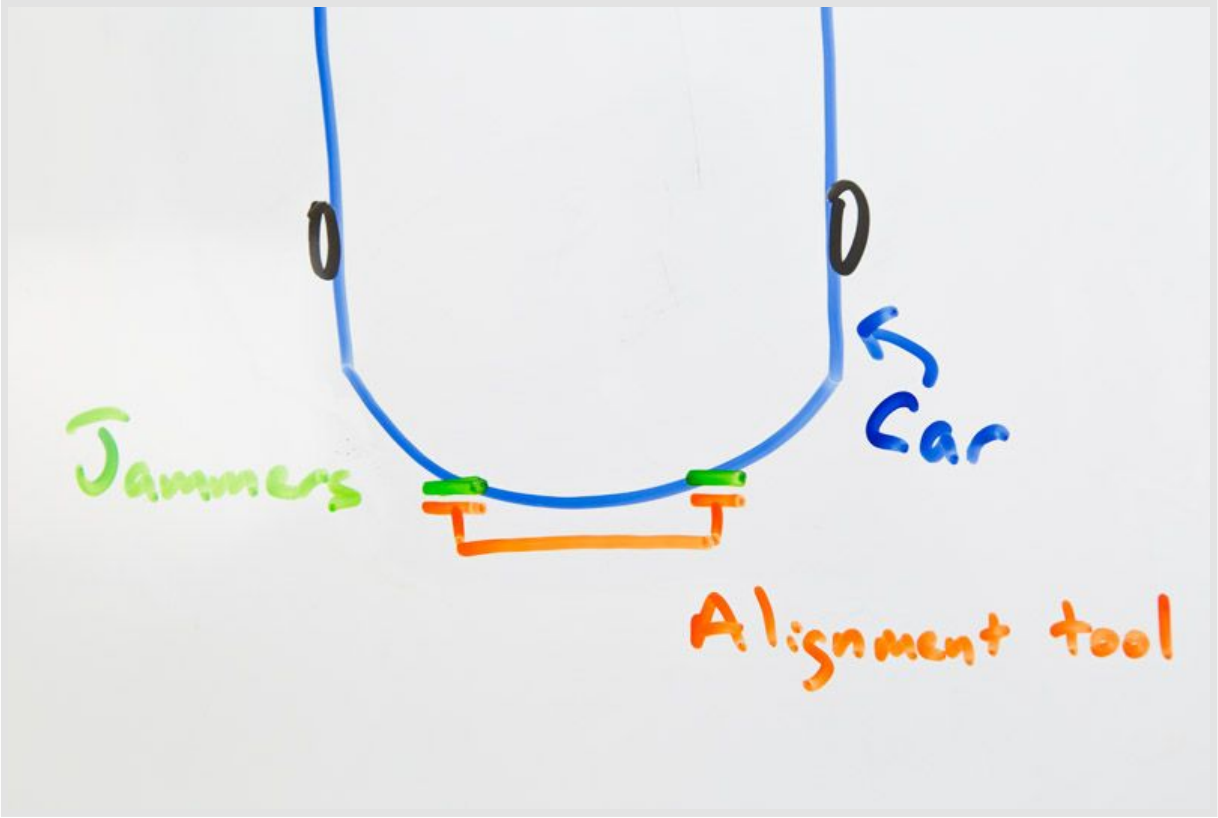
It's why jammers typically ship with adjustable brackets. Rather than supergluing them to your car or using 3M doublestick tape which doesn't allow for slight tweaks once they're set, using an adjustable bracket for your heads lets you fine tune your head orientation for maximum performance and then keep them solid in place once you have them where you want them. Using a sturdy yet adjustable mounting system is ideal.



Let the lens at the front of the jammer head rest just in front of the bracket. The bracket may crack the lens if it squeezing the lens itself.

Quick tip: To make sure your heads are both pointed straight forward, use a long straight edge. I like using a long bubble level like this one because I can make sure they're not only parallel, but also level with the ground. (You can also check to make sure the ground is level too.)

Some cars are rounded and stick out at the front so you may not be able to get a straight edge like this flush with your jammers because your car is blocking it. If that's the case, you can make two extensions at 90 degree angles at the same distance apart as your jammers and that's a great solution. Take a look at my crude drawing to better understand what I mean. :)



Note: If you're installing a third head in the center of your grill and that center head winds up farther forward due to the curvature of your car, that's okay. They don't all necessarily have to be on the same plane, front to back.

Should your heads be flush with your grill?

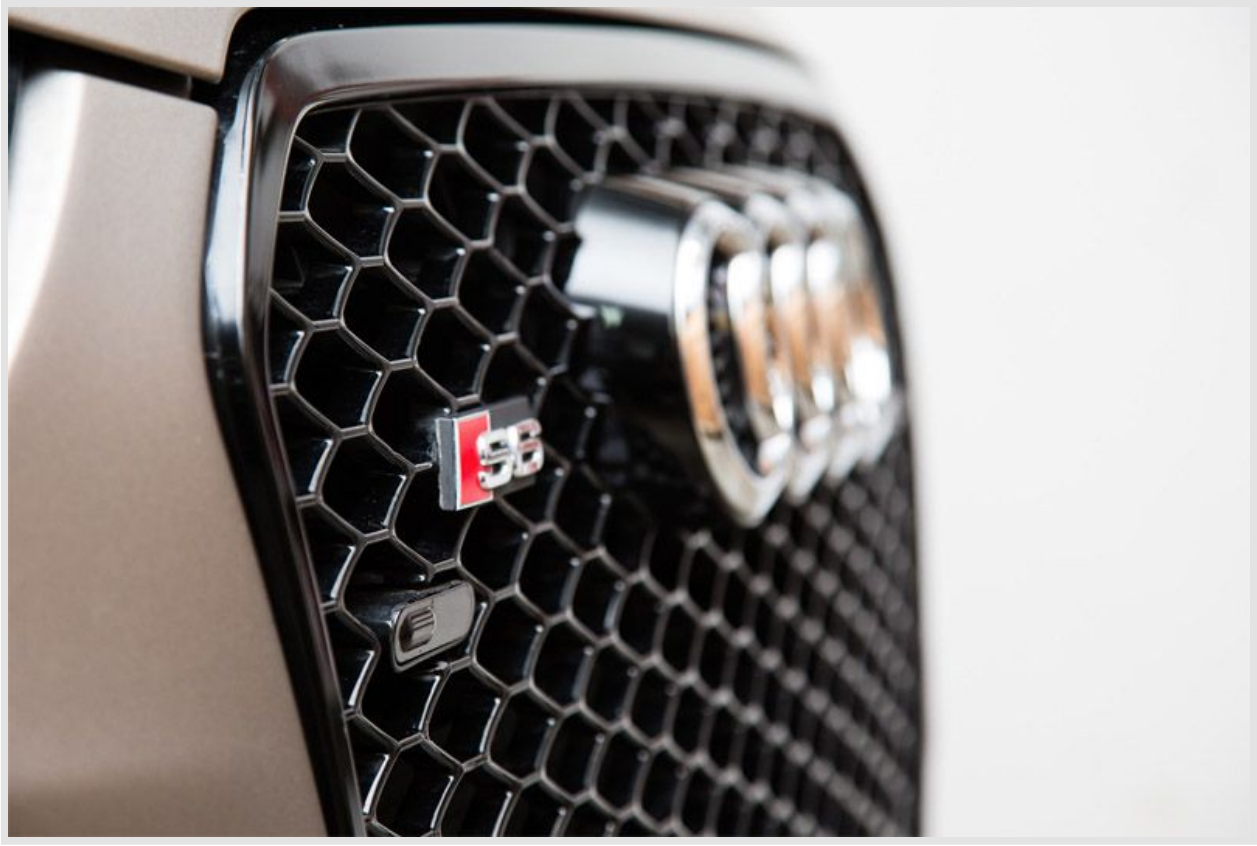
How far forward or back should you stick your heads?

Generally you'll want the heads flush with your grill which looks good, or a few mm ahead of your grill. There's two main things you want to look for:

- You want your heads to be able to see in all directions and not be blocked by any paneling.
- You want to make sure that your jammer heads are far enough forward so they aren't getting reflections from your grill a few mm in front of your jammer head, especially if you have a shiny grill. Reflections could confuse the jammer.

A good rule of thumb is that if the lidar gun can't see the jammer, your jammer can't jam the lidar gun. So if you have any bodywork that's physically blocking the view of the jammer in any direction, if there's any part of the grill that could interfere with the jammer, that's not a good location for it. Sometimes you'll need to move your head farther forward so that it's not being blocked by any body panels.

Here's an example of a great install. You'll notice how the head is mounted basically flush yet it still points forward as the grill curves back. (The only thing to change here is to move the head slightly forward so the lens is sticking out past the bracket.)



Here's a look at the other head, looking down from the top. Notice how it's just barely sticking out in front of the grill. Perfect.

Bubbles In Or Out?

The ALP heads have bubbles on one side. The laser receivers are behind the bubbles. The transmitters are behind the flat side. Usually the school of thought was to have your bubbles out to get them closer to your headlights since those are your primary targets. If your jammers were super far apart, people would sometimes have their bubbles in to get closer to the center of the vehicle.

ALP heads are quite small and so it really won't make a difference. This was more of an issue for older generation, wider jammers. At this point most people still go bubbles out since that's what we've gotten used to, but ultimately it just comes down to what you feel looks best on your car. :)

Now that we know how to install our ALP heads properly, let's go ahead and look next at how to set up the ALP, update it, and use it properly.

Part 5: How to Register your ALP

Once you get your ALP, you're going to want to register it. The main reason is that once you register, you'll get notified of updates to your jammer as they're released.

Jammers are not something that you just install and they're good as-is forever. You'll want to keep your jammers updated as new features are released, bugs are fixed, and most importantly, support is added for new laser guns that are released over time. Registering will sign you up for email notifications of the latest updates for your ALP which are important to keep up with.

Go here to register your ALP's:

http://www.alpriority.com/contact/#registration

You'll need the serial number for your ALP control box which is found both on the back of the big white control box, as well as the outside of the box it comes in. You'll also need the serial numbers for the individual heads.

Save your control box serial number!

Write down the serial number for your control box and save it somewhere because you'll need it again later to download firmware updates as they're released.

You don't need to save the serial numbers for the individual heads. Just the white control box.

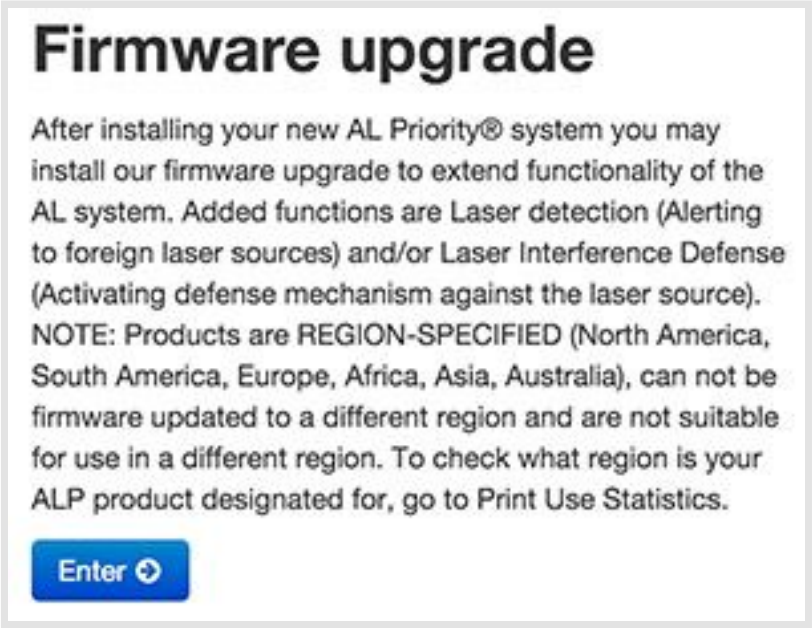
Next let's go in and update your ALP to the latest version.

Part 6: Updating the Firmware on your ALP

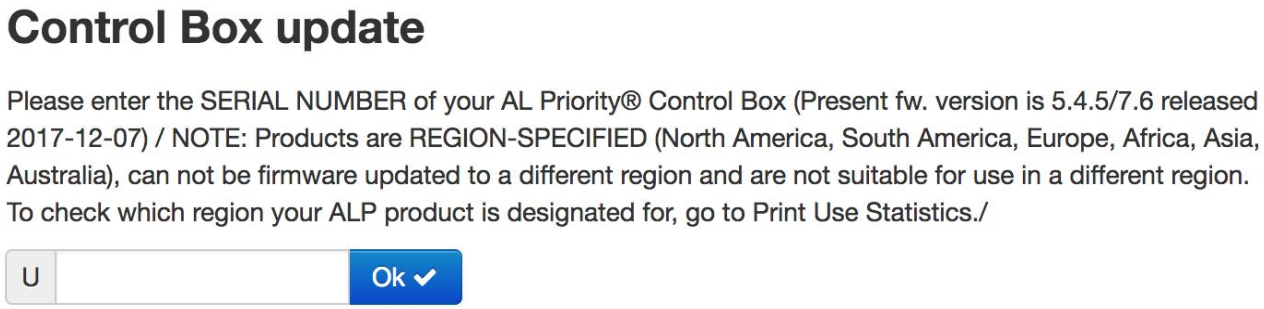
Firmware updates are vital for your jammers. You get important bug fixes, helpful new features, and most importantly, updates to support new laser guns as they come out. Let's go over how to update the different aspects of your ALP's.

Firmware Update

Go to http://www.alpupdate.com, then click on "Firmware upgrade."

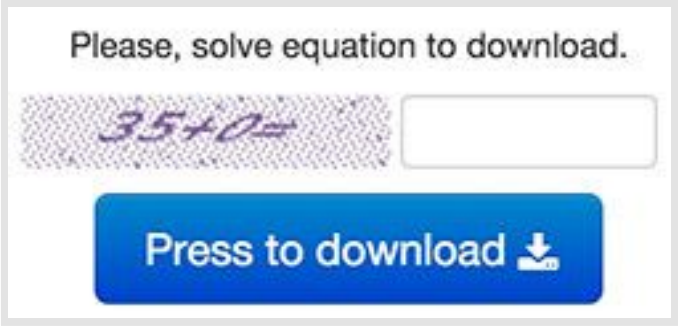


Under "Control Box update," there will be a spot to enter in your control box's serial number. It's the same one we needed for registration.



The serial number is located on the control box itself (the main white box that everything else plugs into) as well as on the box that the control box ships in.

On the next page, solve the anti-spam math problem and then download the firmware update.



Note: *Remember your control box serial number!* You'll need it again every time you go to update your jammers when new firmware updates are released. Once you install your ALP's, it won't be easy to find the number since your control box will be tucked away somewhere in your car and you will have already recycled the packaging box. I have the serial number saved in my password manager. Be sure to write yours down and save it somewhere you can access later too. The serial number for the individual heads you won't need for updates, only the control box. If you have multiple ALP systems for different vehicles, you'll need to save the serial number for each system.

Control Set Update

You'll also want to update your control set, aka the control pad that you install somewhere in your cabin. If you have the standard control pad, not the optional HiFi module, download the "Basic Control Set."

HiFi Module Updates

If you purchased the optional HiFi module to give you voice alerts, download the "HiFi Control Set" instead. You don't need both.

Additionally if you purchased the HiFi module, download one of the voice packs. There's different languages and different voices available. You can preview the voices and then download the one you prefer. I run the female English voice, but you can run whichever you prefer.

Note: Be sure to keep the filenames as-is. Don't change them. You'll also want to use a high quality USB drive like this one with your ALP. Cheapy ones have been known to cause problems with the ALP so it's best to stick to brand names.

Copy all of these files over to your USB drive and then plug that USB drive into your ALP. This will take care of updating the different components of your ALP.

Performing a Factory Reset The First Time

The very first time you go to update your ALP, you'll want to perform a factory reset first. You see, the ALP is smart and it learns how many heads you have plugged in to your ALP and even which ports they're plugged in to. This way, if a head ever fails, you'll get an error so that you can do something about it. It's much better than finding out the hard way. ;)

Now there are many times that your ALP will be powered on before everything is all set up and installed in your car (factory test, dealer test, garage installer test, customer test, etc.) and so your ALP doesn't know when everything is fully set up for driving. By doing a factory reset, the ALP will learn how many heads are now plugged in and if anything changes, you'll get a warning. That's why you'll want to do the factory reset once everything is fully installed.

Here's how you do the factory reset:

- Long press MENU to enter Yellow menu (LED will change yellow)
- Press NEXT (Menu Button) five times (5)
- Press ENTER (Power Button)

Once that is complete, it's then safe to start loading in updates, voice packs, and the settings you'll create in the next section.

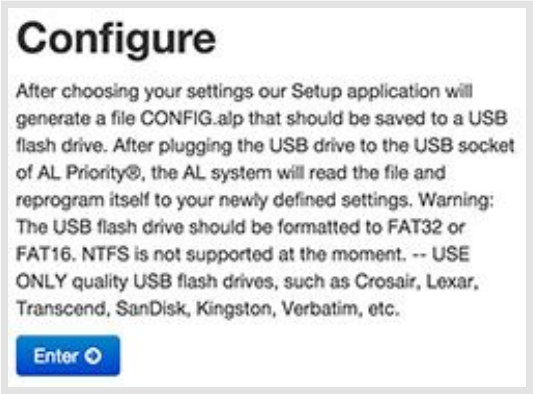
Next let's go ahead and set up and configure your ALP with the settings that you prefer.

Part 7: Configuring Your AntiLaser Priority

Next we'll set up and configure the ALP. Out of the box it ships as a parking sensor only so we'll need to enable the laser jamming functionality and then customize the rest of the features we want.

Entering the Configuration Page

Go to www.alpupdate.com and then underneath "Configure," click the blue Enter button.



Select the appropriate region.

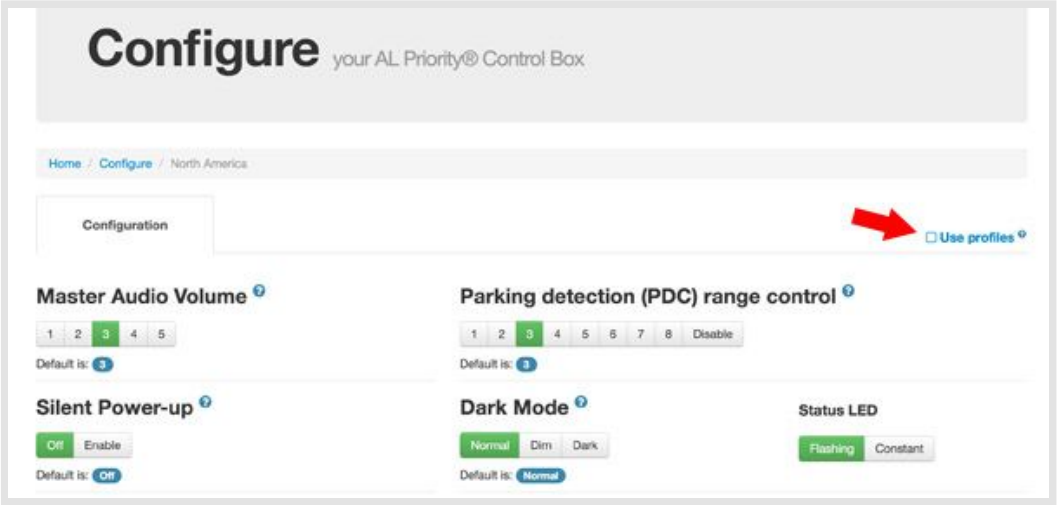
You'll be dropped into the configuration area.

Profiles

Profiles are super cool. Rather than run one group of settings, you can load in multiple settings profiles and switch between them on the fly between 3 different pre-defined configurations. For example, you can run your ALP's in jamming mode for day-to-day use. If you see a cop ahead and want to be a superstar and kill your jammers before he even shoots you, you can switch over into detection only mode where you'll get notified if he shoots you and even what lidar gun he's using, but your jammers won't jam him and you won't raise any suspicions. You could also switch over to another profile that disables all lidar jamming and detection abilities altogether and leaves your ALP's as parking sensors only.

Note: This feature is only available if you're using the optional HiFi module or Bluetooth module. If you have the standard control pad, you can still use different profiles, but you'll need to keep different USB drives in your car. Each USB drive will have a unique profile and you switch between profiles by physically plugging a different USB drive into the ALP.

If you're using the HiFi or Bluetooth modules, go ahead and click the "Use profiles" checkbox in the top right of the configuration options page.



We'll run through the individual settings first and then we'll come back to the profiles at the end of this post and go over some profile combinations you may want to use once you're familiar with the different options available.

Customizing Your Settings

Most of the options, like volume controls, are pretty self-explanatory, though you'll get a better feel for them and may want to change some settings once you start driving. For example, you may find that the volume is fine when sitting in a quiet parking lot, but it's too quiet when you're driving on the highway with the windows down. (You can test this by entering the menu with the control pad while driving.) So feel free to configure everything and don't be afraid to come back later and tweak things further.

If you're not sure what any option does, hover your mouse over the blue ? icon and it will pop up more detailed information.

Master Audio Volume: Adjusts the main volume of the ALP including menu beeps, parking sensor beeps, alarms when you get shot with laser, etc.

Parking detection (PDC) range control: Adjust how sensitive your parking sensors are. If you're picking up other vehicles too easily in traffic, especially those with shiny chrome bumpers, you can back it off. If you want further detection range, you can crank it up. You can also disable the parking sensor capability altogether.

Silent Power-up: Quiets things down on startup for you.

LED Mode: The ALP has two indicator LED's, one in the control pad and another external one you can place somewhere convenient. Under normal mode the LED's are bright, under dim they're dim, and under dark they're off. Auto-dim automatically adjusts the LED brightness for daytime and nighttime driving based on the time of day and requires a GPS antenna. You can also adjust their brightness independently by selecting dim and then adjusting the sliders. Once you get shot or go into the menus, however, both LED's will light up full power.

Status LED: Allows you to make the LED's solid instead of blinking.

Parking detection on sensor: If you'd like to enable / disable parking sensor capability on individual sensors, you can do that here.

Installation on LCC equipped cars (laser anticrash): If your car has laser assisted cruise control or collision avoidance systems built-in, you can let the ALP know so it can filter out those signals. Note: This should only be used to filter out false alerts from your own vehicle, not from other vehicles around you.

GPS receiver present: If you purchased the optional GPS receiver, click yes to enable the GPS-related options.

"GPS Signal Lost" voice message: Customize how the ALP alerts you when it loses a GPS signal.

Define PDC SPEED limit: Disable parking sensor functionality when traveling above a certain speed. This requires a the GPS antenna. It doesn't use your phone's GPS if you have your phone connected via Bluetooth.

Enabling Your Jammers

Out of the box your jammers ship as parking sensors only and you'll have to enable your jammers here. At the bottom under "Advanced Options," you'll see 3 different boxes.

PDC Only: Parking sensor only

PDC & DLI: Parking sensor & laser detection

PDC & LID: Parking sensor & laser jamming

Click on the blue box all the way over to the right that says "PDC & LID." This will enable your jamming functionality and will open up more features underneath.

The alphabet soup of PDC, DLI, and LID I've never bothered remembering. :p In short, the left option (green) is your parking sensors only. The middle option (yellow) adds detection of laser guns and announcing what gun you're hit with, but it won't jam. The right option (blue) enables your laser jammers.

The colors also correspond to the colors of the LED's on your ALP when they're in your car. Basically remember that blue means you're protected. Green or yellow means you're unprotected.

Laser Jammer Specific Options

Audio volume of Laser Alerts: Adjust the volume of your laser alerts independent of the master volume.

Audio volume of Radar Alerts: Adjust the volume of your radar alerts independent of the master volume.

Pro Mode: By default when you get shot, your laser jammer alarm goes off continuously and the lights light up. The lights and sounds will stay on, even if the officer lets go of the lidar gun's trigger. Pro Mode will make it so the LED only lights up when you're actually being targeted so you get more information. There's also an additional sound that will play only when you're being shot. This is helpful to know exactly when you're being targeted and when he stops shooting you, if you're getting a direct hit versus perhaps picking up scatter, etc. Very useful feature. For simplicity's sake you can keep Pro mode turned off, but having it turned on provides additional useful information during a lidar encounter and is recommended for advanced users.

Menu button short press function: With a single press of the menu button, you can switch on your fog lights (an ALP accessory available overseas) or switch your jammers into parking sensor only mode. The parking sensor mode is a useful option for people who use the standard control pad and want to kill their jammers before they're shot. This will not provide laser detection, only parking sensor capabilities. If you're using the optional HiFi module, keep this function disabled so it doesn't conflict with using profiles which are activated by a double press of the menu button. I'll cover profiles in more detail towards the end of this section.

LID Speed Limit: If you have the GPS antenna connected, you can have your laser jammer functionality enabled only when you're traveling above a preset speed. To disable your jammers, you'll need to either a) use the LID timer to automatically kill after a few seconds, b) press either button on the control pad during an alert, c) tap anywhere in the ALPconnect app when using Bluetooth on your phone, or d) using the Auto LID option to disable your jammers when traveling below a set speed.

Below set LID Speed Limit: When you're traveling below your predefined speed you just set, do you want your jammers to switch to parking sensor only (PDC only) or both parking sensor and laser receiving mode (PDC & DLI)?

Auto LID: Enable this option to give your ALP's the option to automatically kill your jammers when you drop below a predefined speed. When enabled, the different speed options will show up.

Auto LID Speed: Automatically kill your jammers when you slow down below your chosen speed. This is another great way to automatically kill your jammers when you brake. (This option shows up if you enable Auto LID.)

LID Time: One of THE MOST IMPORTANT THINGS to know about your jammer is that you NEVER want to jam a police officer for a long period of time. There's a term for it called "Jam To Gun" or "JTG" where the officer starts shooting you and then you jam him continuously all the way until you pass him and so he gets no reading off of your car. This is a terrible idea, even if jammers are completely legal in your area. (You want them to stay that way, right?) The ALP's do allow you to do this which is useful for testing purposes, but you can also have them automatically disable themselves after a preset period of time. The LID time is basically how long your jammers will jam for until they automatically shut off. Your goal is to get down to the speed limit within about 3 seconds or so of being shot and kill your jammers. You can kill them manually (Jam To Kill, or "JTK") by pressing either button on the control pad and you can also have your ALP do it for you. 4-5 seconds max is a good rule of thumb. I wouldn't recommend any longer. This is also a great option if anyone else drives your car, that way they don't inadvertently JTG an officer if they get shot and don't know anything about your ALP's or JTK'ing.

After LID timeout: After your jammers time out, do you want them to immediately go into the warm-up phase or do you want them to continue detecting police lidar so you can tell how long you continue to be shot for? If you select "DLI & Warm-up", your jammers will continue to alert you so long as you're being targeted. Once you stop getting shot, your jammers will stop detecting lidar and go into the 60 second warm-up phase.

Skip first warm-up: When you first start your car up, do you want your jammers to arm immediately or wait 60 seconds?

Poliscan: Enable / Disable Poliscan jamming abilities. The Poliscan is pretty tough to jam and there are some sources of Poliscan false alerts. There's a filtering option available you can enable to help deal with these falses and it works great. If you're still getting falses and don't have the Poliscan in use in your area, you can disable Poliscan jamming capabilities altogether.

Stalker: The default mode of "Max" can throw errors on some versions of the Stalker brand lidar guns and you can switch to "Optimal" if you're concerned about that, but setting it to Max, slowing down when shot, and quickly JTK'ing is the recommended technique.

Poliscan false rejection (PFR): Enable filtering of Poliscan false alerts. Note: This feature shouldn't be enabled if you plug older AntiILaser G9 or G9RX heads into your ALP CPU. (The G9 series jammers were the predecessor to the ALP.) If you're using the newer ALP heads that come with the ALP, don't worry about it. Leaving this on will help filter out false alerts.

VoicePack mode: Simple gives you a simple alarm when you're shot while Detailed will announce which gun you're being shot by which is very useful information.

Radar Detector Specific Options

Radar antenna model: If you have the optional Radar/GPS module and a radar detector such as the Net Radar DSP plugged into your ALP, you can select which radar detector you're using and the customize the different radar detector

specific settings and filtering options available. (We'll go over the options for the NR DSP. Some options change if you select another radar detector, but many are similar.)

Activate dual mode: If you're running both the original Net Radar and a Net Radar MRCD antenna in close proximity, select yes.

Mark connected antennas: Front 1 is your NR or NR DSP antenna. Front 2 is if you're using the optional NR MRCD antenna. (The NR DSP has MRCD capabilities built in and doesn't need an additional MRCD-specific antenna.) Rear is for your rear antenna to give you directional information.

Note: Each of the different antennas need to be adjusted individually. If you adjust the settings for the Front 1 antenna, for example, you'll still need to go in and configure your Front 2 and Rear antennas when applicable.

Radar bands: Select which radar bands, X, K, and/or Ka bands, you want the detector to pick up.

Ka-POP helps you pick up 67 ms Ka POP radar. Leave it off.

K-Traffic filter helps you filter out traffic sensors on the side of the highway. Leave off unless you get regular blasts of K band every mile or two as you drive down the highway.

K-filter helps you filter out false alerts from other vehicles with blind spot monitoring systems. Enable this.

K-POP helps you detect 67ms K band POP radar. Leave it off.

MRCD enables detection of the MultaRadar CD radar gun in use in Alberta, Quebec, and some places in New York.

K Band Options: Fine tune exactly which range of frequencies the detector alerts to on K band. Police in the US transmit across all of K band so K Wide is recommended.

Ka Band Options: Choose which segments of Ka band the detector scans for. With the original NR, the detector always sweeps all of Ka band and the segmentation options are just muting. With the NR DSP, Ka segmentation actually adjusts which frequencies the detector scans for which means you'll have a performance boost if you disable unneeded segments.

In the US, you can set the NR DSP to scan for 2/5/6/8 and you'll be set.

Learn which segments are needed across the US.

Read this article about Ka Band segmentation for more information.

Ka band at Full Strength: For the first 3 seconds, treat every Ka signal as a full strength alert, then alert normally. Disable if you want a weak signal to sound like a weak signal when you first detect it (recommended).

Radar Filter Profile: Choose which radar filter threshold profile is the default setting.

Highway is maximum sensitivity at all times.

City yellow filters out X and K band signals when they're still weak, only alerting you to stronger signals.

City red is even more aggressive filtering, requiring signals to get stronger still before you get an alert.

You can change filter profiles on the fly by double pressing the power button (left button) on the control pad or by tapping on the filter setting on your phone app.

Radar Filter Thresholds: Adjust how strong a signal needs to get (on a scale from 1-10 where 1 is a weak signal and 10 is a full tilt strong signal) before your radar detector alerts.

Radar Automute: Alert at full volume for 6 seconds and then reduce the audio volume to a quieter level after the radar detector has your attention.

Radar Speed Limit: Low speed muting. The radar detector will only alert when traveling above a set speed.

Radar Speed Limit Bands: Choose if low speed muting applies to X/K/Ka bands or only to X/K. Ka is almost always a high priority and legitimate alert so it's good to know about that even when traveling at low speeds.

Mute car-radio during Radar Alerts: If you've wired the stereo mute cable from the ALP into your stereo, you can choose if you want your radar detector to mute your car stereo when you get an alert.

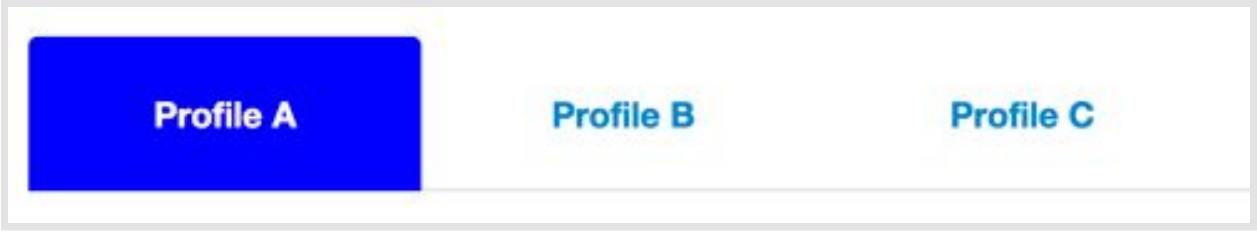
Configuring Different Profiles

As mentioned in the beginning of this post, if you're using the optional HiFi or Bluetooth modules and want to program multiple profiles into your ALP, you can do that. If you're using the standard control pad, you can do the same thing but copying different configuration setups to different USB keys and then loading in the appropriate USB key as desired.

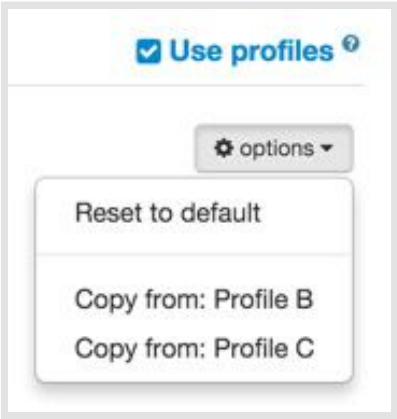
If you're using the built-in profiles options, you switch by pressing the Menu button twice.

On the phone you'd click on the profiles button in the ALPconnect app.

To program the different profiles, you can click on the different tabs for Profiles A, B, & C at the top of the configuration page.



To the right of those tabs where you checked the box to enable profiles in the first place, there's a pull-down menu to make it easier to copy settings from one profile to another.



Here's an example of 3 different profiles I like:

Profile A: Jamming mode

4 sec auto JTK, Dim mode. Control pad glows dim blue so I always know my jammers are turned on and without them being too bright.

Profile B: Detection mode only

Normal brightness, LED's will glow yellow and are set to blinking mode to make sure it gets my attention and lets me know my jammers are deactivated. If I want to temporarily kill my jammers before I get shot, a double press of the menu button switches me into detection mode only. I'll still get notified if I get targeted and which gun the officer is using.

Profile C: Parking mode only

Normal brightness, LED's glow green and I have the Status LED set to constant to let me know they're in parking mode without attracting too much attention to themselves otherwise.

There's a bunch of other creative ways you can set up your profiles as well for different purposes. For more ideas, take a look at this thread where people are posting up their ALP profiles.

Loading the Settings into Your ALP

Finally once you're happy with the settings you've chosen, download the settings, copy them over to a USB drive, and plug that USB drive into your ALP.

If you're using the standard control pad and will be keeping multiple USB drives in your car, it's handy to have them color coded so you know which is which when you reach for one. I like these Verbatim USB drives. The blue one I use as my main jamming profile, for example. You can use any USB drives, of course. Just make sure they're quality brand name ones. Don't use cheapy ones which have been known to cause problems with the ALP.

Also, if you load the settings into your ALP and then later find you want to change something, if you've saved the file you downloaded from the website, you can reupload that file back to the ALP configuration website and it will automatically set the configuration page back up the way you last left it. Very handy!

Now that you've got your ALP set up, let's talk about getting them tested to make sure they work and then how to use them when you're out on the road.

Part 8: Getting Your Jammers Tested

Once you've got your jammers installed on your vehicle and configured the way you want, you'll want to get them tested. Testing will help verify that your jammers are working properly and that there aren't any weaknesses in your setup. Better to find out during testing than from your friendly local police officer! ;)

Note: Don't test with police officers... There's testing groups all over the country comprised of enthusiasts who own police lidar guns and help one another out to make sure that everyone's installs are working properly.

Here's an example set of test results. JTG (Jam to gun) and JFG (Jam from gun) are perfect results. That means the gun was never able to get a reading. If you see a number, that's how far away the gun was able to get a reading. Those are what we call punchthroughs.

User	Car	ALP Heads	Gun	Right Rear	Front Right	Center rear	Center front	left rear	left front	Notes
TheKhosenOne	G37	Quint	Speed Laser	JFG	JTG	JFG	JTG	JFG	JTG	Perfect
TheKhosenOne	G37	Quint	PL4	JFG	JTG	JFG	JTG	JFG	JTG	
TheKhosenOne	G37	Quint	DET Compact	JFG	JTG	JFG	JTG	JFG	JTG	
TheKhosenOne	G37	Quint	TSS	JFG	JTG	JFG	JTG	JFG	JTG	
TheKhosenOne	G37	Quint	DALA	JFG	JTG	JFG	JTG	JFG	JTG	
TheKhosenOne	G37	Quint	XLR	JFG	JTG	JFG	JTG	JFG	JTG	
THE JM	G37	Quad	DET Compact	1270	1150	JFG	2100	815	860	Intermittent PT against TSS, near-IPT against DET Compact. Head alignment issues in rear and needs additional head in front.
THE JM	G37	Quad	TSS	1617	JTG	1670	JTG	2000	JTG	
THE JM	G37	Quad	XLR	JFG	JTG	JFG	JTG	JFG	JTG	
THE JM	G37	Quad	Speed Laser	JFG	JTG	JFG	JTG	JFG	JTG	
THE JM	G37	Quad	DALA	JFG	JTG	JFG	JTG	JFG	JTG	
THE JM	G37	Quad	PL4	JFG	JTG	JFG	JTG	JFG	JTG	
Slo STI	CTS-V	Quint	PL4	JFG	JTG	JFG	JTG	JFG	JTG	Multiple PT on right rear out to 917. Otherwise solid.
Slo STI	CTS-V	Quint	XLR	JFG	JTG	JFG	JTG	JFG	JTG	
Slo STI	CTS-V	Quint	DALA	JFG	JTG	JFG	JTG	JFG	JTG	
Slo STI	CTS-V	Quint	Speed Laser	JFG	JTG	JFG	JTG	JFG	JTG	
Slo STI	CTS-V	Quint	TSS	JFG	JTG	JFG	JTG	120	JTG	
Slo STI	CTS-V	Quint	DET Compact	917	JTG	JFG	161	JFG	JTG	
Radar ninja	harger SRT	Quad	TSS	JFG	JTG	JFG	JTG	JFG	JTG	Rear head alignment issues led to multiple PTs against DET.
Radar ninja	harger SRT	Quad	DALA	JFG	JTG	JFG	JTG	JFG	JTG	
Radar ninja	harger SRT	Quad	PL4	JFG	JTG	JFG	JTG	JFG	JTG	
Radar ninja	harger SRT	Quad	DETCompact	1503	266	1242	JTG	409	JTG	
Radar ninja	harger SRT	Quad	Speed Laser	JFG	JTG	JFG	JTG	JFG	JTG	
Radar ninja	harger SRT	Quad	DETCompact	1944	600	NO TEST	NO TEST	NO TEST	NO TEST	
nshttpd	elby GT50	Quint	DET Compact	JFG	JTG	1466	JTG	511	JTG	Check rear head alignment, some weakness vs DET.
nshttpd	elby GT50	Quint	TSS	JFG	JTG	JFG	JTG	JFG	JTG	
nshttpd	elby GT50	Quint	DALA	JFG	JTG	JFG	JTG	JFG	JTG	
nshttpd	elby GT50	Quint	XLR	JFG	JTG	JFG	JTG	JFG	JTG	
nshttpd	elby GT50	Quint	Speed Laser	JFG	JTG	JFG	JTG	JFG	JTG	
NotBlake	Mustang G	Quint	DET Compact	JFG	500	JFG	JTG	JFG	315	Still struggling with front head alignment VS DET.
Nick	Focus ST	Quint	DET Compact	JFG	1133	JFG	JTG	JFG	665	Front head alignment on new install
Nicholat	oyota sien	Quint	XLR	JFG	JTG	JFG	JTG	JFG	JTG	Rear issues VS DET. Extremely large rear surface issue may require three heads front and rear.
Nicholat	oyota sien	Quint	TSS	JFG	JTG	JFG	JTG	JFG	JTG	
Nicholat	oyota sien	Quint	Speed Laser	JFG	JTG	JFG	JTG	JFG	JTG	
Nicholat	oyota sien	Quint	PL4	JFG	JTG	JFG	148	JFG	JTG	
Nicholat	oyota sien	Quint	DETCompact	JFG	JTG	IPT	103	2229	JTG	
m6ic	Tesla	Quint	PL4	JFG	JTG	JFG	JTG	JFG	JTG	One non-repeatable PT on the left front pretty far out with the DET. Otherwise golden.
m6ic	Tesla	Quint	XLR	JFG	JTG	JFG	JTG	JFG	JTG	
m6ic	Tesla	Quint	DETCompact	JFG	JTG	JFG	JTG	JFG	1819	
m6ic	Tesla	Quint	DALA	JFG	JTG	JFG	JTG	JFG	JTG	
m6ic	Tesla	Quint	Speed Laser	JFG	JTG	JFG	JTG	JFG	JTG	
m6ic	Tesla	Quint	TSS	JFG	JTG	JFG	JTG	JFG	JTG	
Jaguar	F150	Quint	Speed Laser	JFG	JTG	JFG	JTG	JFG	JTG	Good to go.
Jaguar	F150	Quint	PL4	JFG	JTG	JFG	JTG	JFG	JTG	
Jaguar	F150	Quint	TSS	JFG	JTG	JFG	JTG	JFG	JTG	
Jaguar	F150	Quint	XLR	JFG	JTG	JFG	JTG	JFG	JTG	
Jaguar	F150	Quint	DALA	JFG	JTG	JFG	JTG	JFG	JTG	
Jaguar	F150	Quint	DETCompact	JFG	JTG	JFG	JTG	JFG	JTG	
GA Speed	Sorento	Sextuple	DET Compact	JFG	JTG	JFG	JTG	JFG	JTG	Perfect
64pvolvo	Volvo V60	Quint	DETCompact	JFG	80	NO TEST	NO TEST	NO TEST	NO TEST	Initially IPT but we decided that we were actually measuring heavy rain. Re-run was initially successful but incomplete.

Source: https://www.rdforum.org/index.php?threads/46533/

As you can see in those test results, everyone there is running ALP's, for good reason, and generally with various combinations of quads (4 heads) and quints (5 heads).

Even still, some cars had punchthroughs against certain guns which revealed the weaknesses in their install due to placement issues, not having enough heads, or misalignment of a head as you'll see in the comments. This is what's so valuable about testing and why I go into so much detail in this guide. Those issues can be resolved by following these recommendations provided.

Get Tested

To find a testing event in your area, you can check out the different testing events scheduled here.

If you don't see an event scheduled in your area in the near future, you can check out this list of lidar testers all across the country to find someone locally. You can also check out the regional section of RDF and ask if anyone in your area would be willing to help.

If you like, you can also purchase a used lidar gun on eBay and find out for yourself! You can test out your own vehicle and even offer to help out others. That's what other people do and the more testers we have within the community, the better. You can buy any inexpensive gun online and it will do the job for testing purposes, or better yet, if you know what guns are used in your area (check the RDFGS to find out), you can purchase one of those guns specifically and that would be ideal.

Finally, let's wrap up this series by going over using your laser jammers properly when out on the road.

Part 9: Using Your Laser Jammers

Once you've got your ALP's installed and set up the way you like, let's talk about how to use them. For the most part they'll sit in the background out of sight until you need them. The parking sensors will beep at you sometimes if you have that feature turned on, but let's focus on the jammer functionality. It's important to know how to use them properly to help avoid tickets while also not making it obvious that you're using jammers.

Killing Your Jammers After You're Shot

When your jammers are armed and ready, you'll see a blue LED on the control pad.

The light may blink red when your parking sensors are picking something up, but otherwise it should be blue. (If it's yellow, you're in laser detection only mode and if it's green, you're in parking sensor only mode.)

When you get shot, your ALP alarm will go off and the LED will light up one of two colors: Red for front and Yellow for rear.

When your ALP's go off, hit the brakes, reach your hand down to the control pad, and once you slow down to the speed limit, press either button on the control pad to kill your jammers.

If you have it set up to automatically kill your jammers, that will work too, but if you can kill them even sooner, you're a rockstar. :) That will definitely be to your benefit as to not raise suspicion with the officer, especially if you happen to be in an area where jammers are illegal.

If you do it right, it may take an extra second or two for the officer to acquire your speed (it is normal for a lidar gun to sometimes take a little longer to get a lock, especially with older guns or when shooting some sports cars that have a smaller target area), he'll see you doing the speed limit, and he'll simply target the next car. No problemo. Your heart will likely be pumping from the adrenaline, but that's about it.

By default your jammers will sit back and wait 60 seconds before rearming automatically which is a good thing. This way in case he shoots you again, he can get your speed again no problem. If you've configured your ALP to rearm automatically and skip the 60 second warm-up, a few seconds after you kill your jammers and he stops shooting you, your jammers will rearm. You'll want to keep your hand on the kill switch so that you can kill your jammers again if need be.

If you're using the bluetooth module, you can tap anywhere on your phone's screen to kill your jammers. If you're running the app in the background on Android, the app will pop up in the foreground to make it easy to kill. On iOS, you'll get a notification which you can tap on to bring up the app and then kill the jammers via a second tap in the app. The control pad is the easiest for this, followed by Android. iOS is tougher given the two steps needed.

You'll want to practice this ahead of time and get it into your muscle memory so you can do it without thinking. To make it easy, you'll want to place your control pad or phone in a convenient location where you can reach it and press it without looking, this way you can keep your eyes on the road and focus on the road ahead, the speedometer, and even your rearview mirror to make sure the car behind you doesn't slam into you as you hit your brakes. ;)

The first time your jammers go off, you'll probably get startled by the alarm and confused as to what's going on, so that autokill option via the LID timeout in the settings is a great backup should you hear your alarms go off and instinctively brake in response, but not know what this loud new sound means.

If you want to hear what your jammers sound like when they activated, watch this video if you're using the Bluetooth module or the HiFi module or watch this video if you're using the standard control pad.

Killing your jammers will keep you out of trouble and it's best both for that specific encounter as well as for the long term well-being of the jammer community as a whole.

Using Your Profiles

If you're using the profiles option in your ALP, you'll want to remember what the profiles are for and what each one does. It's easy to forget after a little while. If you have different profiles for different purposes such as when you're driving, when someone else is driving your car, for testing, for reverting them back to parking sensors only, etc., you'll want to remember which profile is which.

It's handy to remember that the LED is blue for jamming mode, yellow for laser detection only mode, and green for parking sensor only mode.

If you ever forget how you set it up, you can always go back to your computer and create new profiles again so it's no big deal.

Checking Your Heads Periodically

If you drive through mud or snow, you may get some build-up up on your jammer heads which could prevent them from working. Obviously you don't want to speed in the snow or anything, but if you ever find yourself in a situation where your heads may be compromised due to gunk blocking their view, it's good to check them and wipe them off if needed.

Additionally, over time your heads may move around a bit depending on how they've been attached to your vehicle. If you don't have a super secure mount, you can inspect them every now and again to make sure that they're still mounted straight and level. Don't do it all the time of course, but just something to keep in mind down the road.

Staying Updated

You'll be getting email updates periodically notifying you of firmware updates available for your jammer. Make sure you keep it updated as new updates are made available. If you have the bluetooth module, you can also update your jammers through your phone.

Need Support?

If you ever need help with your ALP or you simply want to learn more, there's a number of great resources at your disposal.

You can check out the AntiLaser discussion area at RDF.

The AL Priority support is also excellent. You can get help with anything from general questions about the ALP's to specific installation questions for your vehicle, solutions to any problems that may arise, warranty service, and more.

Where to Buy Accessories

If there’s anything else you want to add to your ALP such as additional jammer heads or accessories, I recommend purchasing directly here:

www.ALPriorityUSA.com

Part 10: Installation & Setup Checklist

So this whole guide is pretty long and comprehensive and there's a lot going on. Once you have your heads installed in your car, here's the step-by-step checklist of everything you need to do to get your ALP's up and running and ready for action.

Installation

- Choose the number of heads you need
- Choose locations where your heads should go
- Install your heads straight and level
- If you're running 3 heads up front, ensure the middle head is plugged into the F2 port
- If you're running a Tx head up front, ensure it's plugged into the F2 port
- If you're running a Tx head in the rear, ensure the normal rear heads are plugged into the R1 port (using a splitter if necessary) and the Tx head is plugged into the R2 port
- Install the control pad in a location that's easy to reach while driving
- Do a factory reset once your heads are plugged in and your ALP is powered on
    - Long press MENU to enter Yellow menu (LED will change yellow)
    - Press NEXT (Menu Button) five times (5)
    - Press ENTER (Power Button)

Programming

- Register your ALP's online
- Copy down and save the serial number to your white control box
- Download the latest firmware (Filename will be like U1234567.bin)
- If you're using the standard control pad, download the basic control set (UCSET.bin)
- If you're using the HiFi control pad, download the HiFi control set (UCSTHIFI.BIN)
- If you're using the HiFi control pad, download a voice pack (VOICEPCK.ALP)
- Configure your ALP online and download the configuration file to a USB drive (config.alp)
- Power on the ALP, plug in your USB drive, and allow it to upload all the files to your ALP

Using your ALP

- If you're using the Bluetooth module, download the app to your phone and connect
- Practice moving your hand from your steering wheel to the kill button so you can find it by feel
- Get your setup tested to insure your install is working properly
- When you get notified of updates via email, download the updates accordingly

Thank You!

Thank you very much for reading this guide! I hope it helps you out and makes things easier and more enjoyable for you. :) You've got an awesome set of jammers and when properly set up and used, they'll treat you well.

If you have any questions, I recommend checking out the AntiLaser section at RDF. You'll find tons of useful information and discussion there.

A big thank you to Tom at ALPriorityUSA.com for helping answer specific questions for this guide, for those who've allowed me to use photos of their vehicles for sample installs, to all the testers who've helped confirm the effectiveness of the ALP, and to the forum members online who help create a fantastic community to learn all about countermeasures!

-Vortex

www.VortexRadar.com