iKey-M

Passive Entry & Keyless Ignition for 2010-2014 Mustang's

iKEY-M
Passive Keyless Entry and Push Button Start
For 2010 – 2014 Mustangs

Thank you for purchasing the iKEY-M Passive Keyless Entry and Push Button Start kit for your 2010-2014 Ford Mustang.

You will love the luxurious convenience of Passive Keyless Entry & Push Button Start! The kit will add the same Keyless Access and Keyless Ignition operation found on the latest model Mustang's to your 2010 – 2014 model. It's never been simpler to add the latest in RFID Keyless technology to your Mustang, This exciting new product provides you with everything you'll need for a painless, easy to follow DIY installation that will make your keys, "A thing of the Past!

The iKey-M uses advanced RFID (Radio Frequency Identification) technology from Texas Instruments®, to provide you the ultimate in convenience and protection. No more frustration from searching or fumbling around with keys or remotes to enter and start your car.

You simply place one of the systems OEM styled RFID key fobs in your pocket, as you approach your Mustang, your doors will automatically unlock and the systems elegant Start Button will illuminate. Climb inside and you're ready to go, with just a push of the Start Button your engine roars to life!

Exit and you just walk away . . . . As you leave the systems frequency range, your doors will automatically lock and iKey-M's advanced two-stage security system will self-arm leaving your Mustang securely protected. With the iKEY-M it's Impossible to forget to protect your vehicle!

Made with high quality factory grade components, the iKey-M includes an OEM style Key Fob, lighted factory style Start Button and Emergency backup vehicle access card. Our innovative plug & play "T" harness uses factory connectors to interface directly with your Mustangs Ignition system and allows even someone with modest installation experience to dress up their pony with this exciting accessory.

Losing Your Keys Never Felt So Good!

Table of Contents

Section A. Tools You Will Need:

- **Standard Pliers (for closing quick connects)**

- **Small Hacksaw or Dremel Drill (to cut Key Blank)**

- **Wire Terminal crimpers / Kline Style**

- **Wire strippers**

- **Small Hook Tool to remove vehicle Panels**

- **Socket Ratchet**

- **9/32 socket**

- **8 mm socket**

- **7mm socket**

- **10 mm socket**

- **T20 Torx driver**

- **8mm or 5/16th Drill bit**

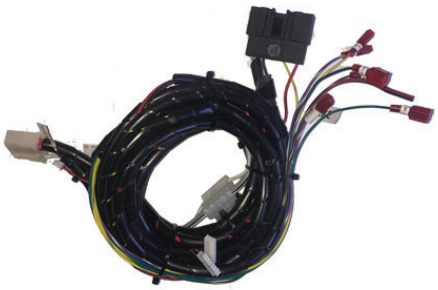
- **Flash light or portable shop light**

- **QTips and Rubbing Alcohol**

Section B System Overview Primary Components

iKEY System Module

Bypass Module for
"Chip in the Key"



Main System Harness

RFID Key Fobs

Emergency Bypass Cards

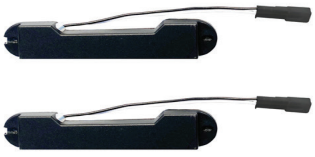
Start Button

System Status LED

Transponder Key Blank

iKEY-M Antenna's

Vehicle "Chip-in-key"
Bypass Module Antenna



Proximity Antenna's and "Y" Harness

Emergency Access Antenna

Section C Before you begin:

Start your vehicle and check that all your Mustangs current features work correctly. Did your car start easily? Is the battery strong? Check if both door locks work from the power switch? Do your parking lights all work? Does your trunk pop? Now roll down your windows, then turn everything back off. All good?

You're ready to start your install!

STEP 1. Cut and Program Spare Key

1a: Cut Spare key blank

Included in kit is a Spare Mustang Key Blank. You will be using this blank to release the steering column lock as well as activate the Bypass module of your system. Before you begin installing your system, you will need to have the Ignition Key blank cut to fit your vehicles ignition switch. Most any hardware store can do this for a couple dollars.

1b: Program Spare key to vehicle

Next, follow the instructions below to program the new Spare key to the vehicles computer.
You can also check out this YouTube video that shows the programming process:
https://www.youtube.com/watch?v=Kz6935L6XFI

***** NOTE: YOU MUST CURRENTLY HAVE TWO WORKING / PROGRAMMED IGNITION KEYS TO PREFORM THIS PROCEDURE. If you do not have two working/programmed keys, you will have to take this remote key to a dealer or locksmith for programming.**

** If you have a 2013 "Shelby" Mustang please call us before preforming programming.*

Please read and understand the entire procedure before you begin.

1. Insert the first currently programmed coded key into the ignition.

2. Turn the ignition from the 1 (LOCK) position to the 3 (RUN) position.
Keep the ignition in the 3 (RUN) position for at least three seconds, but no more than 10 seconds.

3. Turn the ignition to the 1 (LOCK) position and remove the first coded key from the ignition.

4. Within ten seconds of turning the ignition to the 1 (LOCK) position, insert the second currently coded key.

5. Turn the ignition from the 1 (LOCK) position to the 3 (RUN) position.

Keep the ignition in the 3 (RUN) position for at least three seconds, but no more than 10 seconds.

6. Turn the ignition to the 1 (LOCK) position and remove the second currently coded key from the ignition.

7. Within twenty seconds of turning the ignition to the 1 (LOCK) position and removing the currently programmed coded key, **insert the Spare un-programmed key** into the ignition.

8. Turn the ignition from the 1 (LOCK) position to the 3 (RUN) position.
Keep the ignition in the 3 (RUN) position for at least six seconds.

9. Remove the newly programmed coded Spare key from the ignition. The theft indicator light will illuminate for three seconds and then go out to indicate successful programming. (PIC 3)

10. **TEST:** Use the new Spare key to start your vehicle. If the key has been successfully programmed your engine will start.

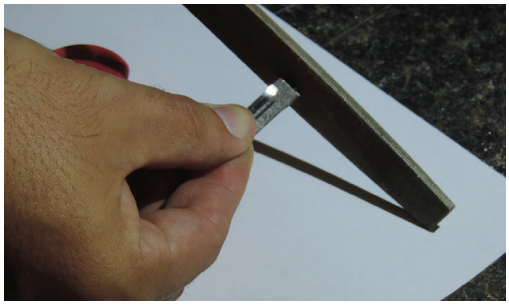
STEP 2. Assemble Bypass Module

Overview: Inside the head of the every Ford key is a “RFID Transponder” this is a Radio Frequency ID chip with a unique code. Your vehicle computer must read this code before it will allow your vehicle to start. During Step 1, we programmed the code of the Spare key into your vehicles computer. Now we will separate the head of the key with the RFID Chip inside and place it into the systems “Bypass Module”. This module will send the ID code to your vehicles computer when you push the Start Button of your iKEY-M system.

You will use the cut KEY BLADE later in Step 13

2A: Separate Transponder chip from key blade

Using a Dremel drill or other cutting tool; cut the blade of the spare key off right where the shaft meets the body. Use a file to remove any rough edges.



2B: Mount Transponder Key Head into Bypass Module

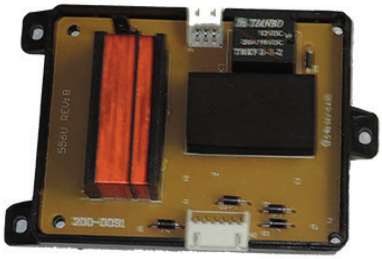
Attach a small square of double sided tape to the head of the spare key and remove the protective film from the tape.

Next, remove the cover of the Bypass module by removing the 4 small Phillips screws on the back.

Next, insert the spare key head into the Bypass module as shown with the sticky tape side down. Press firmly the key head in place to assure the head is secure.

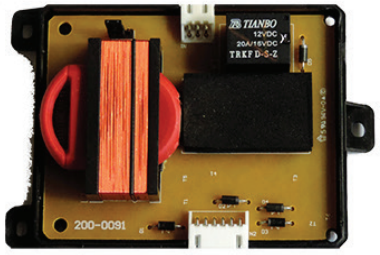
Lastly, replace the Bypass Module cover.

A. Attach double sided tape to key head.



B. Remove cover of bypass module

C. Insert key head into Bypass module with tape side down as shown. ReplaceBypass module cover



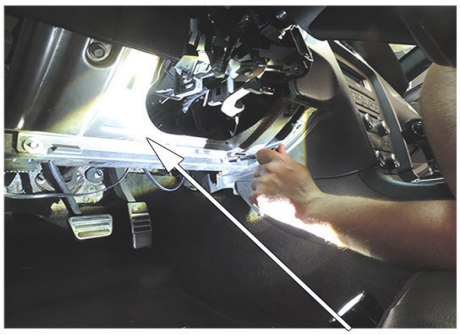
STEP 3. Remove Vehicle Panels

To gain access to your Mustangs ignition connector and key switch you will need to remove the four following interior panels:

1. Upper Steering Wheel Shroud

2. Lower Steering Wheel Shroud

3. Plastic Knee Panel



4. Metal Knee Panel

3a. Remove Upper Steering Wheel Shroud.

Begin by first lowering the tilt wheel to its bottom position, (pic1). Grab shroud by outer edges and firmly pull up (Pic2). Pull back and up to remove shroud from wheel (pic3).

3b Remove Plastic Knee Panel

Begin by removing the two 9/32” screws, (one on each side of panel) (pics 2 & 3). Next, pull out firmly to release panel. Note: on the left side of panel there is a corner piece that slips behind the left side pillar molding. (pic4). Carefully side the panel sideways to release.

1. Plastic Knee Panel

2. Remove 9/32” screw left side

3. Remove 9/32” screw right side

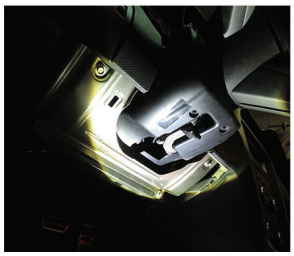
4. Pull down, slide out from corner

3c Remove Lower Steering Wheel Shroud

To release the lower steering wheel shroud remove the three T20 Torx screws.

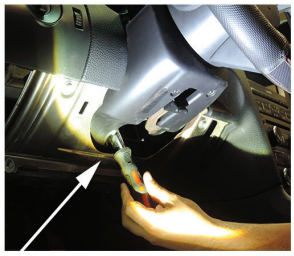
The two front screws are short and the back screw is long. The back screw is a bit harder to locate.

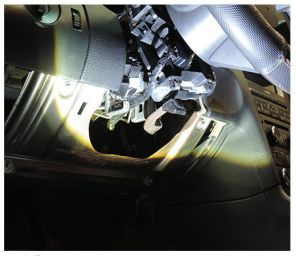
Look to the far back of the panel opening.



1. Lower Steering Wheel Shroud
Move tilt column to lowest position

2. Remove three T20 Torx screws (Two short in front holes)



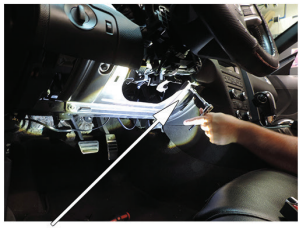


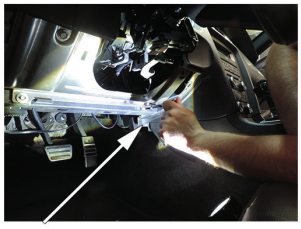
3. One long T20 Torx in the back

4. Pull Shroud down and forward

3d Remove Metal Knee Panel

The metal Knee Panel is held in place by 4 bolts. Two 10mm on each side of the top and two 8mm on each side of the bottom. Remove bolts and lift off panel.





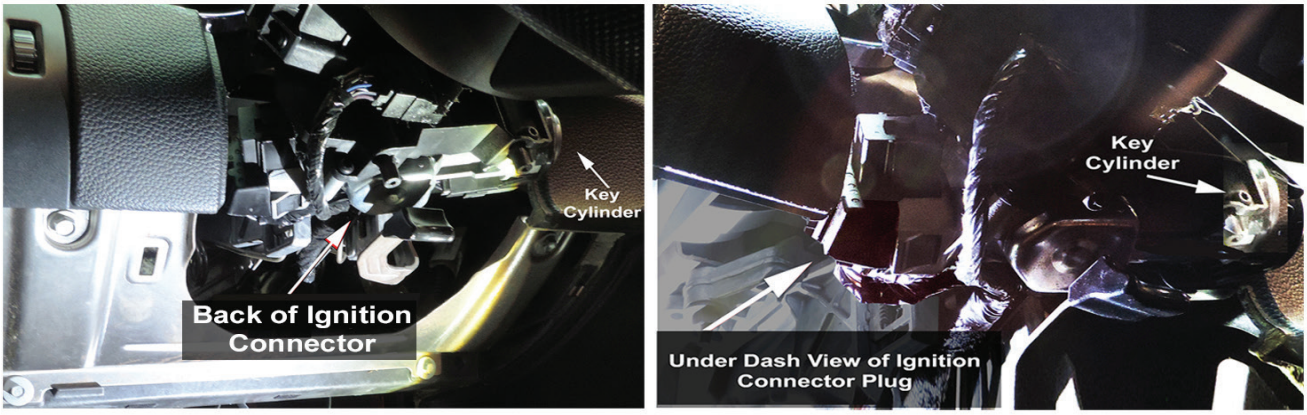
1. Remove two 10mm bolts on each side of the panel top

2. Remove two 8mm bolts on each side of the bottom panel bottom

Step 4: Access Ignition Harness Connector

4a Locate Ignition Connector

The Ignition Connector is attached to the back of the Ignition Switch. It can be accessed by reaching in the opening behind where the lower steering wheel shroud was attached. It faces the firewall and can be seen easier by looking up under the dash.



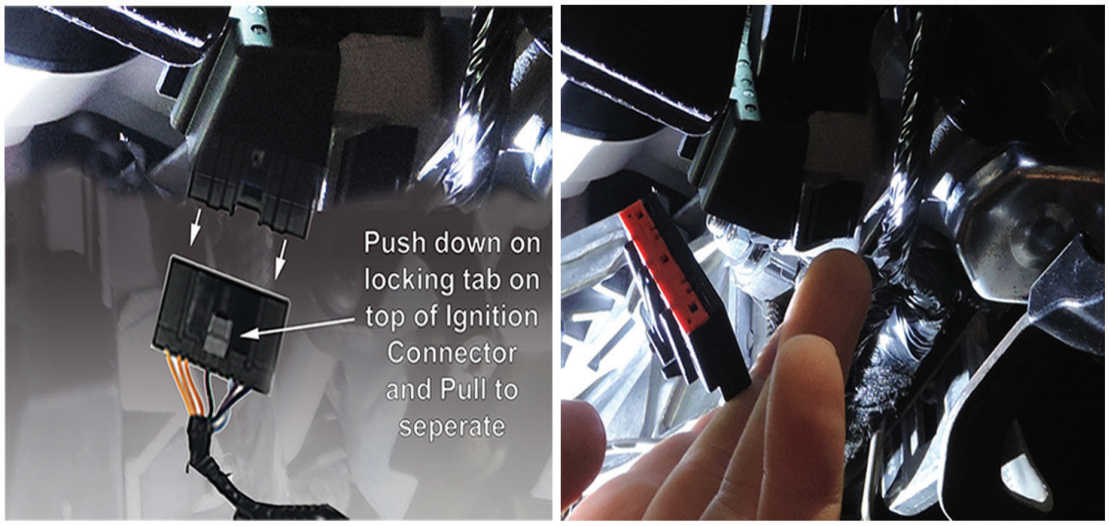
The Ignition Connector is at back of Igntion switch

4b The WRONG Connector

There is a similar looking connector that is to the left of the Ignition switch. It is not attached to the Ignition switch. This is the Wrong Connector!

4c Unplug the Ignition Connector

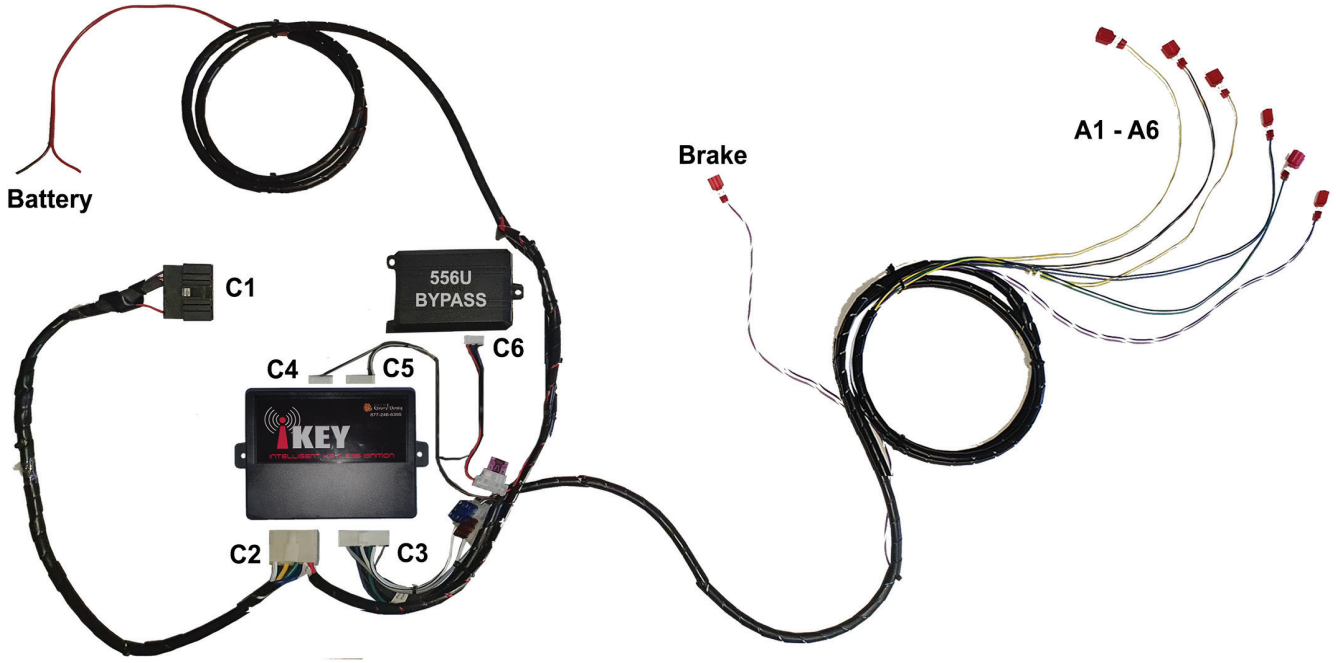
To release the Ignition Connector from the Ignition Switch Housing you will need to depress the locking tab on the top of the connector. Grab the harness and connector and pull out firmly. Sometimes it helps to wiggle connector as you pull.



Push connector locking tab and pull firmly to release

Step 5: Primary Module Connections

Main Harness Connections



Step 5: Make Main Harness Connections

Begin by unspooling the Main Harness on the driver floor area.
5A - Make connections C2, C3, C4 and C5 from the Main Harness to iKey Module as shown.
5B - Make connection C5 from the Main Harness to the Bypass Module.
5C - Use velcro squares to attach modules together.

Bypass Module Bottom

iKey Module Top

Attach Modules

Step 6: Make Battery Connections

A-Place the Modules and Wiring Harness on the driver's side floor. Locate the Red "Power" and Black "Ground" wires of the main harness.

B- Open the hood. On the right side you will see a 1" rubber Grommet. Remove the grommet and drill a 3/8" hole in the center.

C- Feed both wires through the firewall opening then through the grommet hole. Snap the grommet back into place.

D - Use zipties to secure Power and Ground wires along the top of the firewall.

E - Use crimpers to crimp a "U" connector to each wire. Then attach the Black wire to the Battery (-) .
DO NOT ATTACH THE RED TO THE BATTERY + AT THIS TIME! LEAVE LOOSE UNTIL INSTALL IS COMPLETE.

Step 7: Mount System Antennas

7a - Types of system Antenna's

There are three types of system Antenna's.

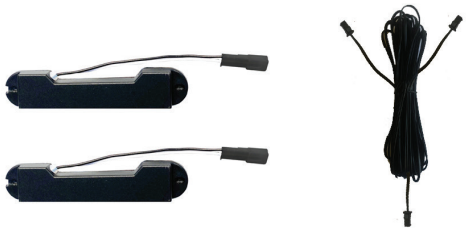
#1 The **Bypass Antenna** plugs into the 556U Bypass module and goes around the vehicles ignition switch.

#2 The **Proximity Antenna's** read the **Transponder Key Fobs** and activates the system as you approach your vehicle.

#3 The **Emergency Access Antenna** reads the systems **Emergency Backup Card** which allow you to operate your vehicle in the event you were to lose your Transponder Fobs.

iKEY-M Antenna's

Vehicle "Chip-in-key" Bypass Module Antenna



Proximity Antenna's and "Y" Harness

Emergency Access Antenna

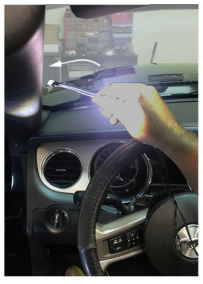
7b - Mounting the Emergency Backup Antenna

The Emergency Backup Antenna allows you to access and start your vehicle even if you were to lose your Transponder Fobs. The doors will unlock and the system will activate by holding one of the Emergency Backup Cards within 3" from the antenna for 5 seconds. The Emergency Backup Antenna should be mounted on the dash near the VIN plate where the dash meets the windshield. To run the wire for the Antenna you will need to pull back the top of the vinyl panel covering the driver's side "A" Pillar. The "A" Pillar panel is held on by 4 clips that will pop out. (Pic 1) It is usually not necessary to completely remove the "A" Pillar panel. It just needs to be pulled back far enough to feed the Antenna wires behind the panel. (Pic 2) Feed the connector end of the Emergency Access Antenna wire behind the panel and out the other side. (Pic 3).

Move the wire back and forth, as if you are flossing (Pic 4) while sliding it down the panel until the Emergency Access Antenna is at the level of the dash.

(Pic 5). Remove the sticky back tape from the Antenna and position it next to VIN plate as shown. This will allow you to place the Emergency Backup Card within 3" of the Antenna should you need to access the vehicle without a system Transponder Fob. Leave the connector end of the wire hanging down at the bottom of the "A" Pillar in the driver's door jam. You should have 2 feet or more of remaining wire. You will plug the Emergency Bypass Antenna into the module in step 14, "Making Final Connections".

Pic 1



Pic 2

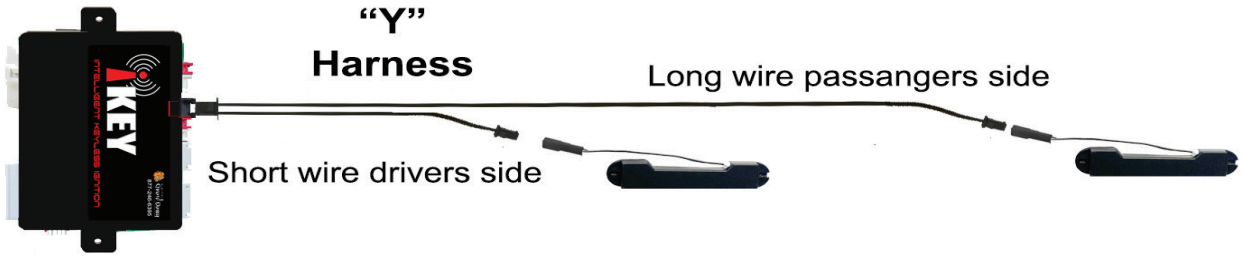
Pic 3

Pic 4

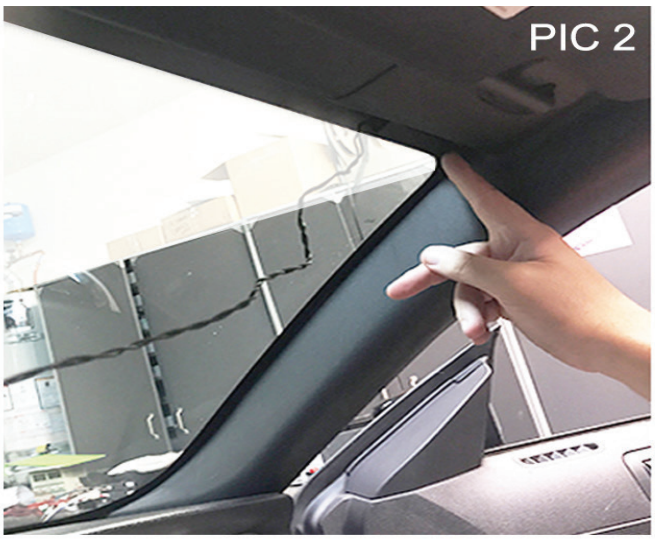
Pic 5

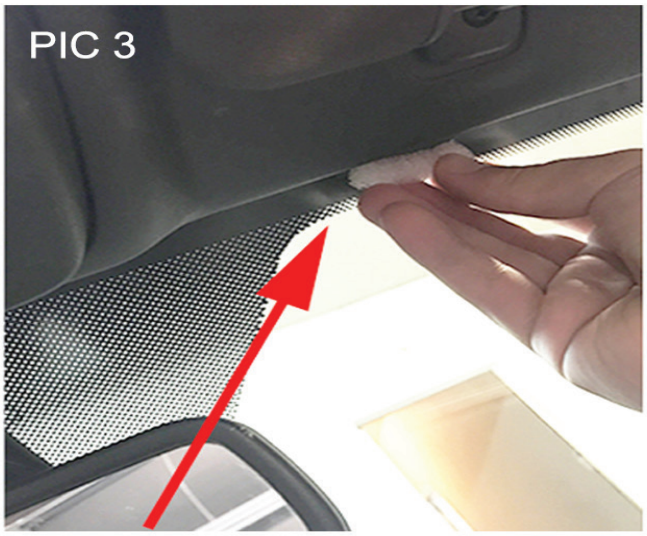
7c - Mounting the Primary Proximity Antenna’s

The Proximity Antenna’s read the Transponder key fobs as you approach the vehicle. There are two Proximity Antenna's and a "Y" harness that the antennas plug into. One antenna is mounted on at the top of each side of the vehicles windshield. Remove the sticky back tape from the back of each antenna and place them at the top of both sides of the windshield.



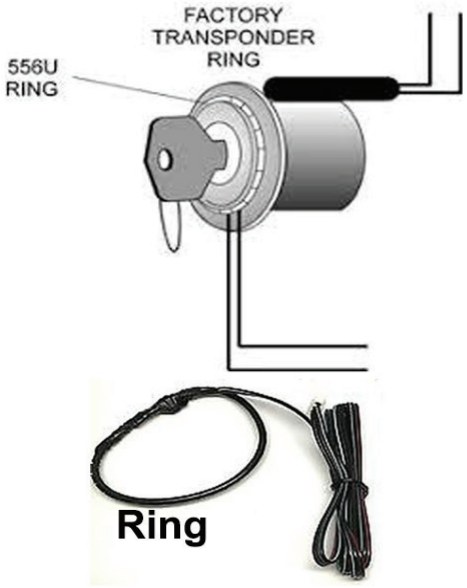
Next, connect the Antennas to "Y" harness, using the long wire of the "Y" harness for the passangers side antenna and the short wire to the drivers side. Tuck the wire in behind where the headliner meets the windshield using the foam squares provided to hide the wire and hold in place. Next as before, run the remaing side of the "Y" harness behind the "A" piller. Start at the top and bring it out the bottom where it can later in step 14 be plugged into the iKey module.

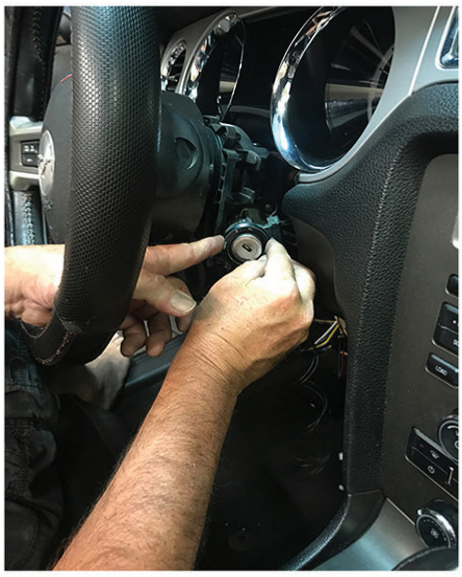


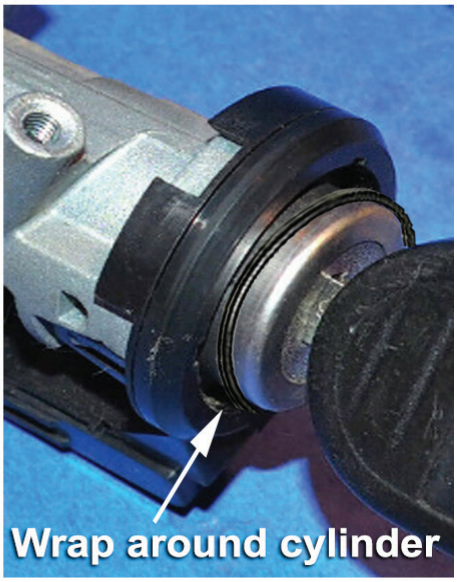


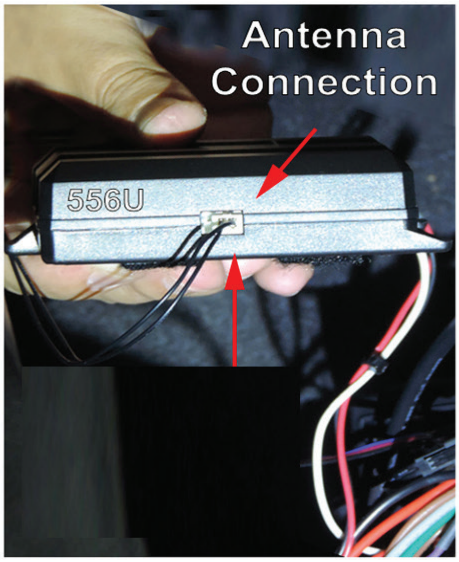
Step 8: Mount Immobilizer Bypass Antenna Ring

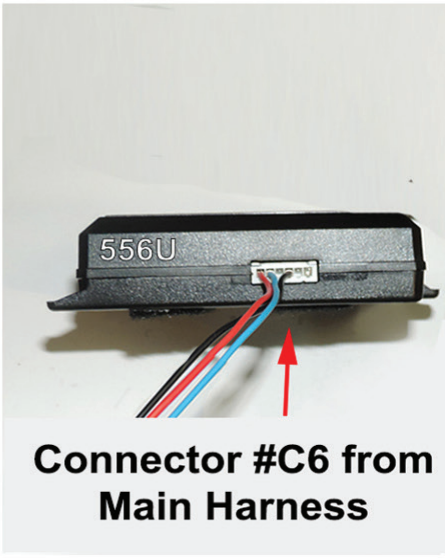
The 556U and Bypass antenna ring allow your vehicle's security system to receive an authorization code without a key being present. You will be mounting the Bypass ring around the ignition switch cylinder and plugging it into the 556U module. Begin by wrapping the Bypass ring around the lock cylinder in front of the black part of the cylinder. You will have a small amount of excess bypass ring wire. Use a zip-tie to secure any excess bypass ring wire. Use another zip-tie to secure the Bypass ring in place. It is also a good idea to use a small amount of contact adhesive or silocone to perminately secure the ring in place. Next, Feed the wires from the ring under the dash and secure with a Zip-tie. (* **Note the wires on the ring are delicate; handle carefully being sure not to put strain onto these wires. Plug the Bypass Antenna connector into the 556U bypass module** Lastly, plug in the **"C6"** connector (5 slot / 3 wire) from the main wiring harness into the 556U Bypass module. **Note: When routing the Antenna or other wires DO NOT ATTACH TO THE CROSSMENBER UNDER THE STEERING WHEEL.**











Step 9: Make Brake Switch Connection

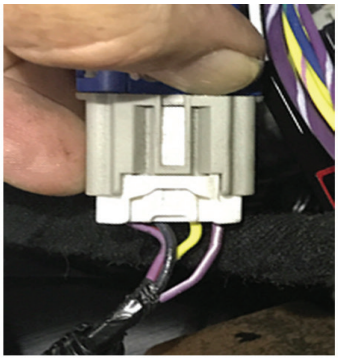
The Key uses a +12V signal from your Brake Switch to know when you want to start and turn off the vehicle's Ignition. The Brake Switch is located under the dash at the top of the Brake arm. (Pic 1).
To release the Brake Switch, Twist it counter clockwise and pull down. (Pic 2 / Pic 3).

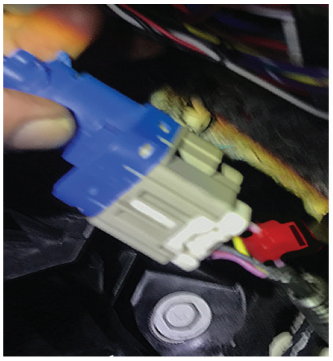

Pic 1


Pic 2


Pic 3

On the back of the switch is a connector with 4 wires in it. (Pic 4). Attach a Red "Quick Connect" to the Purple / White wire of the switch (Pic 5). Next, plug in the Purple / White Brake wire labeled "BRAKE" from the systems Main harness (Pic 6).

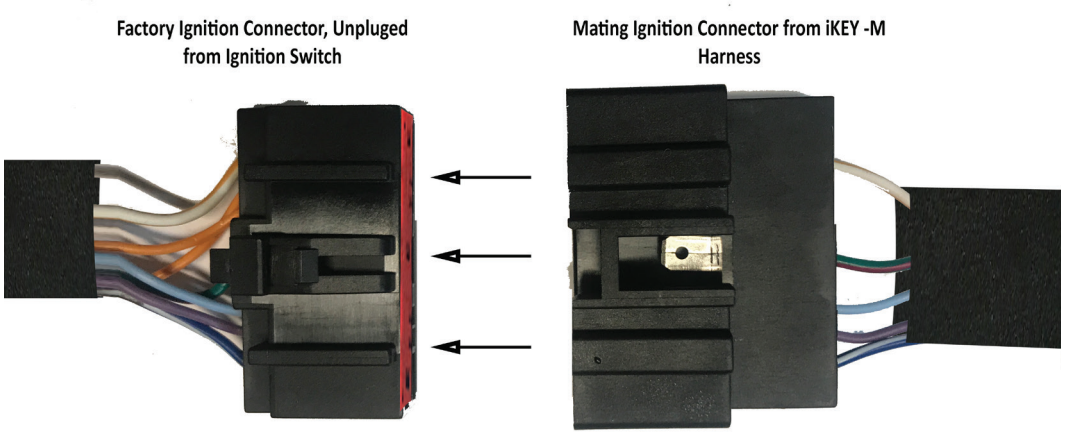

Pic 4


Pic 5

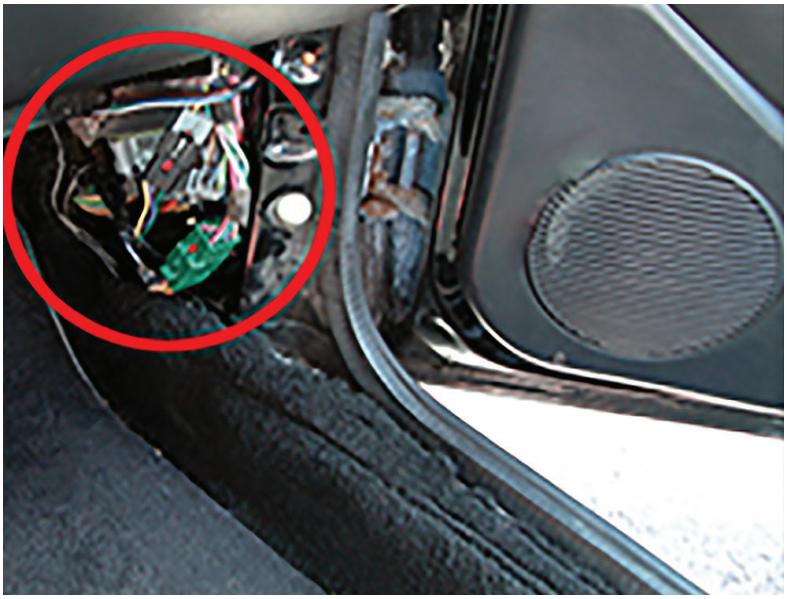
Pic 6

Step 10: Make Ignition Connections

To make the Ignition connections, take the connector you unplugged from the Mustang's Ignition switch and firmly plug it into Connector "C1" from the iKEY-M Main harness. Be sure the connectors "Snap and lock" next use a ziptie to secure the connectors up under the dash.



Step 11: Make Accessory Connections at SJB (Smart Junction Box)

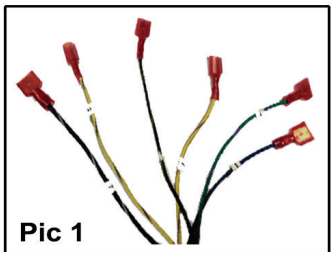


SJB - INSTALLATION

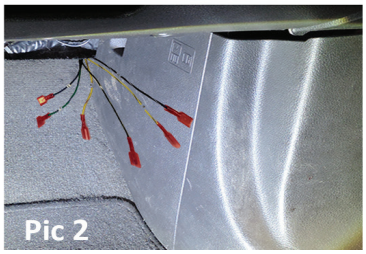
The next group of connections you will make, are the wires that operate the Mustang's Accessory functions such as Door lock & unlock, Trunk pop, Parking light flash and Factory security arm & disarm. All these connections are made at the vehicle's SBJ or "Smart Junction Box". This box is located behind the passenger side kick panel.

11a Run the Accessory side of the harness to SJB

The Accessory harness is the harness that has 6 Red Spade connectors labeled 1 – 6 (Pic 1). Begin by running this harness from the driver's floor area to the passenger's side kick panel. Run the harness behind the center console and come out just above the door of the passenger's side kick panel (Pic 2).



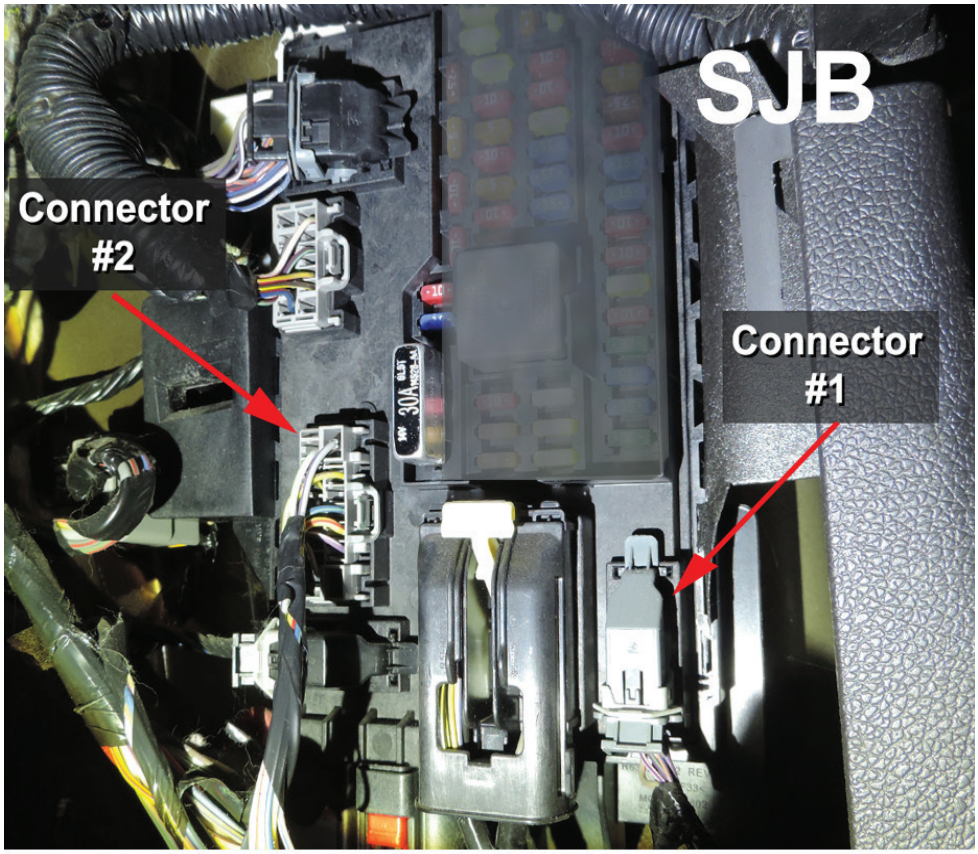
Pic 1



Pic 2

11b – Understanding the SJB

Remove the passenger vinyl kick panel cover by pulling from the back forward. Behind it you will see the Mustang's Smart Junction Box. It has several multi-pin connectors and can look intimidating at first glance. But don't worry, this is fairly easy, All but one of your connections are made at a single location, (the #1 Connector). With only one remaining connection made at Connector #2 (Pic 3).

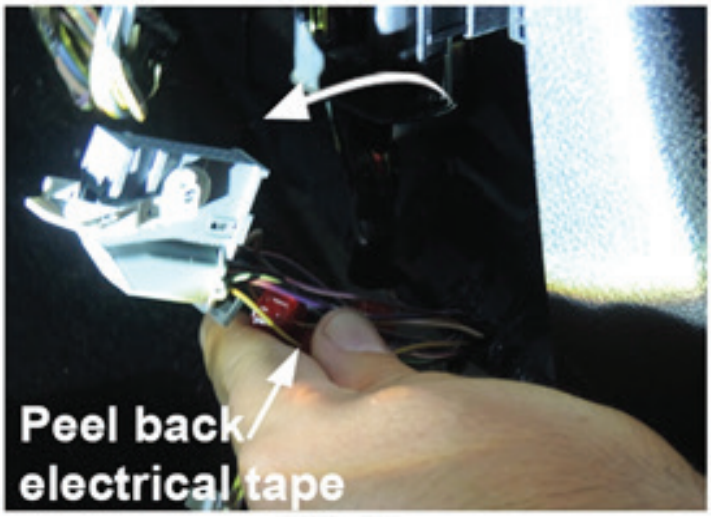


Pic 3

11c – Making Accessory Connections

For ease of access and to give yourself some room to work, it is easiest to unplug the connectors from the SJB before making connections to them. **Begin by releasing the #1 Connector. Simply pull the clip from the bottom of the connector upwards to release the locking clip of connector (Pic1).** It often helps to wiggle the connector a bit to release it. (Pic 2). Once you have unplugged Connector #1, peel back any electrical tape around the harness so you have 2" inches of wire exposed to work with (Pic 2).

Pic 1



Pic 2

The Connections you will be making are listed on the Accessory Table below:

Connector	Circuit	Wire Color	Polarity	Wire / Connector Location	#
SJB CONNECTOR #1					
	Power Lock	Blue / Green	-	Gray 26 pin connector, pin 17	1
	Power Unlock	Yellow / Purple	-	Gray 26 pin connector, pin 4	2
	Factory Alarm Arm	Yellow / Gray	-	Gray 26 pin connector, pin 9	3
	Factory Alarm Disarm	Green / Purple	-	Gray 26 pin connector, pin 8	4
	Trunk/Hatch Release	Brown / Yellow (Coupe); Brown / Yellow or Brown / Purple (Convertable)	-	Gray 26 pin connector, pin 20	5
SJB CONNECTOR #2					
	Parking Lights (+)	Purple / White	+	Gray 13 pin connector, pin 6	6

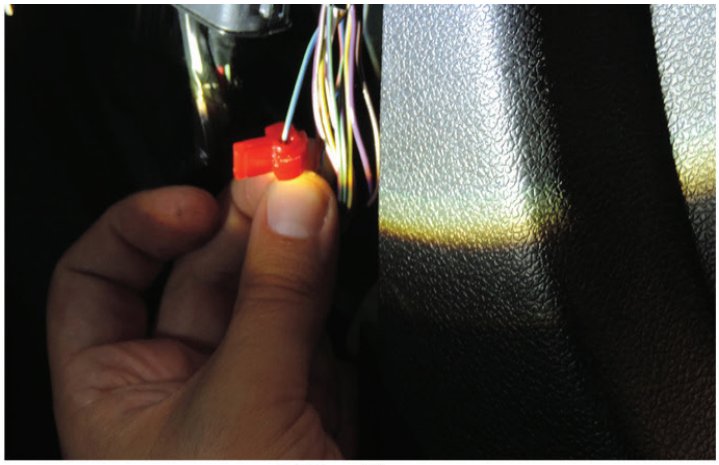
Notes prior to making connections;

The wire colors of both the Accessory Harness and the Factory Wires will match. ** except If you are installing a mustang Convertible(the Trunk may be different.) (See wire #5)*. Make connections to wires aproximately 1 in. below the factory connector. Do not pull on factory wires when making connections. Make sure your Quick Connection "Snap" closed.

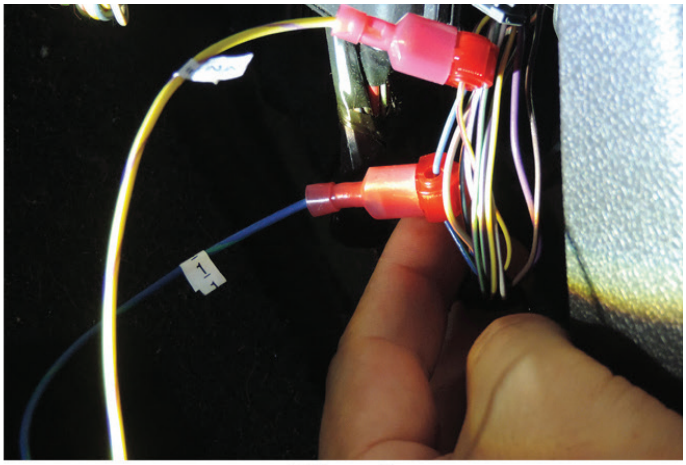
***** If you are unfamiliar with how to use a 3M® "T" Tap Connectors see instructions in using T-Tap connectors, see YouTube Video:** https://www.youtube.com/watch?v=ikZZBmvFEho

11c – Making Accessory Connections "Continued"

Begin with connection #1 the Blue / Green **Lock wire**. Separate the wire from the others and attach a Quick Connect. Be sure the Quick Connect is snaped closed. Next plug the spade connector from the #1 Blue / Green wire in the Accessory harness into the Quick Connect. Be sure the Spade connector is full inserted. (Pic 3 / Pic 4) OK, good job, just a few more to go!

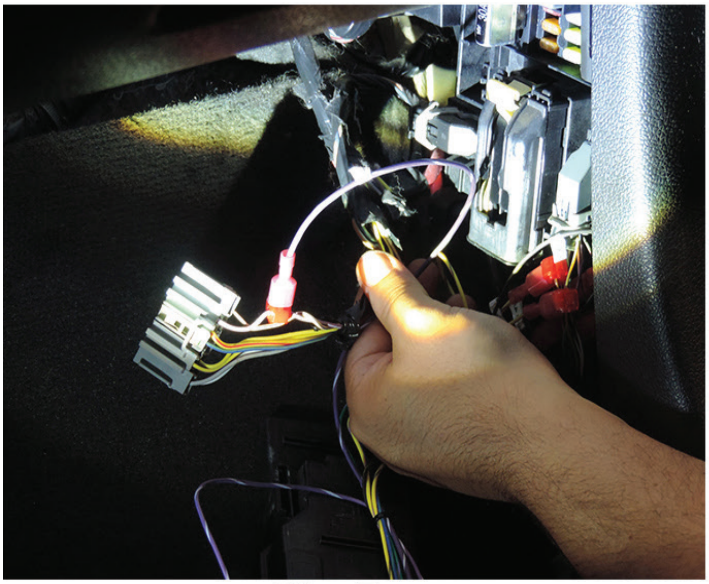


Pic 3

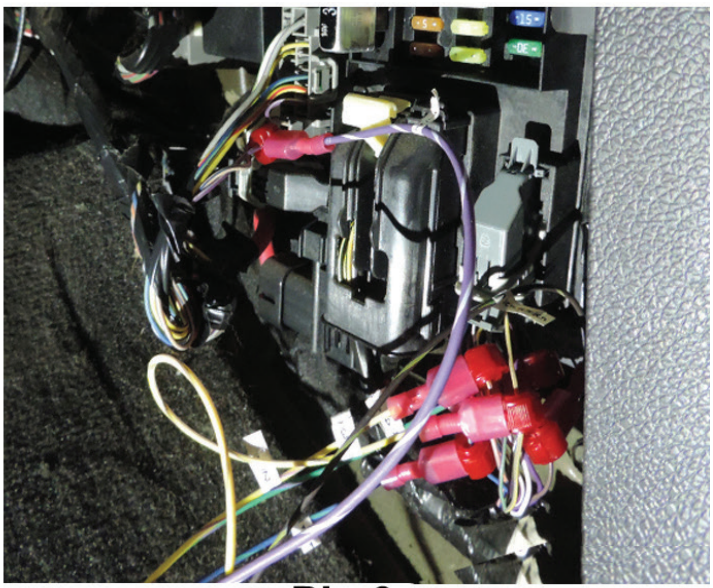


Pic 4

Now move on to the next wire the #2 Yellow / Purple unlock wire. Repeate the process. Continue one wire at a time until all wires 1 – 5 are connected. ***NOTE: On some year Mustangs when you get to the #4 **Green / Purple Factory Disarm** wire you may find two Green / Purple wires in the #1 Connector. One in the middle of the connector and one on the end edge of the connector. **Use the one in the middle of the connector.** Once all connections are complete, Plug the SJB #1 Connector back in and lock into place.



Pic 5



Pic 6

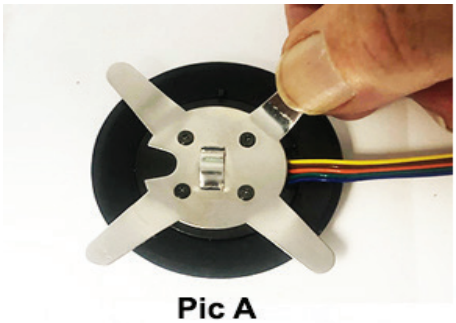
Next, move on to SJB Connector #2 . Only one connection is made here, the Parking Lights. **To release the connector there is a tab on the side that needs to be depressed, then simply wiggle and pull it out. (Pic 5).** Make your #6 Purple / White Accessory wire connection and then replace the SJB Connector. (Pic 6). Use Zip-ties to clean up wiring and tuck wires away behind floor panels. Lastly replace the kick panel cover.

Step 12: Initial Start Button Mounting

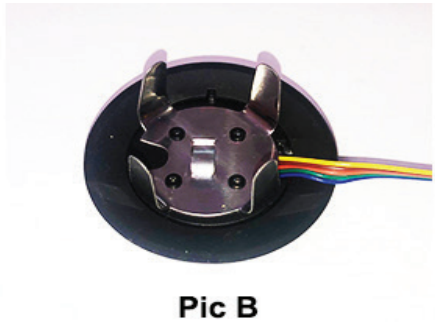
****** Should you desire to mount your start button elsewhere, almost any surface will work fine using the 3M mounting tape placed on the back of the button. If you are mounting your Start button in another location other than over the existing key switch, be sure to remove the 4 Phillips screws from the metal mounting plate from the rear of the Start button. Also be sure and clean the surface before mounting with some rubbing alcohol first.***

Step 12: Initial Start Button Mounting

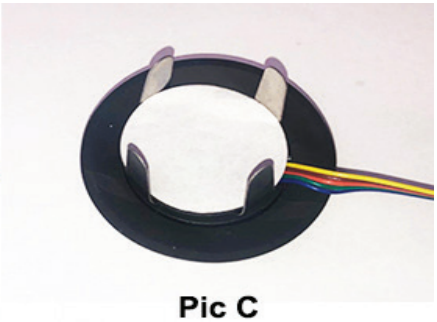
The instructions below describe how to mount the Start Button over the Mustang's existing Key Switch. In this section you will perform the initial placement of the Start Button, which will include running the start button wire and making its connection to the Key module and re-attaching the lower steering panel. Before finalizing the mounting of the Start Button, you will want to perform some initial system function tests while the connections you made for the immobilizer bypass ring are still easily accessible. Begin by bending up the 4 mounting arms of the start button as shown in Pic "A & B"Next, remove the white protective film from the back of the 3M Adhesive tape disk and mount it to the Start Button. Pic "C" .



Pic A



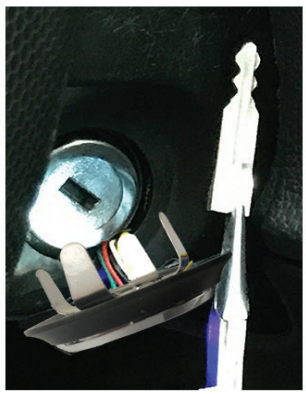
Pic B



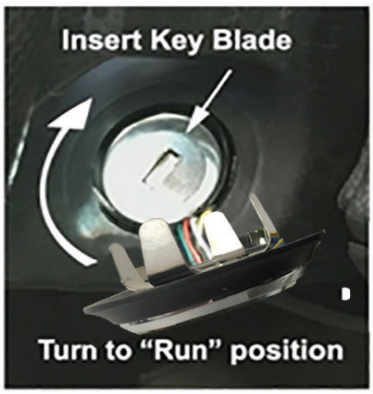
Pic C

Pic 3

Pic 4



Pic 5



Pic 6

Next, (Pic 3). Position the Lower Steering Wheel Shroud for re-attaching. But prior to reattaching the Lower Steering Wheel Shroud, remove the rubber trim ring that surrounds the key switch hole and also run the wire for the Start Button between the key switch cylinder and the ignition switch hole. Leave the Start button hanging loosely and unattached as shown in (Pic 4). Plug the Start Button connector end into the Key Module. Next, you want to insert the Cut key blank you prepared in Step #2 into the lock cylinder. (Pic 5) Insert the key shaft into the key hole and turn the key to the RUN position. (Pic 6) Lastly, move the lower shroud panel into place and replace all three T20 Torx screws you previously removed, (*The two short screws go in front and one long screw in back*).

Step 13: Mounting the Status LED

13a – LED function and mounting

The iKEY system has a dual color (Red/Blue) LED that provides system status information, such as when the system is Armed or Disarmed or when the vehicle security system has been violated. Additionally the LED is necessary to program certain customizable system features. Although it is not absolutely necessary to mount the LED where it is always visible, it is recommended. If you decide not to mount the LED, be sure to leave it plugged in throughout system testing and then ziptie it securely out of site.

Pic 1

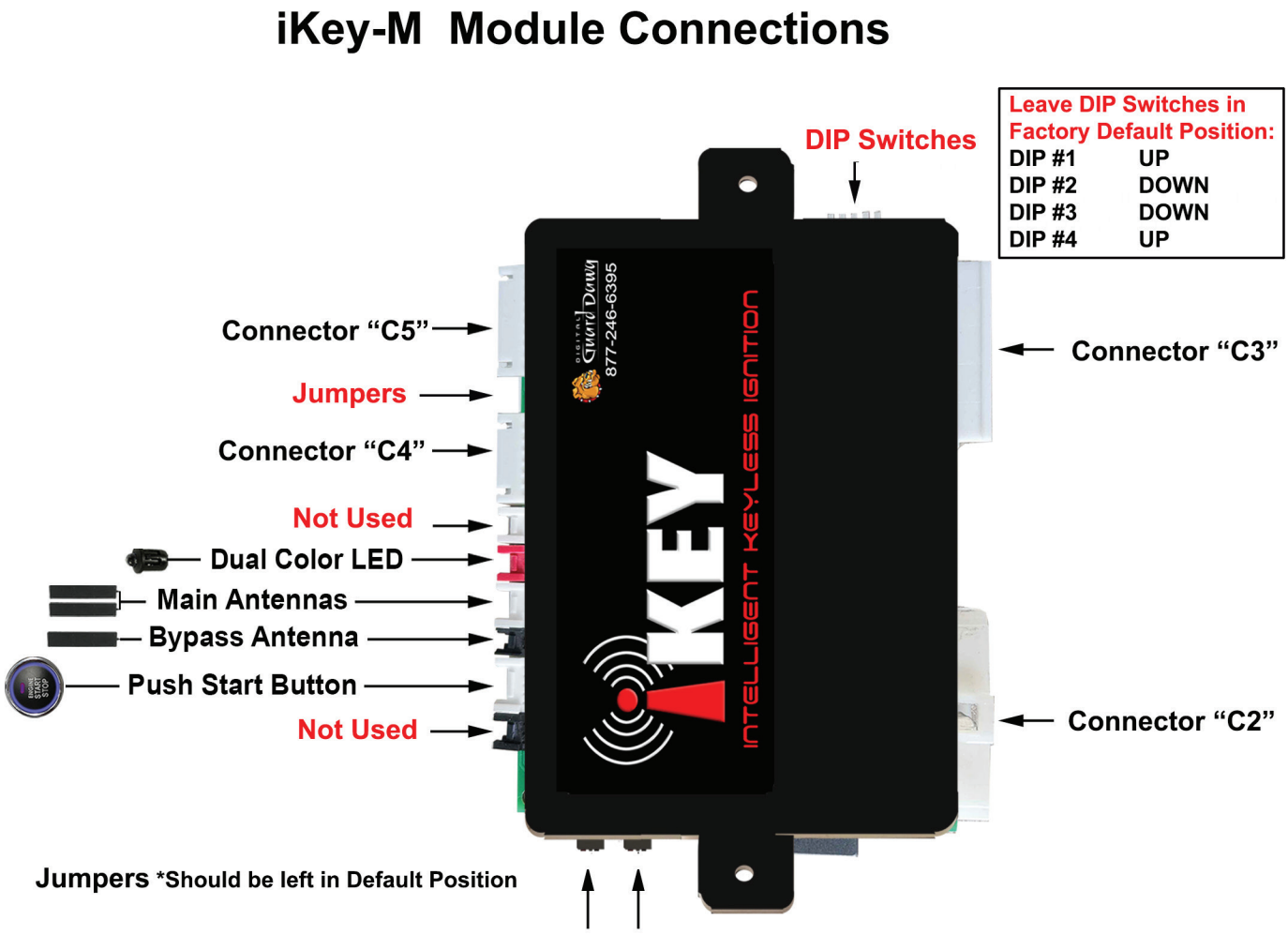
Pic 2

There is no right or wrong location to mount the LED, but we suggest you mount it where it can be seen from outside the vehicle. Also, be sure there is at least ½ inch or more of room behind the panel location you select. Once you choose a location where you would like the LED to be mounted, place a piece of masking tape over the area to protect surrounding surfaces, and then mark the hole location to be drilled with a pen. Next use a 8mm or 5/16th drill bit and slowly drill the hole. (Pic 1). Then remove the masking tape and feed the LED wires through the hole and snap the LED into place. Route the LED wire back to the Key module and plug it into the 3 pin connector. Lastly replace the panel. (Pic 2).

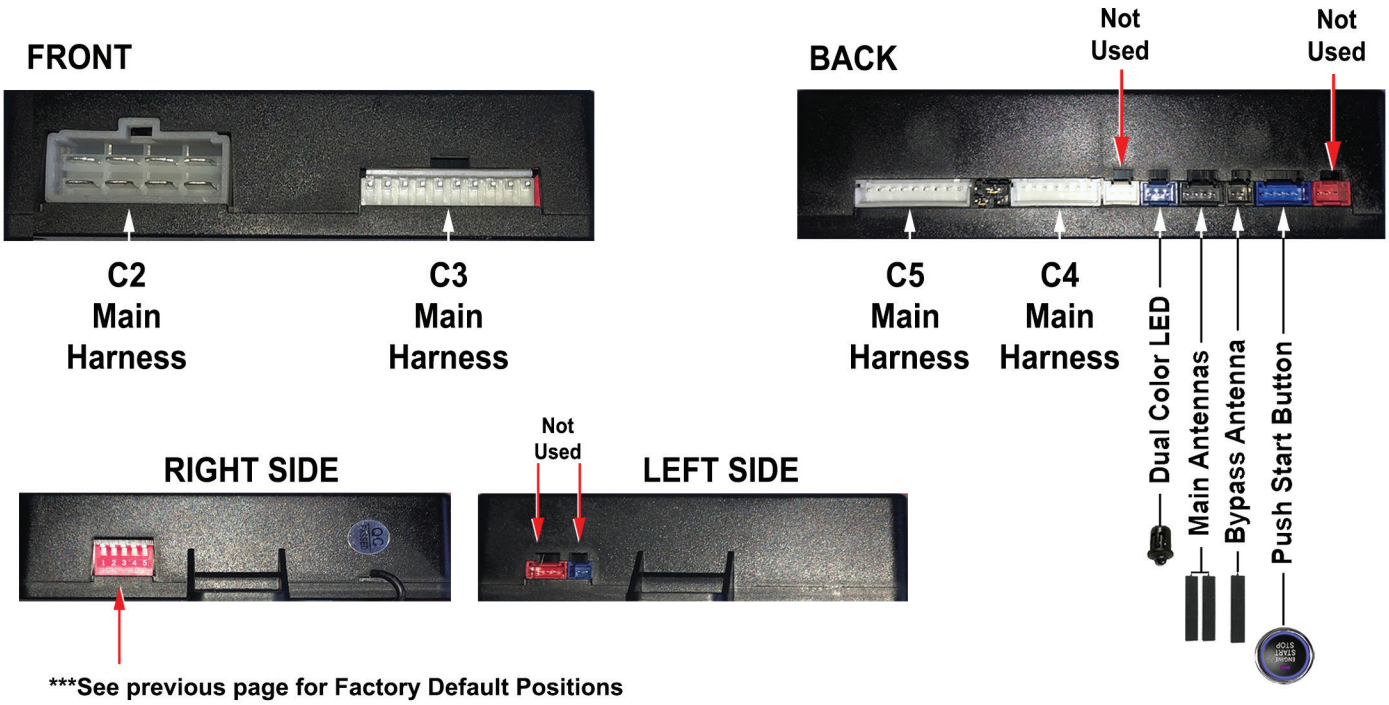
Step 14: Finalizing Connections and Mounting System Modules

14a – Final Connections

Now it is time to make all remaining connections to the iKey system module. Use the picture below to locate and confirm all connectors are plugged into the correct ports and securely locked into place. There are 4 Module Ports that will have No connectors in them. There are also a set if 5 Module DIP switches and 2 Jumpers that are preset from the factory and should be left in their default positions. Be sure and recheck all connections at SJB. Make sure wires are not too tight and pulling on the connections.

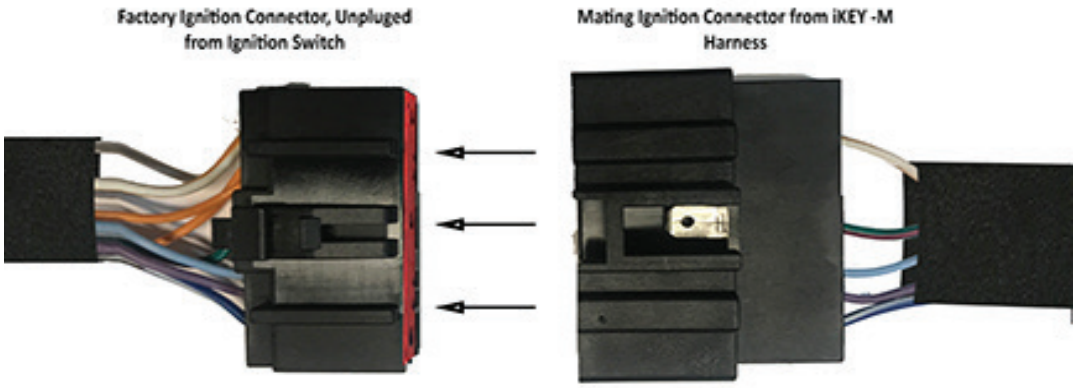


Module Connections Side View



***See previous page for Factory Default Positions

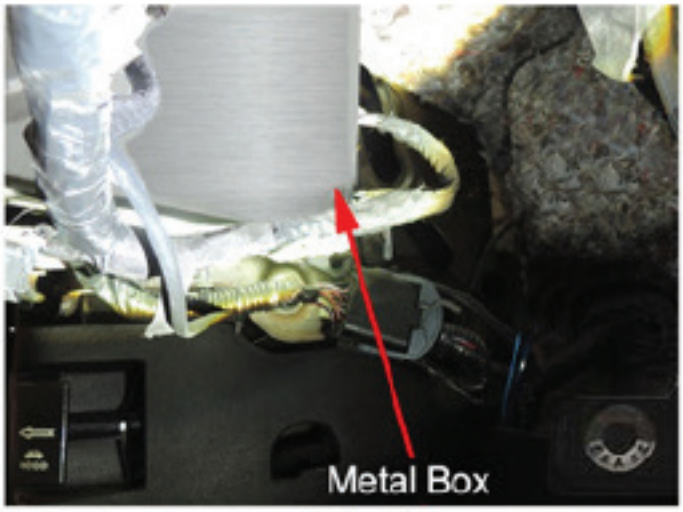
Factory Ignition Connector



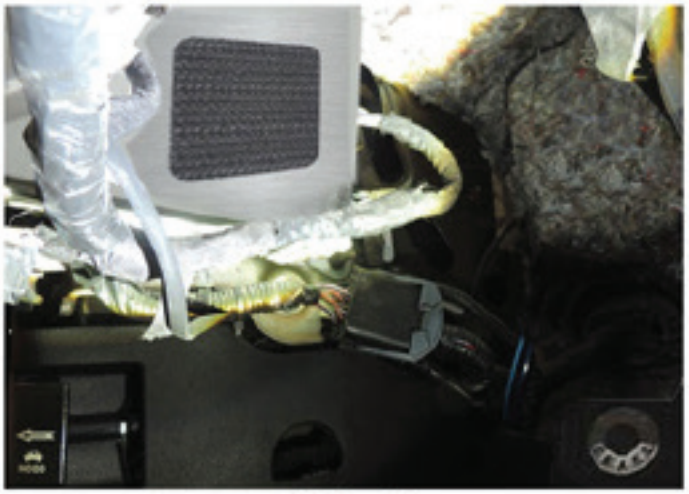
Connector
"C1"

14b – Mounting System Modules

Once all connections to the module are completed, you are ready to mount the iKey system module under the dash. Zip-Ties can be used to securely attach both modules up under you dash so no wires hang down or aulternately a Velcro pad can be used. To use a Velcro pad, Look under the driver's side dash up against the left side wall. You should see a large silver/ gray metal box (Pic1). The side of this box makes an excellent location to mount the iKey and 556U module. Use a large piece of Velcro and place it on the side of the metal box (Pic 2). Next, use the other side of the Velcro pad to attach the iKey and 556 Bypass modules (Pic 3) Lastley attach Modules to the to the metal box. (Pic 4). It's a tight fit and may require a bit of adjusting but everything should tuck up there nicely. Lastly, use zip-ties to clean up all loose wires, being sure to secure all wire harness to areas where they could not ever come in contact with Brake or Gas pedals or your feet.



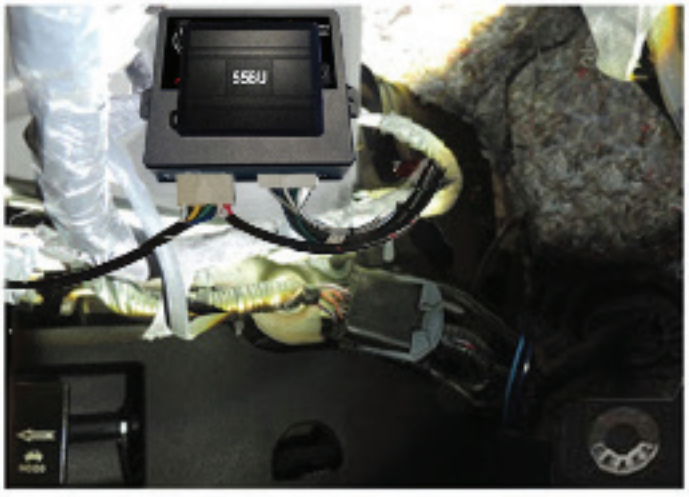
Pic 1



Pic 2

Place Velcro on Back

Pic 3



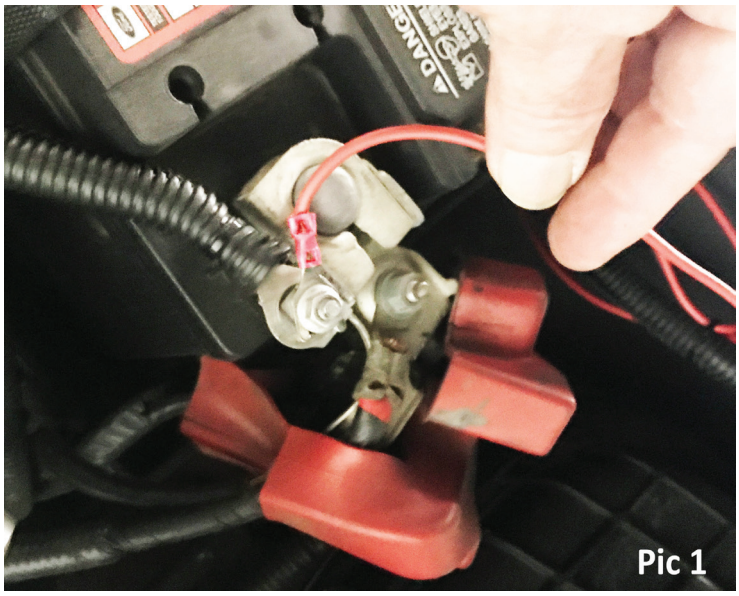
Pic 4

Step 15: System Pre-Test

Now it's time to do a pre-test of the system. We do a pre-test before finalizing the installation of your Start Button and buttoning up all panels and wires. If anything needs additional attention, it's better to catch it now while wire and module access are easy.

15a Connect Battery +12V

Begin by completing the +12V Battery connection under your hood, from Step 6. Crimp a "U" connector onto the systems Red power wire, than attach it to the Battery terminal. (Pic 1) Parking lights may flash or doors lock or unlock as system comes on line.



Pic 1

Next, close the hood, trunk and both vehicle doors but LEAVE THE WINDOWS DOWN.

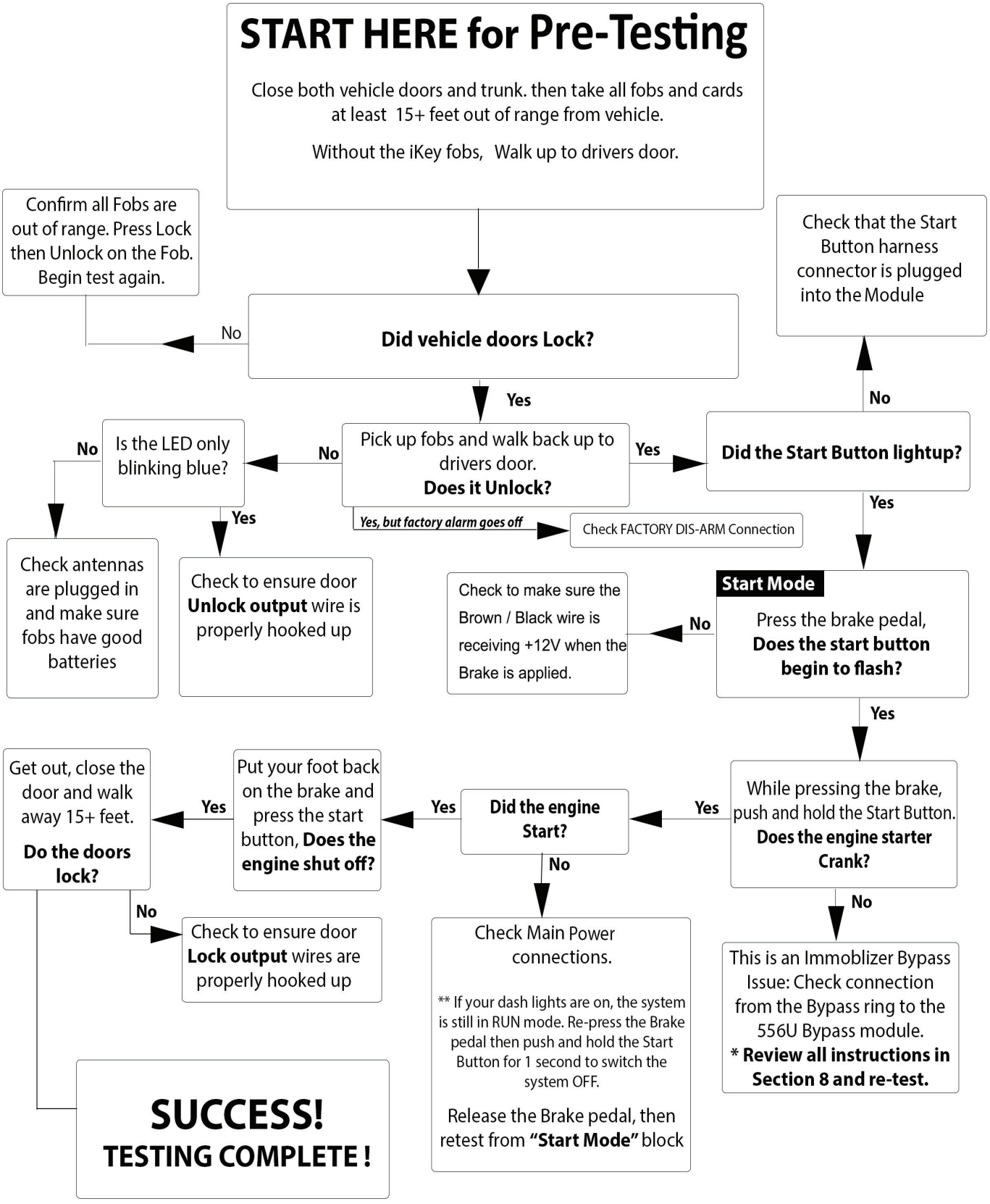
Pick up both Remote Key Fobs and Emergency Backup Cards (Pic 2 & 3) and walk 15'feet away from your Mustang, set one key fob down. With the remaining Key Fob;
Press buttons: "LOCK", "UNLOCK", "LOCK" to sync the iKey system to the vehicle.

Pic 2

Pic 3

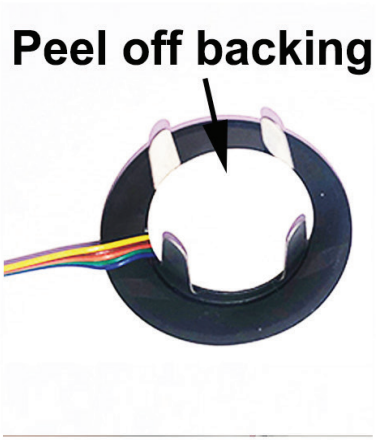
Next use the flow chart below to complete system pre- testing.

Leave Start Button loose at this time, turn the Start Button so you can see button's status LED to complete Flow Chart instructions. Occasionally, some system features / functions may not become active until the vehicle has been turned **On / Off** once or twice.



Step 16: Finalizing your Start Button Installation

Begin by Test Fitting your button over the lock cylinder. The metal mounting arms should slide over the sides og the cylinder. * Depending on the ignition switch you have , you may need to Cut and shorten the mounting arms so the button fits flush onto the face of the cylinder. Adjust as necesssary. When the button is ready to mount, Prepare the cylinder and switch face surface of the key hole for adhesive. It's a good idea to wipe with area with isopropyl alcohol and dry to assure good adhesion. Next, remove the White layer of the adhesive backing fromthe Start Button. (Pic 1). This tape is "Pressure Activated" and very strong once set. . Be sure to first align your button then very firmly press it onto the lock cylinder. (Pic 2). Hold it in place for 10 seconds to allow the adhesive to activate. (Pic 3).



Pic 1

Pic 2

Pic 3

Step 17 Final Testing

Assuming you successfully completed Pre-Testing earlier. the only thing remaining is to test the Emergency Backup card. The Emergency Backup Card can be used to enter and start the vehicle if you should ever lose or damage tour primary Key Fobs. To use the Emergency Backup Cards, Lock the vehicle and take the primary Key fobs 15'feet away from the vehicle and allow it to self-lock. Next hold one of the Emergency Backup Cards directly over the Emergency Card Antenna mounted in the lower corner of the windshield. The Emergency Card must be within 2" of the antenna. Hold the Card there until the doors unlock about 6-10 seconds) you can now enter and start your Mustang.