

READ ME FIRST

**TECHNICAL SUPPORT
1-800-FORD-KEY
CANADIAN DEALERS
BILINGUAL FRENCH/ENGLISH
TECHNICAL SUPPORT
(514)973-2846**

For convenience this document uses short names when referring to a particular system or kit. The list below identifies the short names used herein:
Remote Start System —> **RMST**

Navigating this document can be accomplished by: 1) using the buttons in the Acrobat toolbar or 2) clicking on the bookmark links in the bookmark pane to the left. (Clicking on the (+) symbols next to a bookmark will expand that bookmark, revealing additional selections).

This installation instruction covers the installation of all Remote Start Kits.

Vehicle wiring is subject to change. All possible efforts have been taken to ensure that the information contained herein is accurate as of the revision dates indicated. As such, it is critical that vehicle circuits are tested prior to making any connections, to ensure that the proper vehicle circuit has been located.

Prior to beginning this installation it is recommended that you lower the driver's door window to prevent locking the keys in the vehicle.

Prior to beginning your first installation of this product it is recommended that you:

1. Thoroughly review and print out the instructions;
2. Review the reference section to become acquainted with the additional information that is available.
3. Go through the vehicle specific wiring and use as a reference during the installation.
4. Review the installation video on the Ford Genuine Accessory website that is located with the RMST Installation Instructions.

Ford Accessory Vehicle Security, Keyless Entry and Remote Start Warranty Return Procedures

DO NOT CLAIM PARTS WARRANTY ON FORM 1863

Parts Warranty Processing:

Lifetime limited coverage to original purchaser on all components against defects and workmanship. (For complete Warranty details, please refer to the warranty section found at the rear of each Security or Remote Start systems Owners Manual) Contact the warrantor, Code Systems for return authorization/replacement approval for failed components at no charge by the manufacturer. Return of Components to Code Systems requires the following:

1. Dealer/FAD representative must call the Ford Vehicle Security System Dealer Warranty Department at 1-800-FORDKEY (1-800-367-3539) to obtain generic claim form.
2. Fill out claim form and identify the defective component, **not the entire kit**, and fax to 1-631-231-5785.
3. Dealer/FAD will receive via fax the claim form with RA number authorizing the return of defective components.
4. Dealer/FAD is to box the defective component (including a copy of the claim form) with the claim number clearly written on the package(s) and ship them freight pre-paid to:

Ford Service Parts
180 Marcus Blvd.
Hauppauge, NY 11788

Note: If the package is sent without a claim number/claim number visible on the outside of the package, the shipment will be refused and returned at sender's expense.

5. Once a tracking number for the returning component has been issued to Code Systems, replacement components will be shipped within 24 hours via regular UPS ground transportation.
6. Dealer/FAD is responsible for service parts not returned/received by the Warranty Service Center within 30 days of the original claim date. Post the 60 days; the Dealer/FAD will be liable for all non-returned components at service part pricing.

Removal and reinstallation labor may be reimbursable under the New Vehicle Limited Warranty or 12-month/12,000 mile warranty (which ever is greater) and must be submitted by filling a warranty claim through ACES II.

Splicing Procedures

NOTE:

Refer to applicable wiring diagrams for circuit information.

NOTE:

This procedure contains multiple splicing techniques.

NOTE:

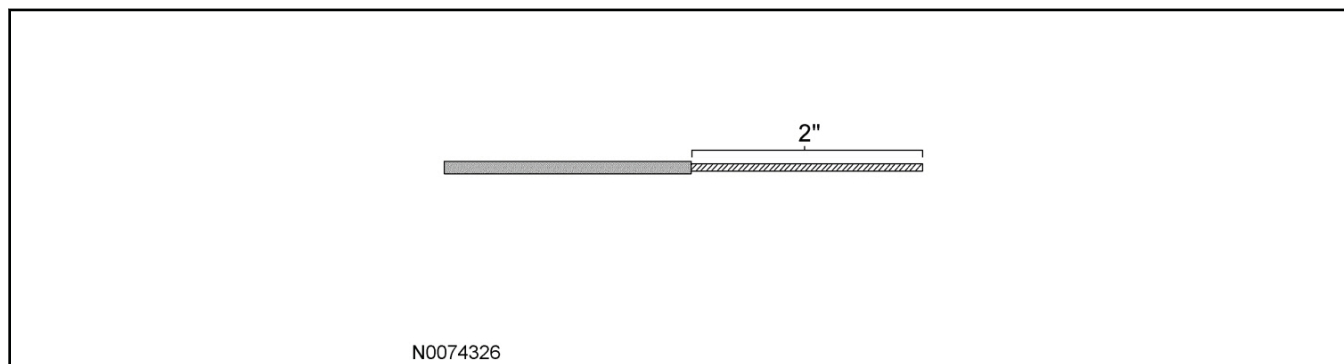
Review splicing procedures prior to performing any cutting/soldering/splicing.

2-Wire Solder "Center Splice" With No Wire Cutting

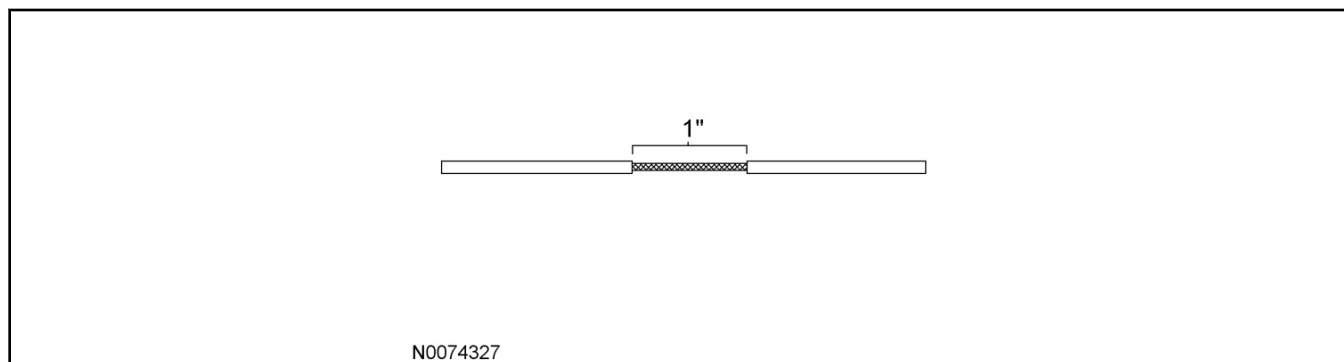
NOTE:

Follow this procedure when a wire can be spliced without cutting the wire in half.

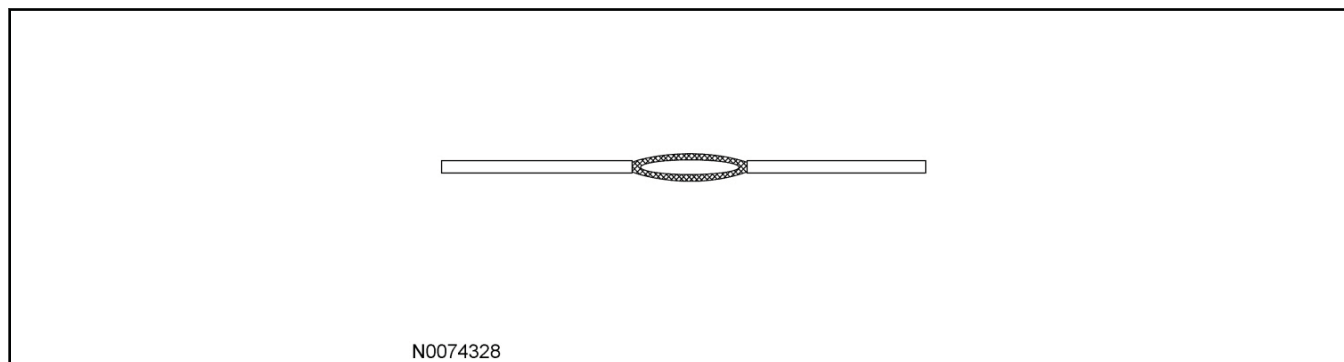
1. Strip approximately two inches of insulation from the wire to be installed in the vehicle.



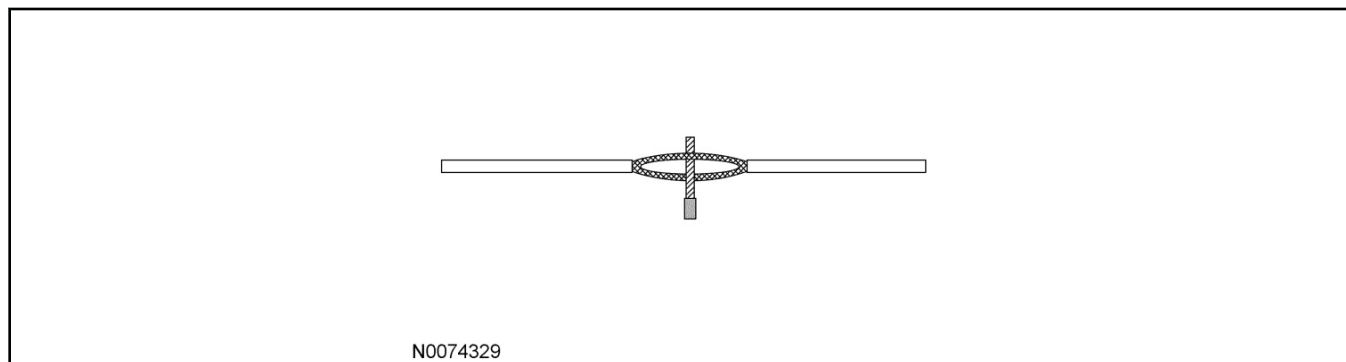
2. On the vehicle wire to be spliced into, strip one inch of insulation from the wire.



3. On the vehicle wire to be spliced into, separate the strands to allow the new wire to be placed.



4. Insert the new wire between the parted strands. If more than one wire is being spliced, wrap them in opposite directions.

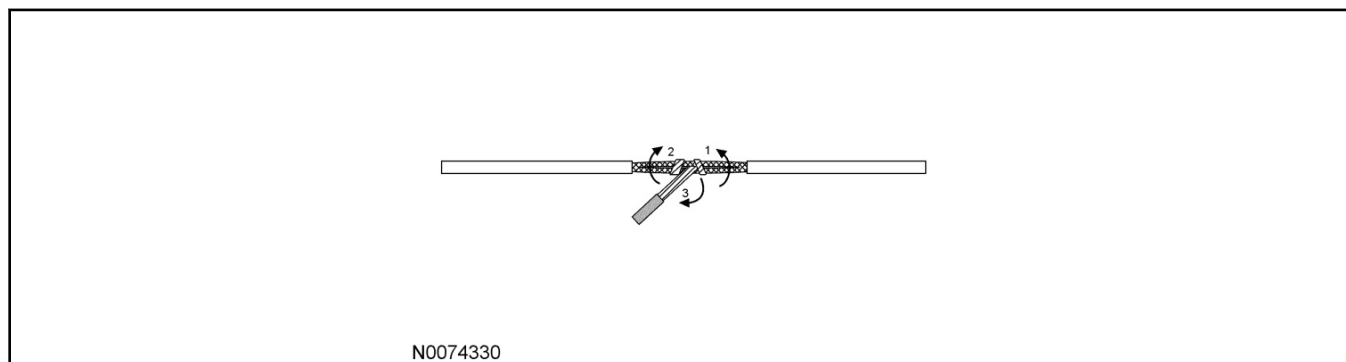
**NOTE:**

Use Rosin Core Mildly-Activated (RMA) Solder. Do not use Acid Core Solder.

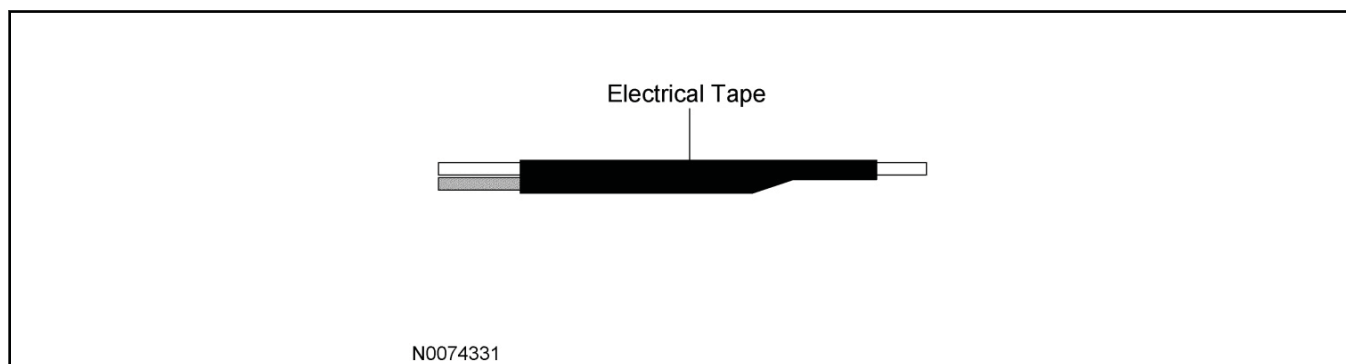
NOTE:

Wait for solder to cool before moving wires.

5. Wrap the new wire around one side of the split strands, then wrap it around the other side.
 - Solder the connection.



6. Wrap the connection with electrical tape so the tape covers the wires approximately two inches on either side of the connection.
 - Tape the wires together as shown in the illustration.



2-Wire Solder Splice/Ratcheting Crimp Tool Splice Procedure

NOTE:

For 10-14 AWG Use The following "Ratcheting Crimp Tool Splice Procedure".

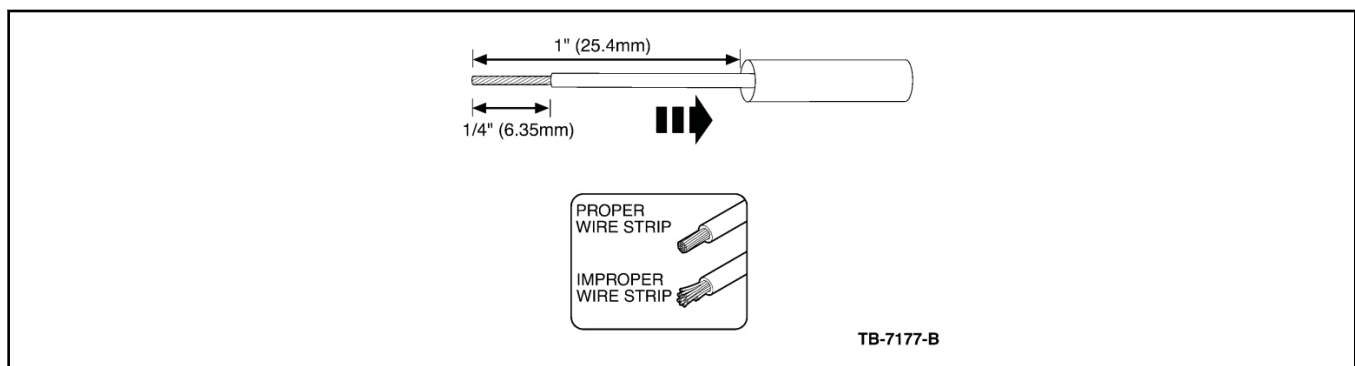
NOTE:

For Splicing Procedure Use Wire Splice Tool Kit (164-R5903).

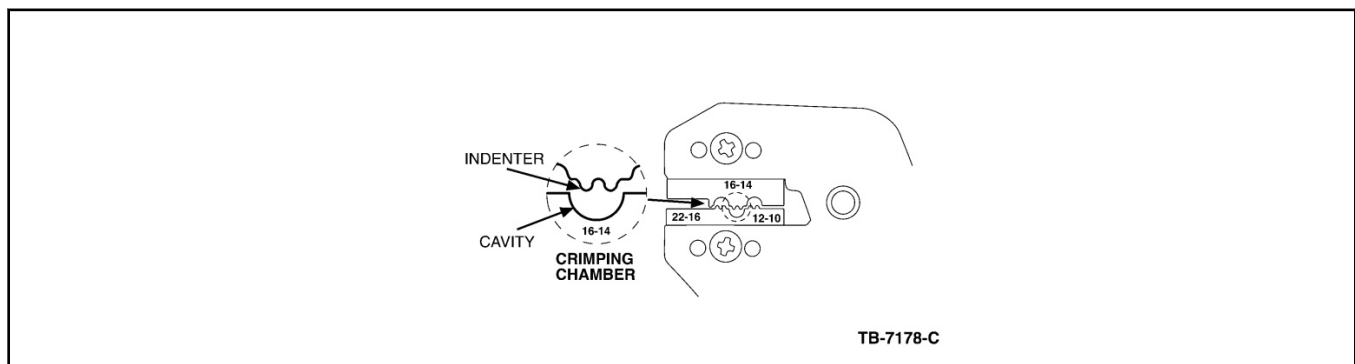
7. NOTE:

The strip length will vary depending on the butt splice and wire in harness. Longer strip lengths are required when the wire needs to be folded to mate with the butt splice. Refer to chart for strip lengths and folding techniques.

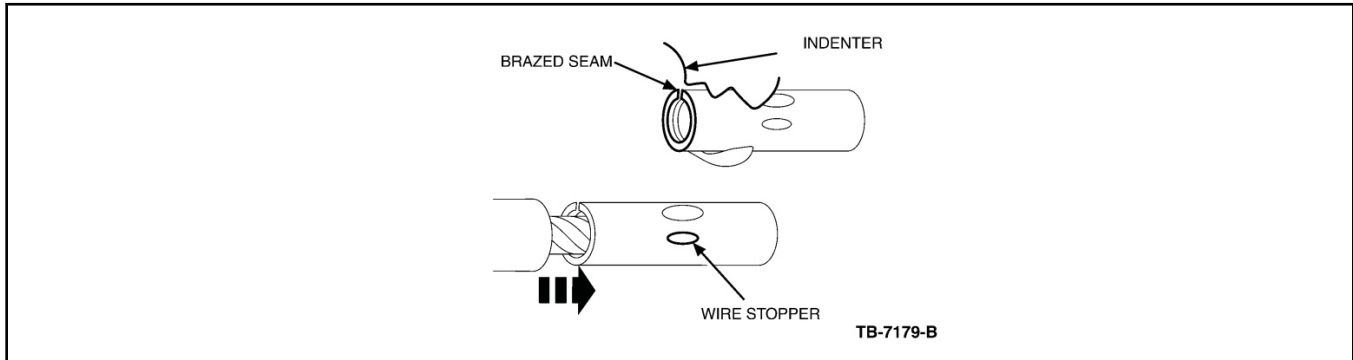
Strip 1/4" (6.35 mm) of insulation from pigtail wire end once the wire lengths are sized so repairs can be staggered. Take care not to nick or cut wire strands. Pull wire straight from stripper. If wire is pulled at an angle, wire strands may be cut off. If more than one (1) strand is cut off during stripping, cut off the end and re-strip. Slide heat shrink tubing onto one (1) of the wire ends to be crimped, must be at least 1" (25.4mm) away from the stripped end.



8. Identify the appropriate crimping chamber of the Rotunda 164-R5901 Pro-Crimper (or equivalent) by matching the wire size on the dies with the wire size stamped on the butt splice. Hold the crimping tool so the identified wire sizes are facing you. Squeeze tool handles together until the ratchet releases, then allow the jaws of the tool to open fully.



9. Center one (1) end of the butt splice on the appropriate crimping chamber. If visible, be sure to place the brazed seam of the butt splice toward the indenter. Hold the butt splice in place and squeeze the tool handles together until the ratchet engages sufficiently to hold the butt splice in position (typically one (1) or two (2) clicks). DO NOT deform the butt splice. Insert stripped wire into the butt splice, making sure the insulation on wire does not enter the butt splice.

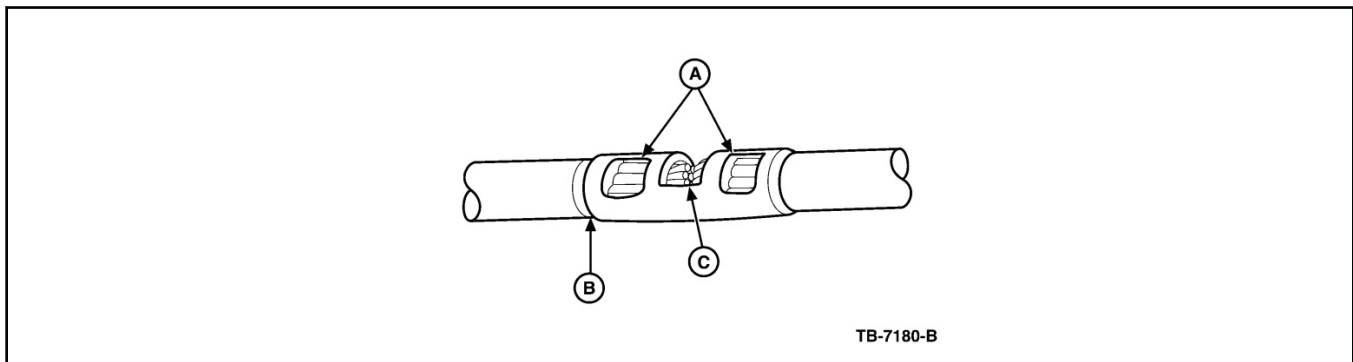


10. Holding the wire in place, squeeze tool handles together until ratchet releases. Allow tool handles to open, then remove crimped butt splice.

To crimp the other half of the splice, reposition the un-crimped wire barrel in the same crimping chamber, and repeat the crimping procedure. If splice cannot be turned for crimping the other half, turn the tool around.

Check for acceptable crimp.

- Crimp should be centered on each end of the butt splice. It is acceptable for crimp to be slightly off center, but not off the end of the butt splice (A).
- Wire insulation does not enter butt splice. Wire is flush with or extends slightly beyond end of butt splice (B).
- Wire is visible through inspection hole of splices (C).



11. NOTE:

Overlap heat shrink tubing on both wires.

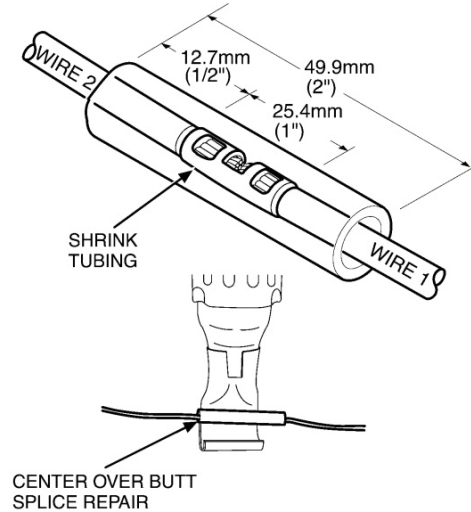
NOTE:

The hot melt forms an adhesive seal between the wire insulation and the heat shrink tubing, which prevents air and moisture from entering the solder point.

NOTE:

Durability of a heat shrink tubing splice is dependent on the hot melt that will appear from both ends of the tube.

Evenly position heat shrink tubing over wire repair. Use a shielded heat gun to heat the entire length of the heat shrink tubing until the hot melt appears from both ends of the tubing.



TB-7175-D

Wire Stripping Lengths and Application Techniques.

Wire Gauge Size		10	12	14	16	18	20	22	24	<input type="checkbox"/> Pigtail Only <input type="checkbox"/> Both Pigtail and Wire Harness <input type="checkbox"/> Wire Harness Only
Butt Splice as stamped	22-18		1/4" strip, cut 9 strands	1/4" strip, cut 2 strands	1/4" strip, no fold	1/4" strip, no fold	1/4" strip, no fold	5/8" strip, fold 2x dia.	1" strip, fold 3x dia.	
	16-14	1/4" strip, cut 7 strands	1/4" strip, no fold	1/4" strip, no fold	1/4" strip, no fold	5/8" strip, fold 2x dia.	1" strip, fold 3x dia.	1 1/4" strip, fold 4x dia.		
	12-10	1/4" strip, no fold	1/4" strip, no fold	5/8" strip, fold 2x dia.	1" strip, fold 3x dia.	1 1/4" strip, fold 4x dia.				

2X CROSS SECTION

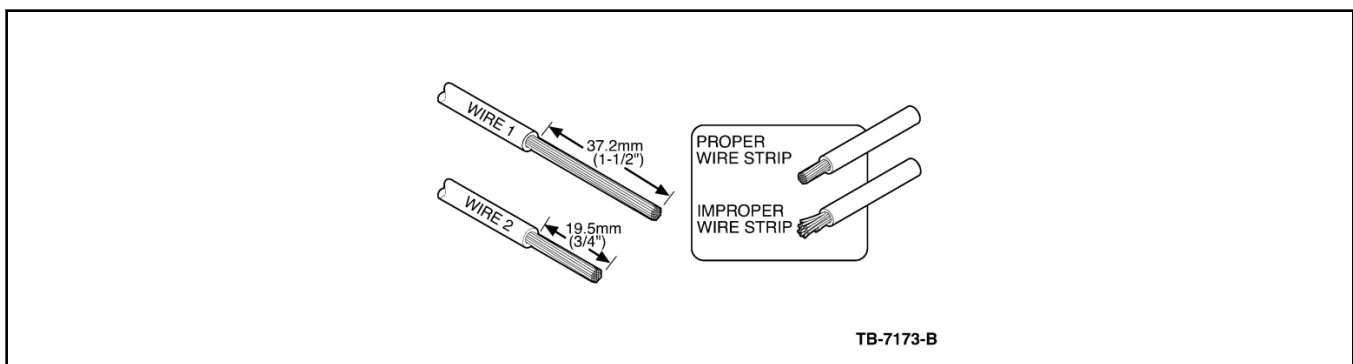
3X CROSS SECTION

4X CROSS SECTION

TB-7176 -C

For 16-22 AWG wire use either the above "Ratcheting Crimp Procedure" or the following "2 Wire Solder Splice Procedure".

- Strip 1 1/2" (37.2 mm) of insulation from Wire #1 and 3/4" (19.5mm) of insulation from Wire #2, taking care not to nick or cut wire strands. Pull wire straight from stripper. If wire is pulled at an angle, wire strands may be cut off during stripping. Cut off the end and re-strip.



13. NOTE:

Use rosin core mildly activated (RMS) solder. do not use acid core solder for wire repair.

NOTE:

Overlap tubing on both wires and wait for solder to cool before moving the wires.

NOTE:

Durability of a heat shrink tubing splice is dependent on the hot melt that will appear from both ends of the tube.

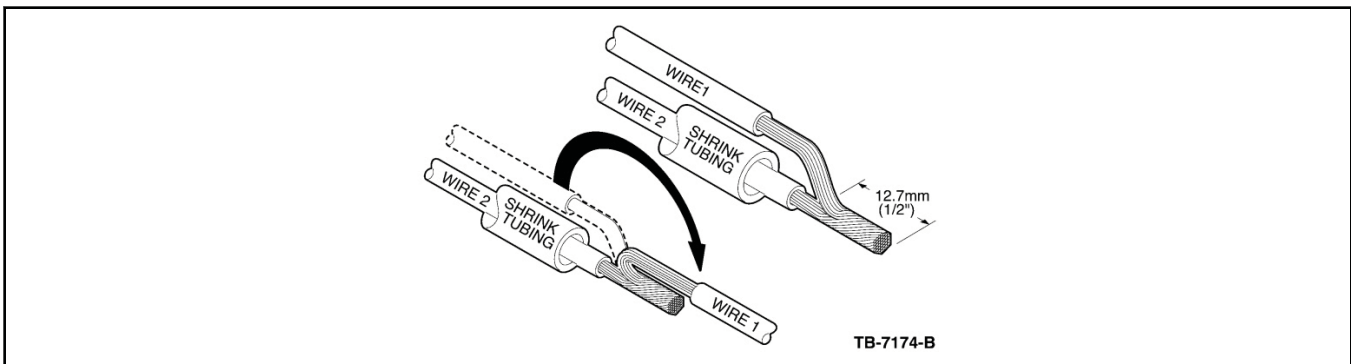
NOTE:

The hot melt forms an adhesive seal between the wire insulation and the heat shrink tubing, which prevents air and moisture from entering the solder point.

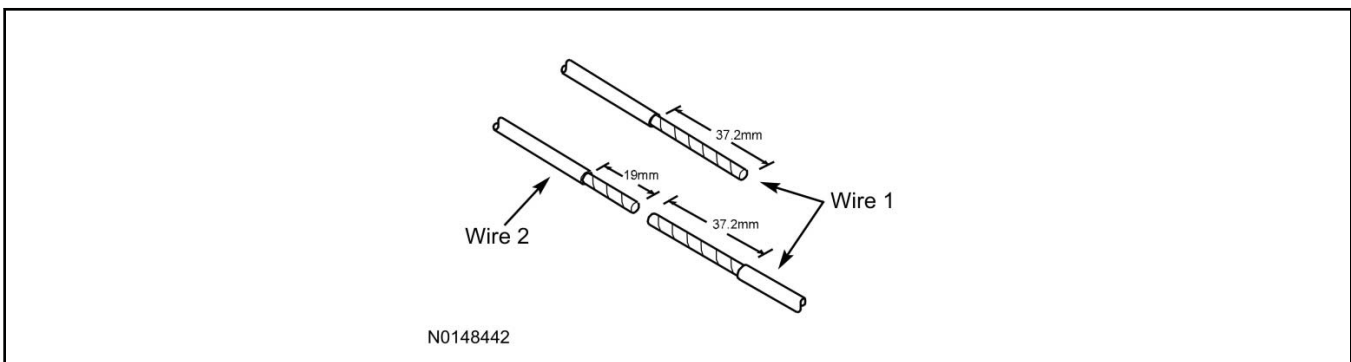
Install heat shrink tubing at least 1" (26 mm) away from one of the stripped ends being spliced.

Twist the wires together. Solder wires together. Bend Wire #1 back in a straight line for sealing.

Inspect solder joint bond. Evenly position heat shrink tubing over wire repair. Use a shielded heat gun to heat the entire length of the heat shrink tubing until the hot melt appears from both ends of the tubing.

**3-Wire Solder Splice Procedure**

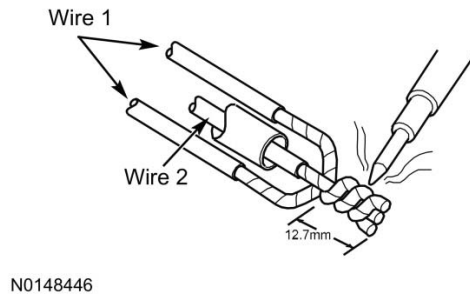
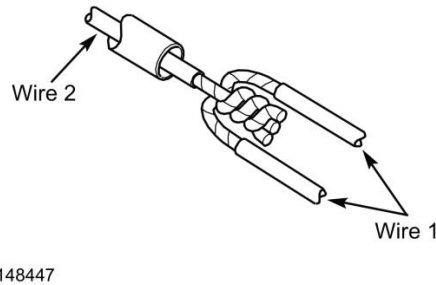
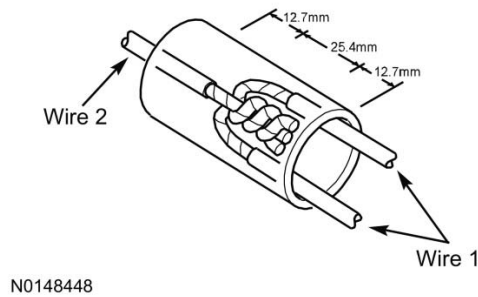
14. Strip 1 1/2" (37.2 mm) of insulation from both sides of Wire #1 and 3/4" (19 mm) of insulation from Wire #2, taking care not to nick or cut wire strands. Pull wire straight from stripper. If wire is pulled at an angle, wire strands may be cut off during stripping. Cut off the end and re-strip.



15. NOTE:

Wait for solder to cool before moving wires.

Apply heat shrink tubing to Wire #2. Twist both ends of Wire #1 around Wire #2. Solder wires together.

**16. Bend Wire #1 back over the twisted wires for sealing. Inspect solder joint bond.****17. Evenly position heat shrink tubing over wire repair.**

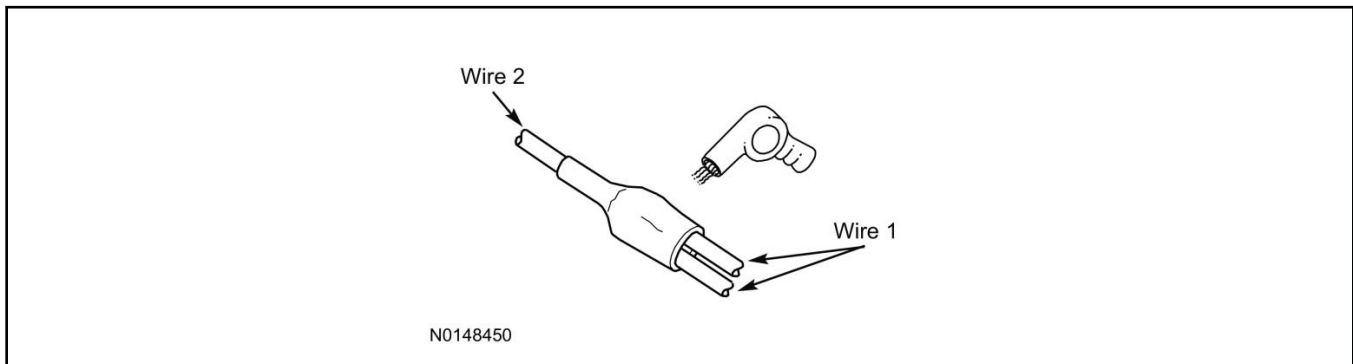
18. NOTE:

Durability of a heat shrink tubing splice is dependent on the hot melt that will appear from both ends of the tube.

NOTE:

The hot melt forms an adhesive seal between the wire insulation and the heat shrink tubing, which prevents air and moisture from entering the solder point.

Use a shielded heat gun to heat the entire length of the heat shrink tubing until the hot melt appears from both ends of the tubing.



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Remote Start System Installation

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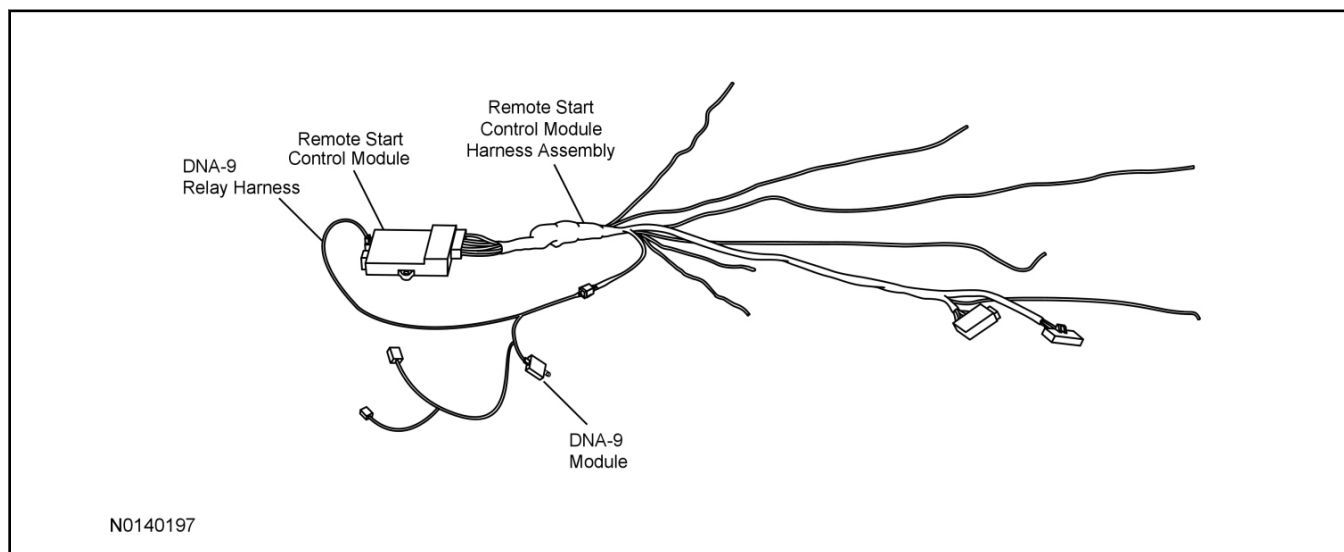
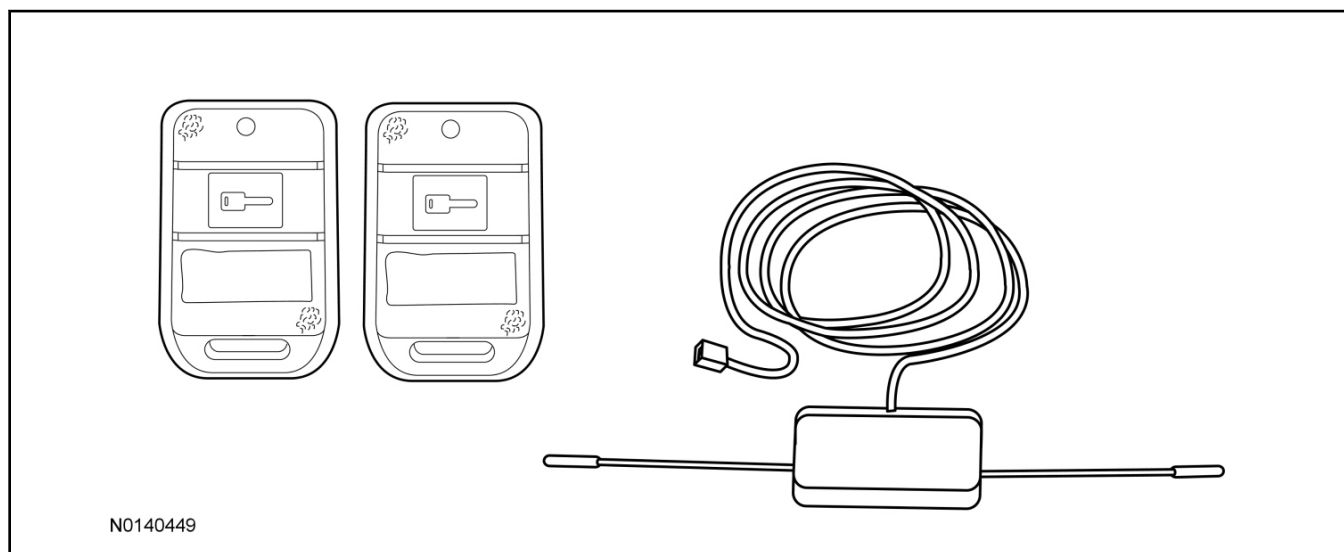
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GENERAL PROCEDURES

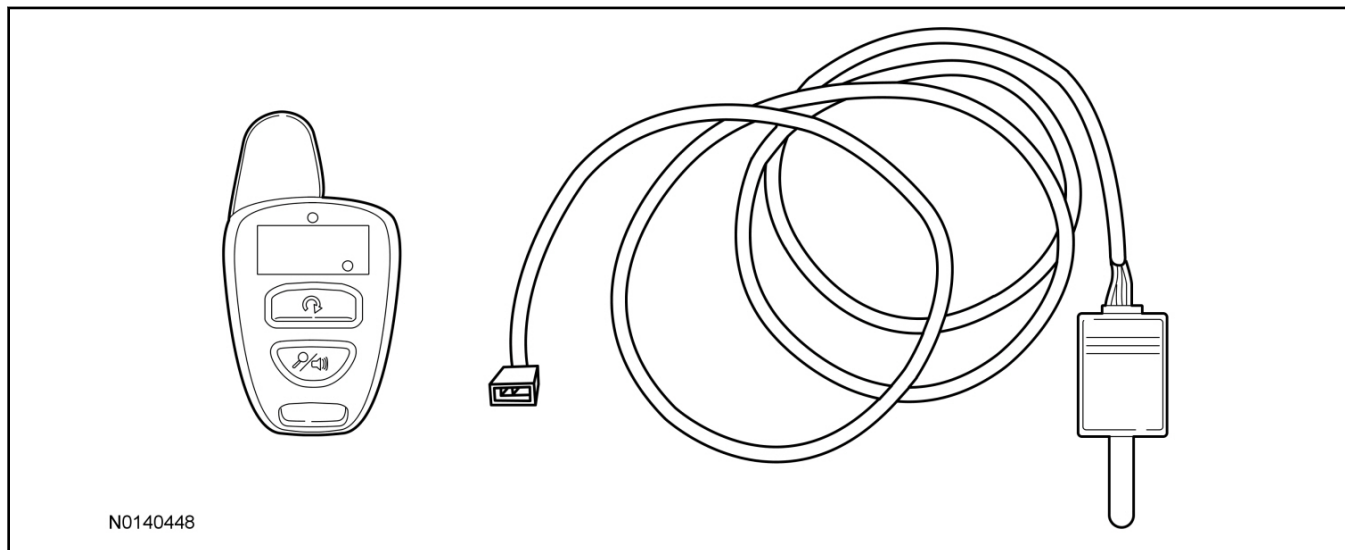
[Proper Wire Splicing Techniques](#)[Programming - Standard](#)[Functional Test - Standard](#)[Programming - Bi-Directional](#)[Functional Test - Bi-Directional](#)[Troubleshooting](#)

WIRING DIAGRAMS

[Vehicle Specific Wiring Diagrams](#)

INSTALLATION**Remote Start - Transit****RMST System Components****Additional "Standard RMST" Components**

Additional "Bi-directional RMST" Components



Remote Start - Transit

NOTICE:

RMST systems are only applicable to vehicles with automatic transmissions.

1. Verify correct kit number.

Review RMST Installation Kit Contents

NOTE:

Kits are vehicle specific and are not interchangeable.

2. Review the RMST kit contents.

RMST System Standard Kit Type - "A"

Quantity	Description
1	Type - "A" Module Assembly
1	RMST Software Cartridge Assembly
2	1 Button Power Code Transmitter
1	Type - "A" Custom Wiring Harness
1	Antenna
1	Hood Safety Switch Assembly
1	Installation Parts Bag
1	Fuse Parts Bag
1	Operators Instructions
1	Underhood Warning Label
1	DNA-9 Module
1	DNA-9 Relay Harness

INSTALLATION (Continued)**RMST System Standard Kit Type - "A"(Continued)**

1	Wire Harness Label
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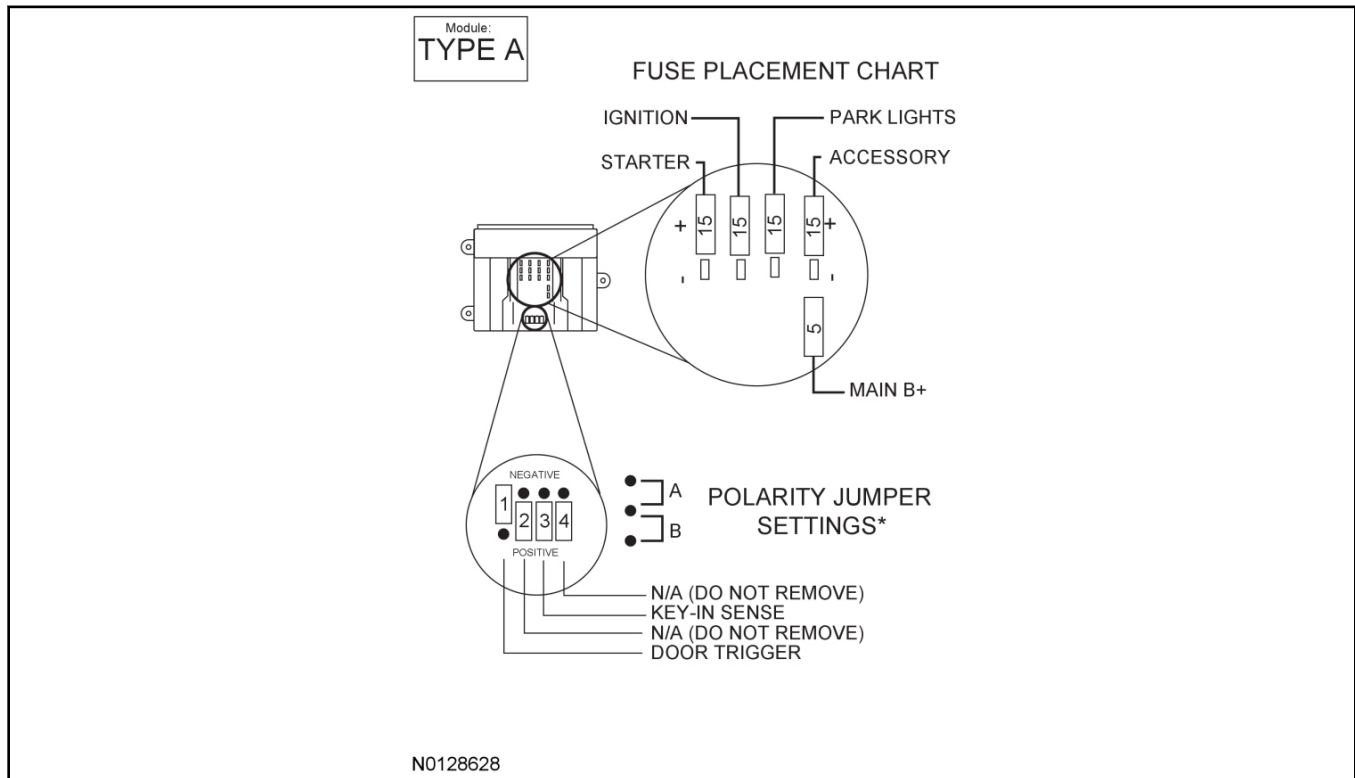
3. Review the RMST bidirectional kit contents.

RMST System Bidirectional Kit Type - "A"

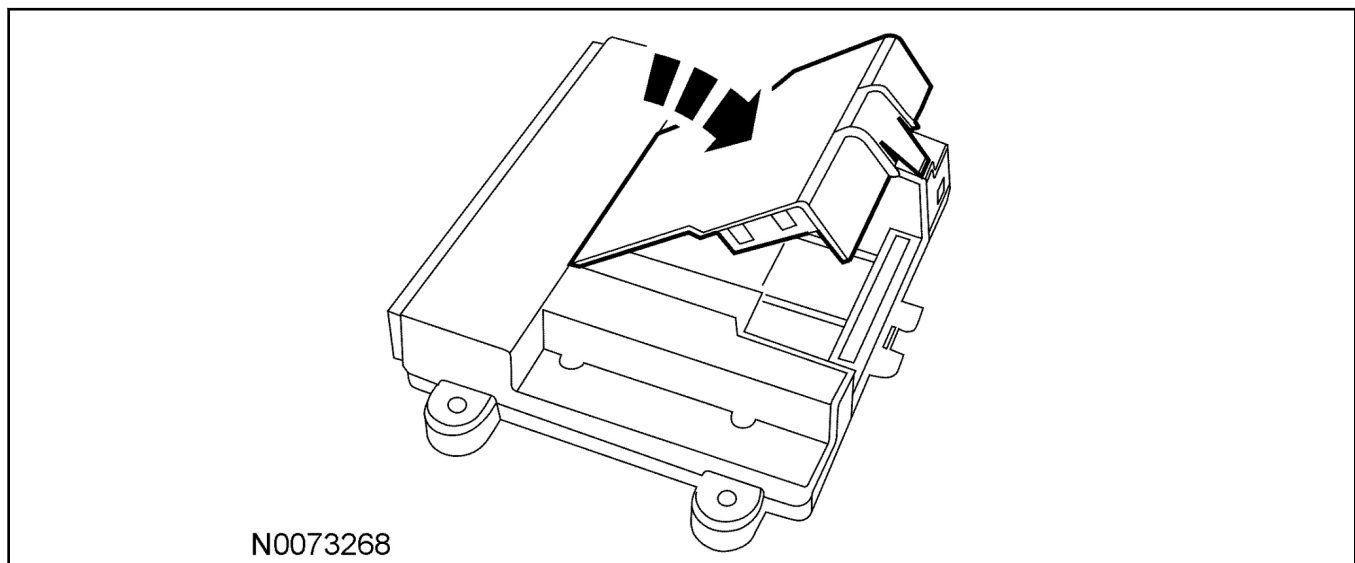
Quantity	Description
1	Type - "A" Module Assembly
1	RMST Software Cartridge Assembly
1	2 Button Power Code Transmitter
1	Type - "A" Custom Wiring Harness
1	Antenna
1	Antenna Harness
1	Hood Safety Switch Assembly
1	Installation Parts Bag
1	Fuse Parts Bag
1	Operators Instructions
1	Underhood Warning Label
1	DNA-9 Module
1	DNA-9 Relay Harness
1	Wire Harness Label

Module Preparation

4. Place the supplied fuses into the power distribution block on the remote start control module.
 - Move the polarity jumpers to their proper locations on the control module. Refer to the following illustration.

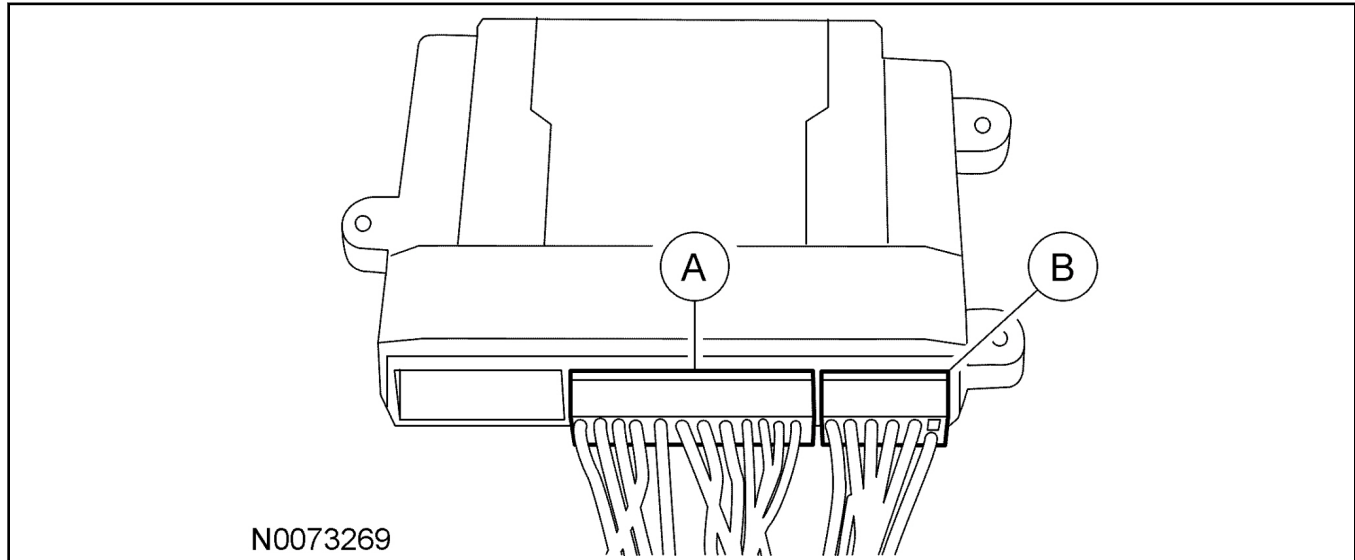


5. Place the software cartridge onto the RMST control module.



INSTALLATION (Continued)

6. Plug the wiring harness(es) into the module.
 - A - Harness: 24-way, used on all systems.
 - B - Harness: 10-way, used on all systems with RMST.



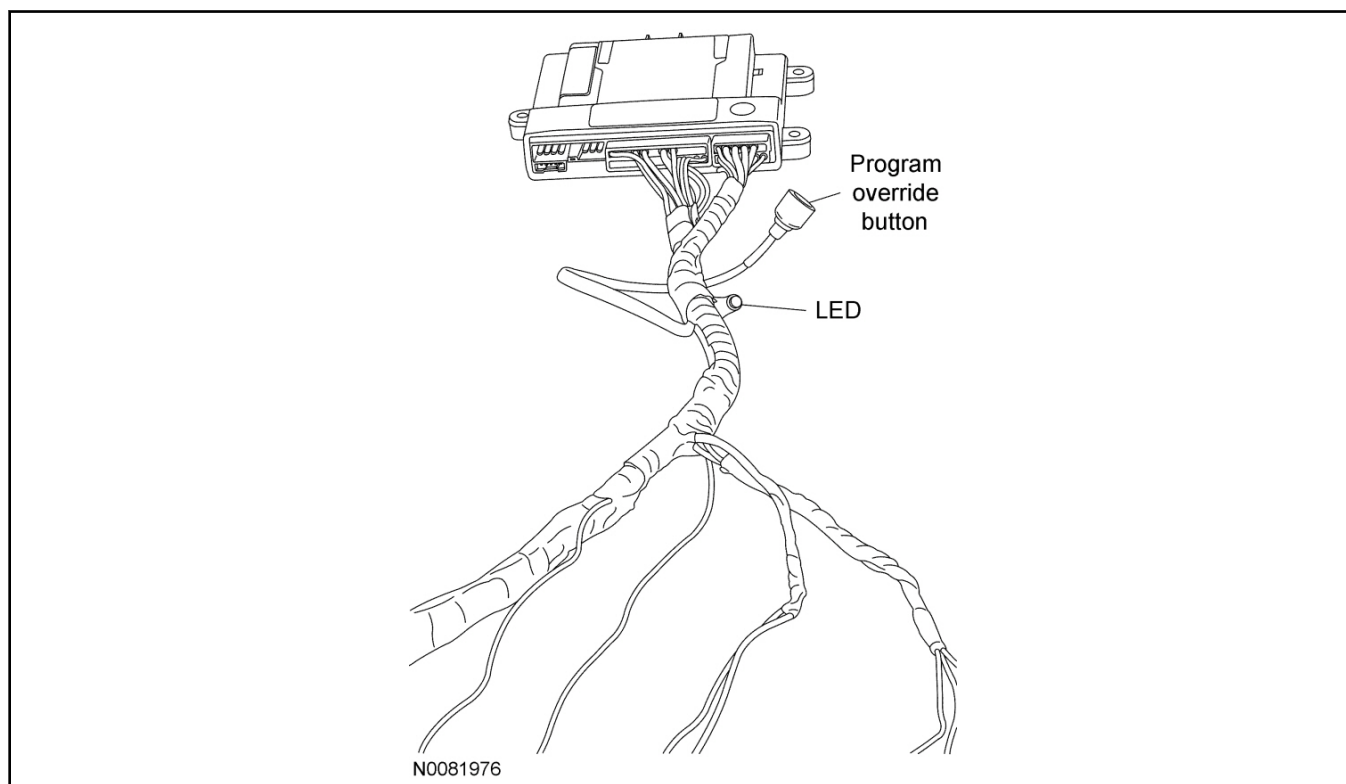
7. **NOTE:**
Do not cut the override programming button from the harness, it is used for all installations.

NOTE:

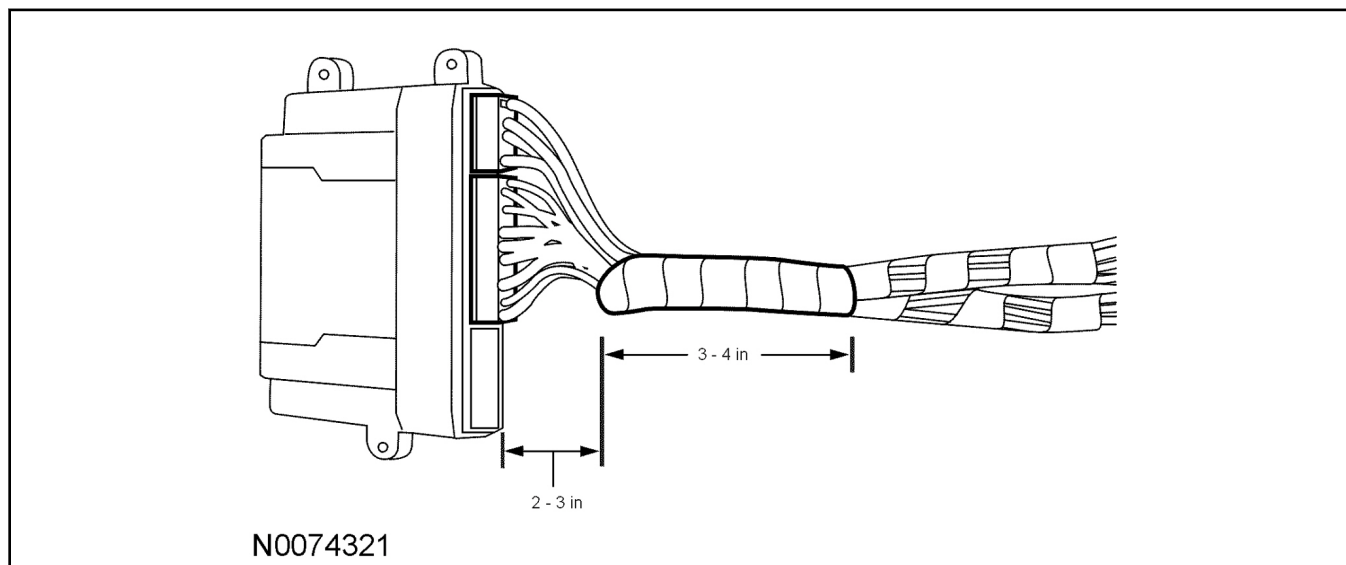
Review the vehicle specific wiring diagram(s) before proceeding.

Referring to the vehicle specific wiring section for the system being installed, gather all individual wires that will be routed to the same areas of the vehicle into groups. Cover each wire group with electrical tape for approximately 18". Depending on the vehicle, there will be 2 to 5 different wire groups.

Trim the unused wires approximately 6 - 8" from the module.



8. Tape the harness sections together, making sure to cover all of the unused wires.

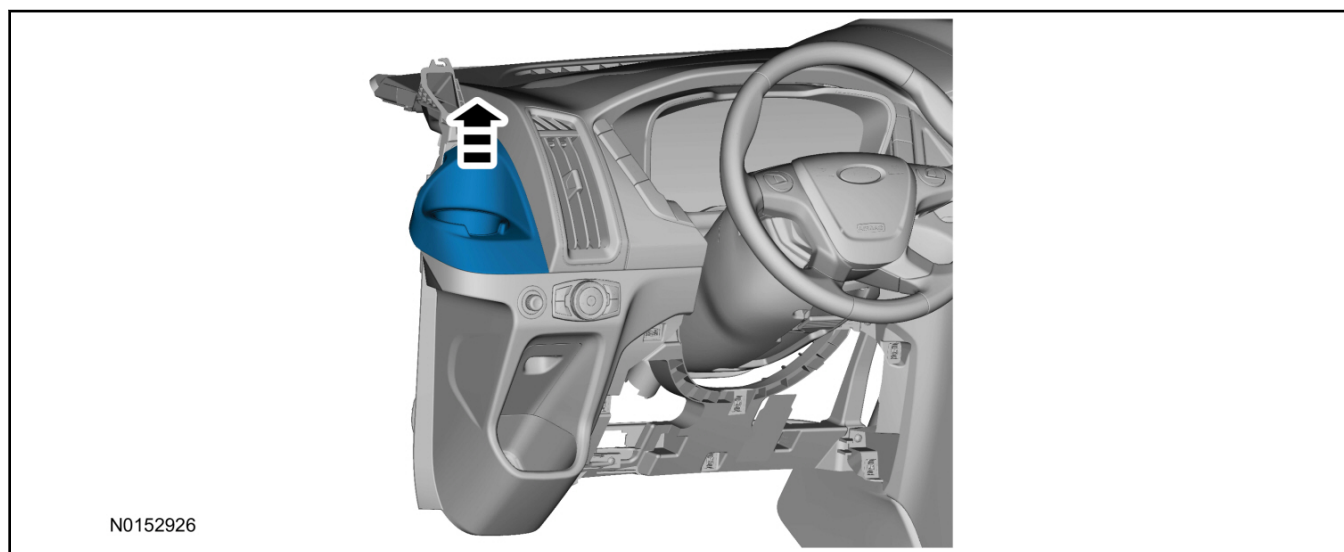


Vehicle Preparation

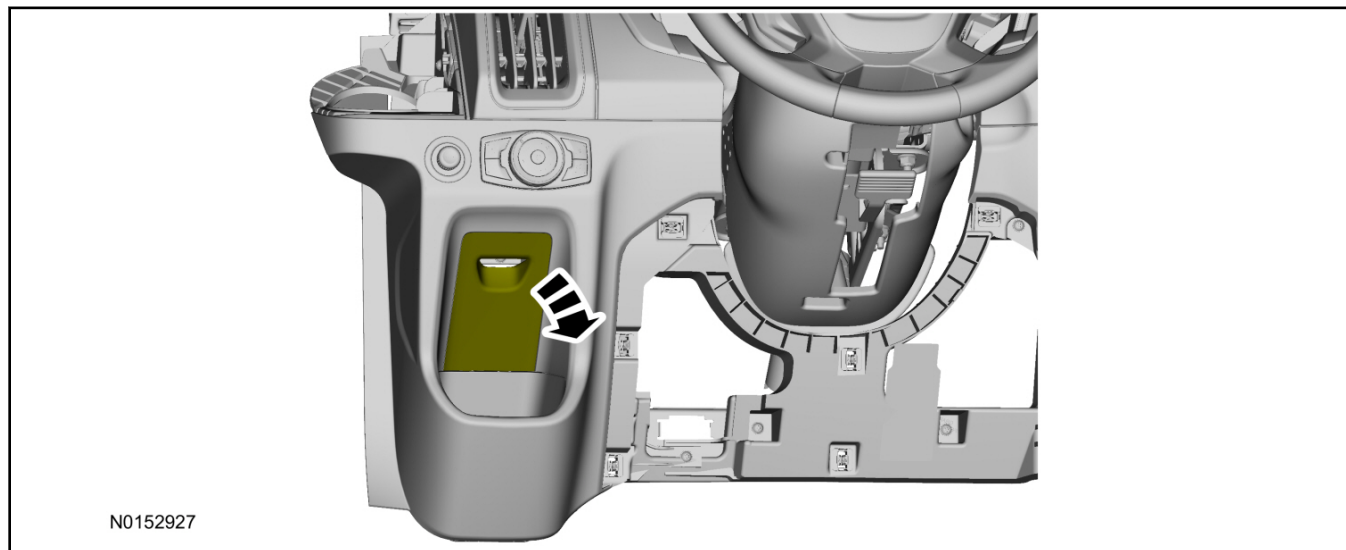
9. Remove the driver's side steering column opening trim panel.



10. Remove the LH side cup holder from the instrument panel.

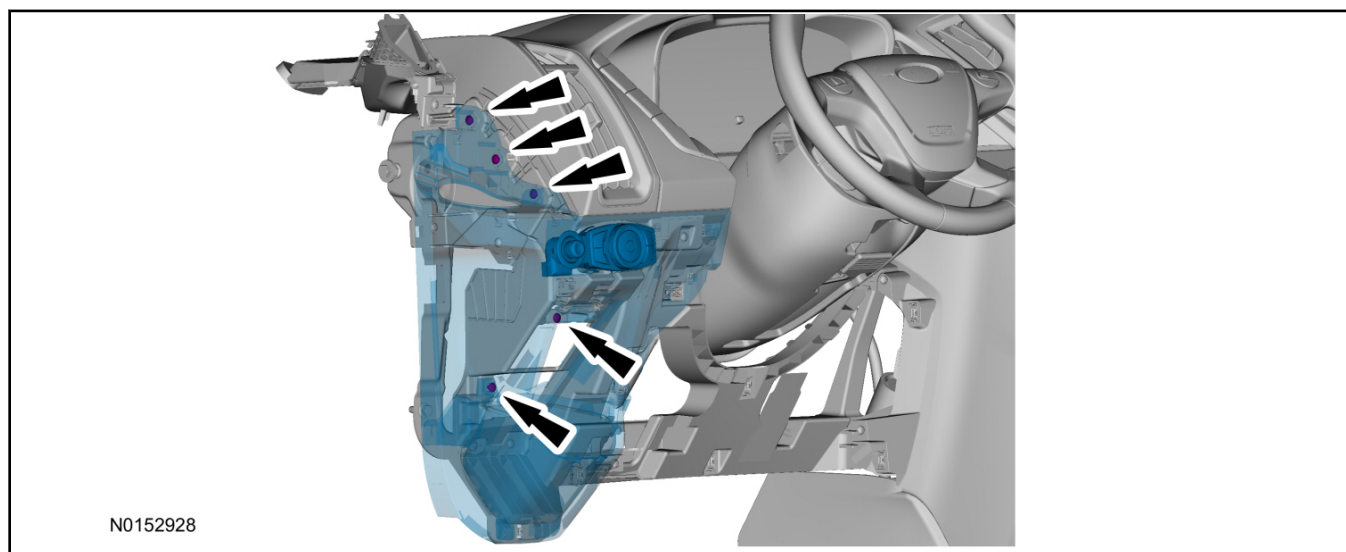


11. Fold down the access panel.

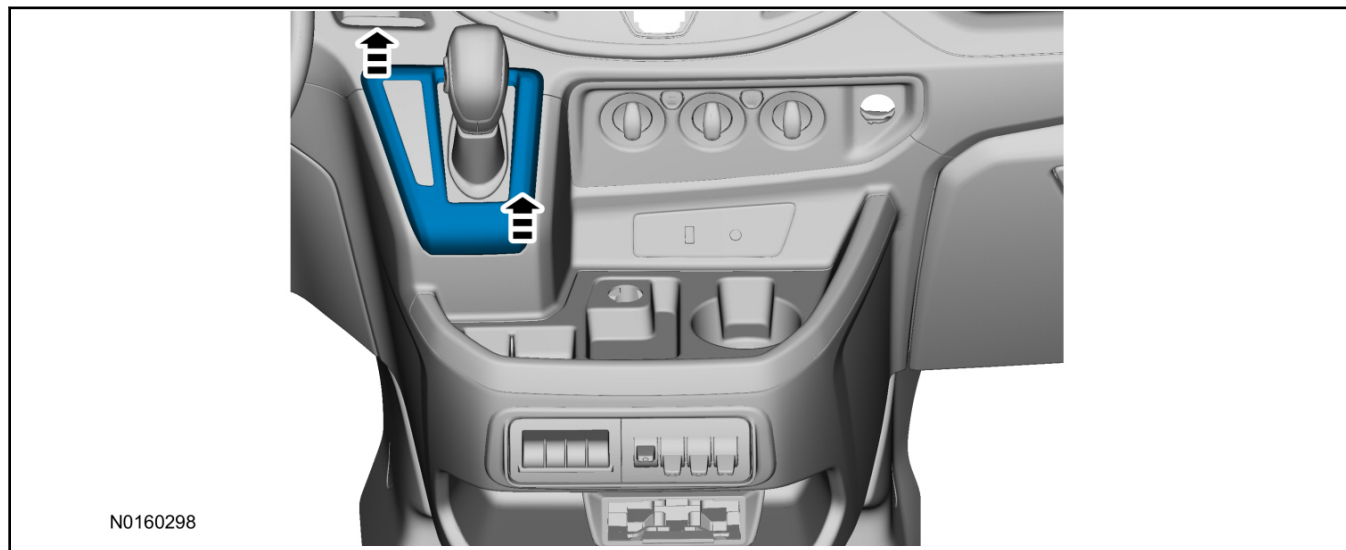


12. Remove the LH instrument panel finish panel.

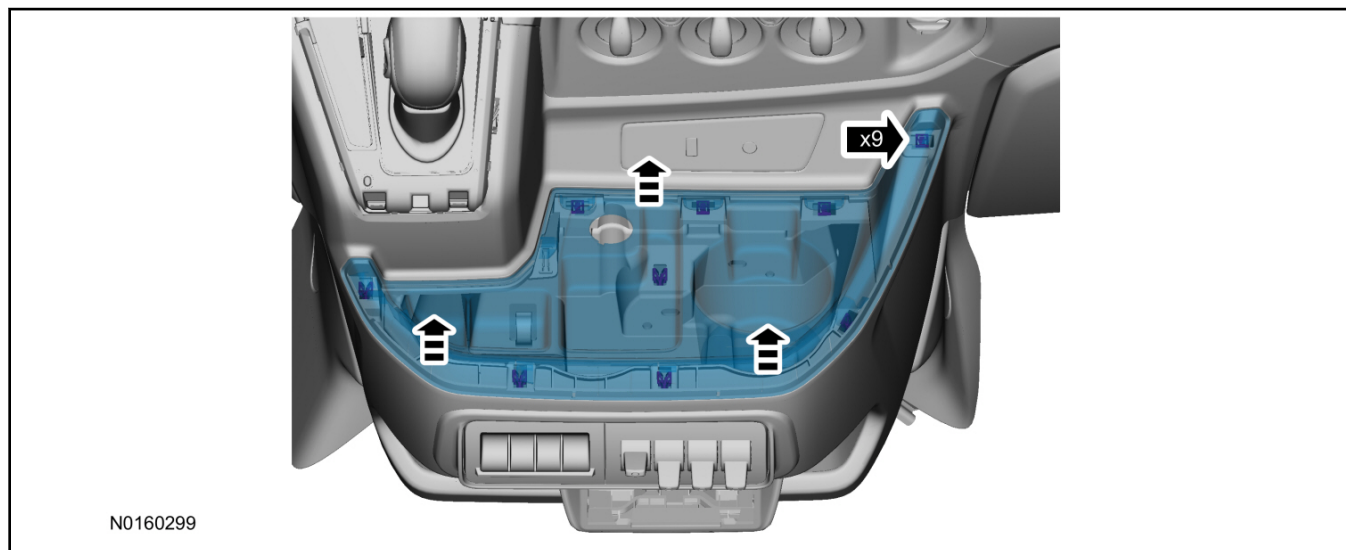
- 1 Remove the five screws.
- 2 Disconnect the headlamp switch electrical connectors.



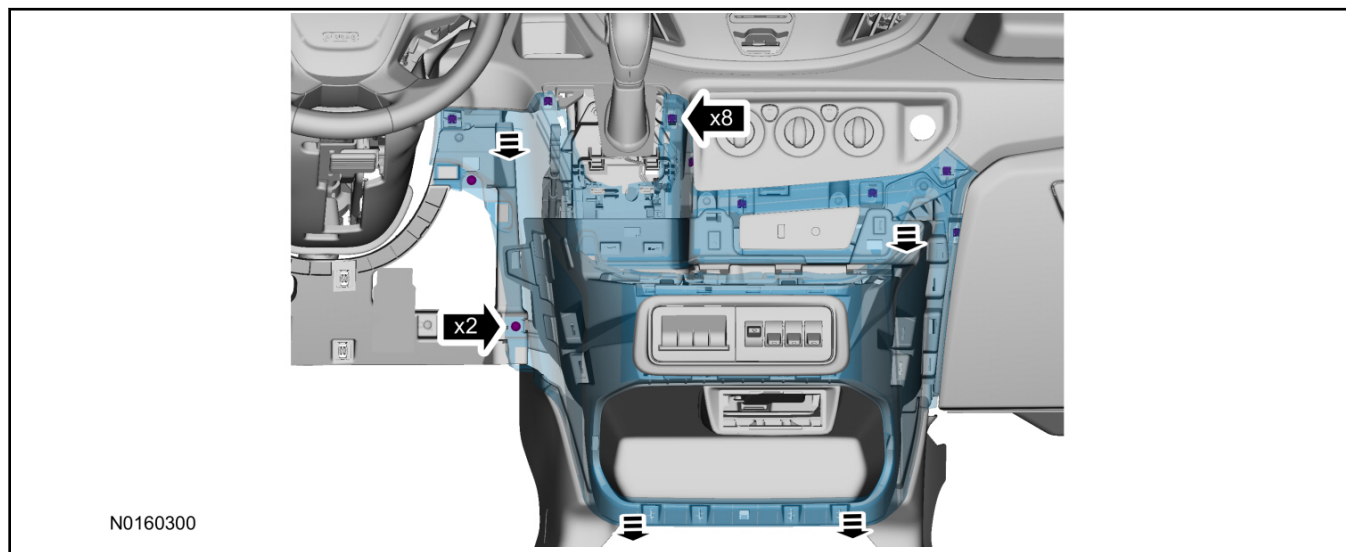
13. Remove the shifter bezel.



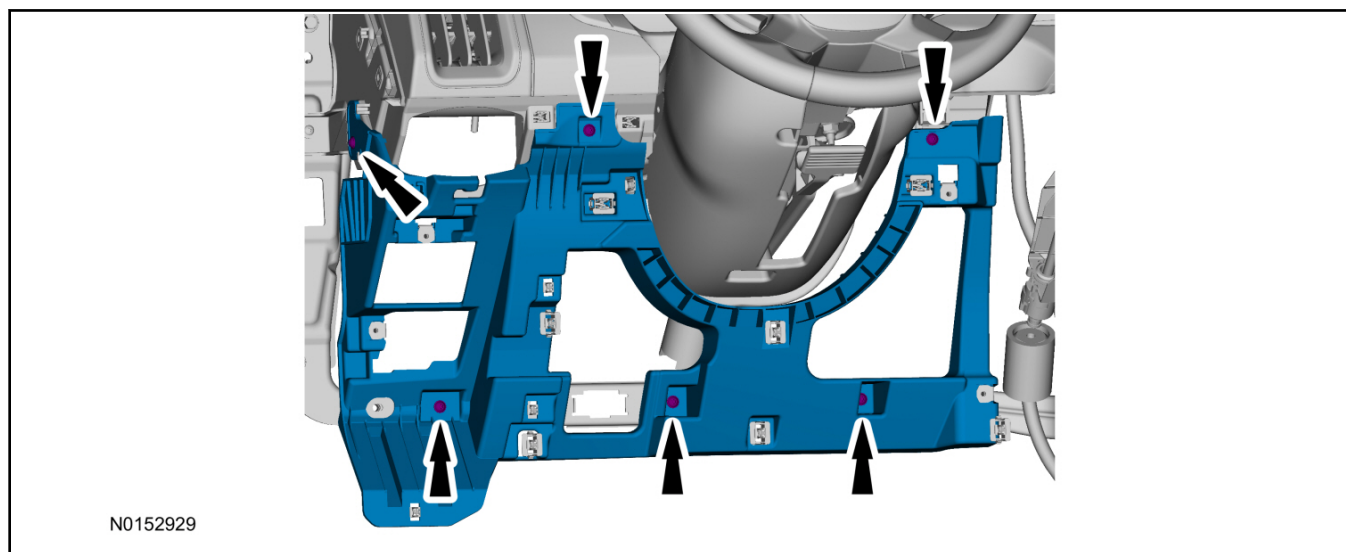
14. Remove the cup holder tray from the center console.



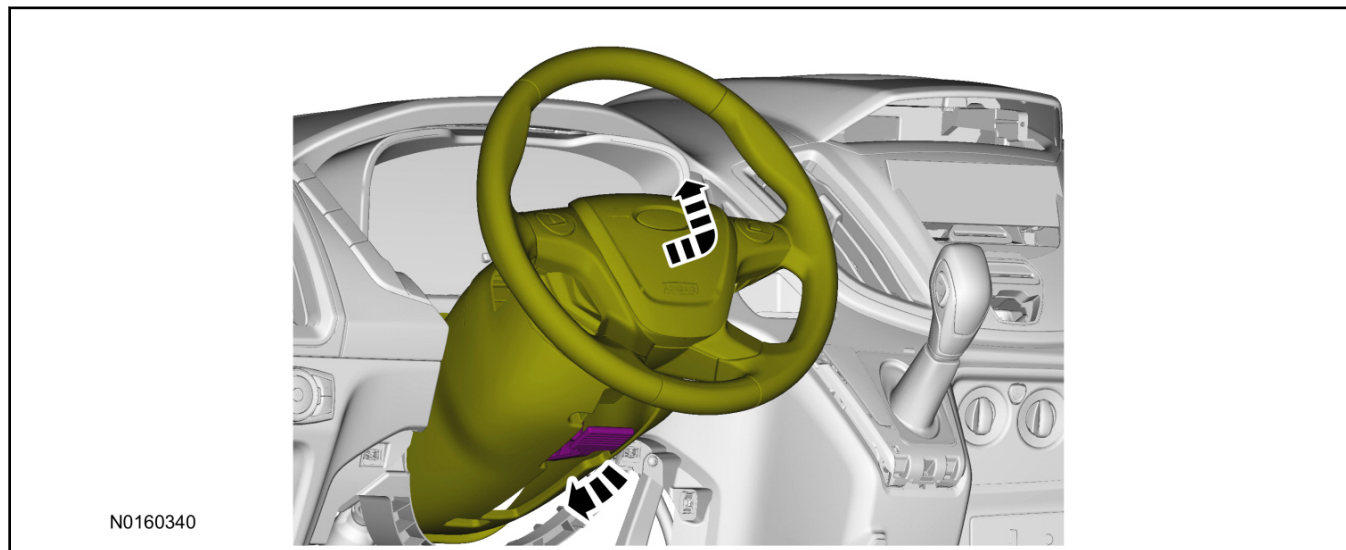
15. Remove the two screws, pull to release the eight clips and remove the center console finish panel.



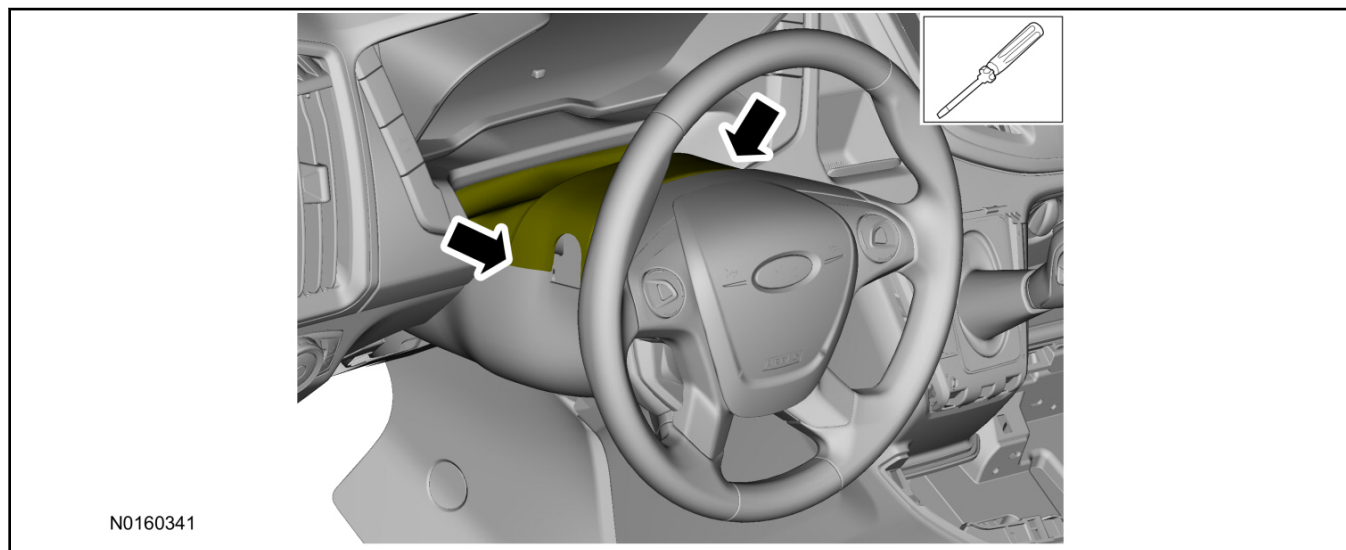
16. Remove the steering column opening reinforcement panel.



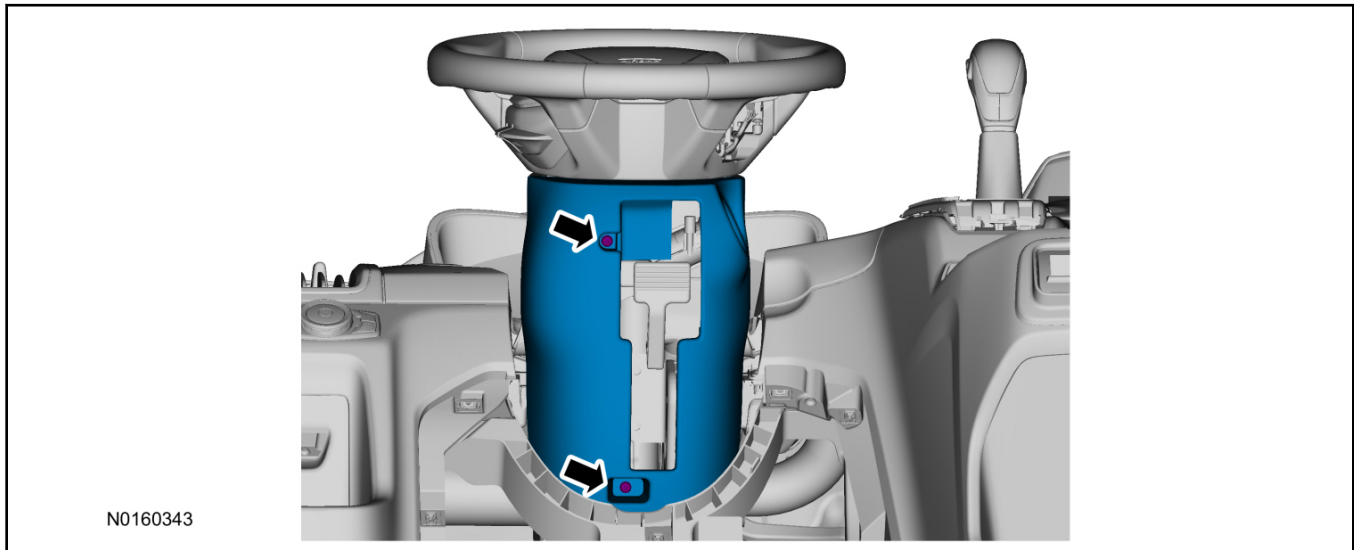
17. Position the steering column to the fully outward and upward position.



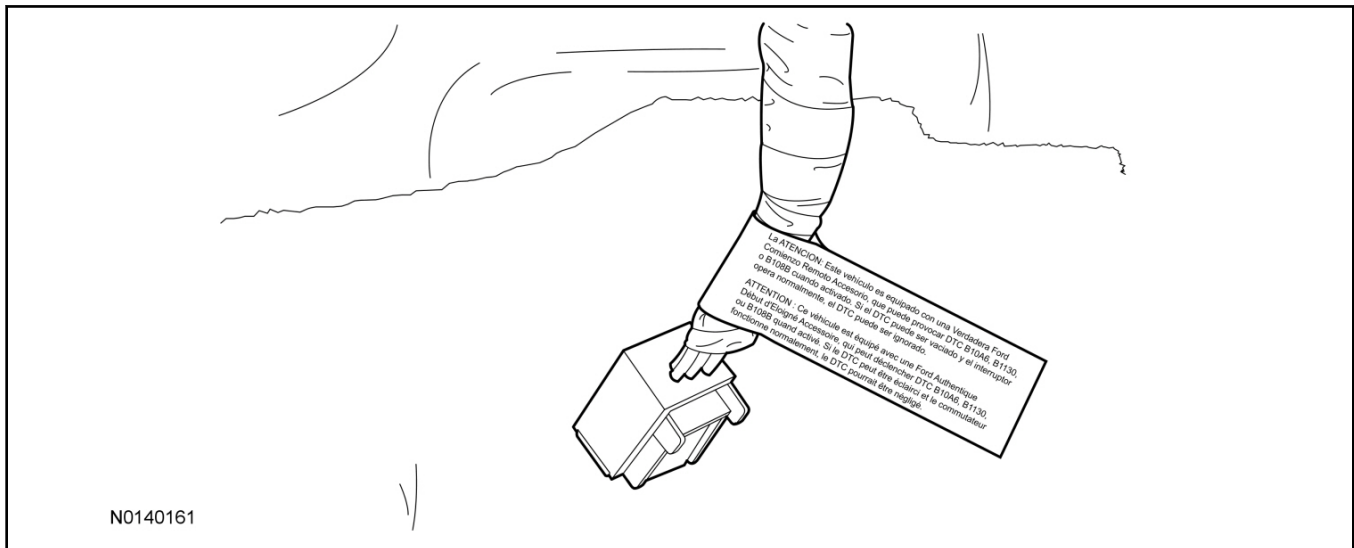
18. Position steering wheel and disengage upper shroud from lower shroud.



19. Remove screws and the lower shroud.



20. Install the supplied wire harness label to the headlamp switch harness.



Antenna Mounting

NOTE:

For good range of operation, the antenna must be installed correctly.

NOTE:

Keep these points in mind when selecting a location and mounting the antenna.

- Do not mount the antenna behind or on any metal film or window tinting on the windshield.
- Do not mount the antenna so that one of the antenna elements touches or crosses any vehicle wiring and/or metal.
- Do not mount the antenna close to RF devices, (EZ Pass, etc), that are installed on the windshield.
- On vehicles without metal film in the windshield around the rear view mirror, mount the antenna between the headliner and the rear view mirror.

INSTALLATION (Continued)

- On vehicles equipped with an electronic mirror, or on vehicles with metal film around the rearview mirror, mount the antenna approximately 3 inches below the mirror attachment point to the windshield and/or mirror electronics.

21. Choose a suitable mounting location based on the guidelines above.

Install The Antenna

22. Clean the mounting surface using an alcohol base solution and a clean cloth.

23. NOTE:

Do not touch the adhesive, reduced adhesion may result.

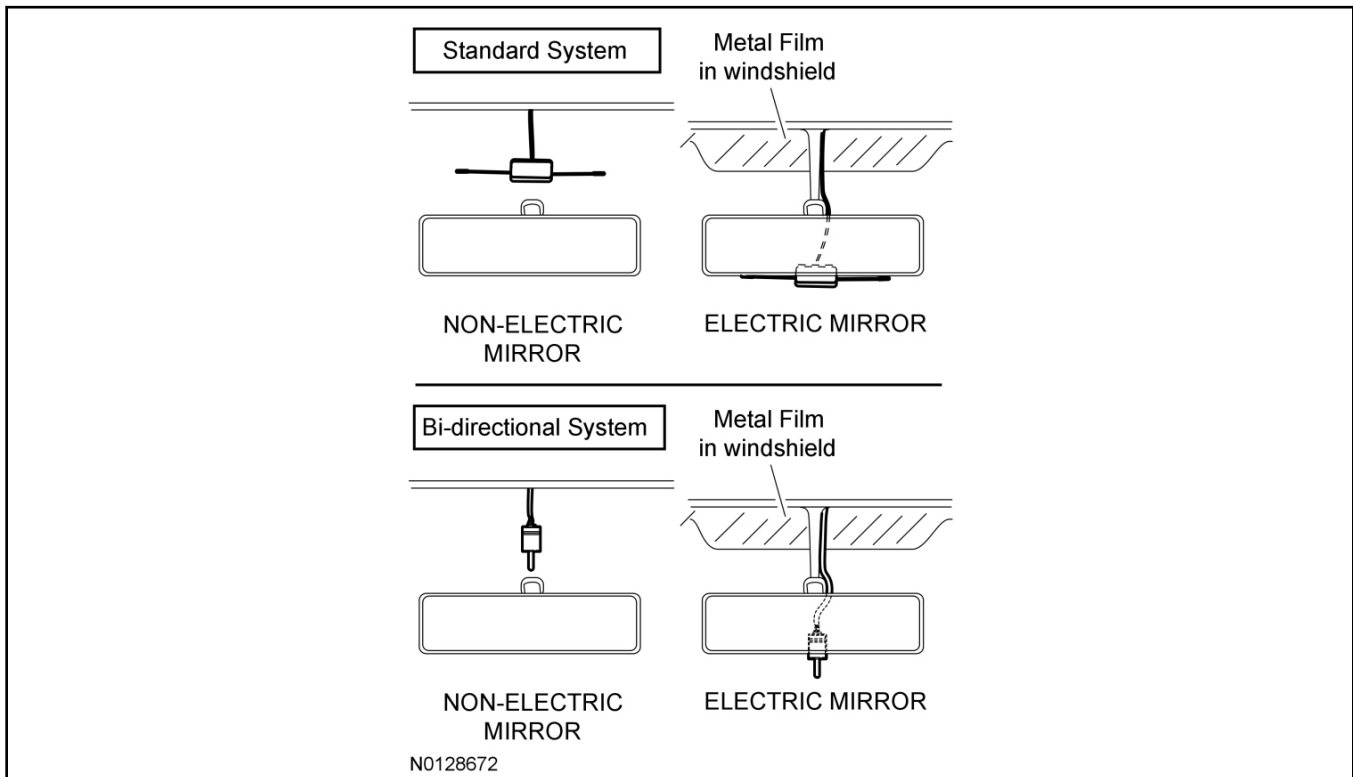
NOTE:

Make sure that the long wire on the antenna is pointing towards the top of the windshield since this wire will be routed along the headliner.

NOTE:

The wire will be attached to the control module later in this procedure.

Remove the protective backing from the adhesive on the antenna and firmly press the body of the antenna to the windshield.



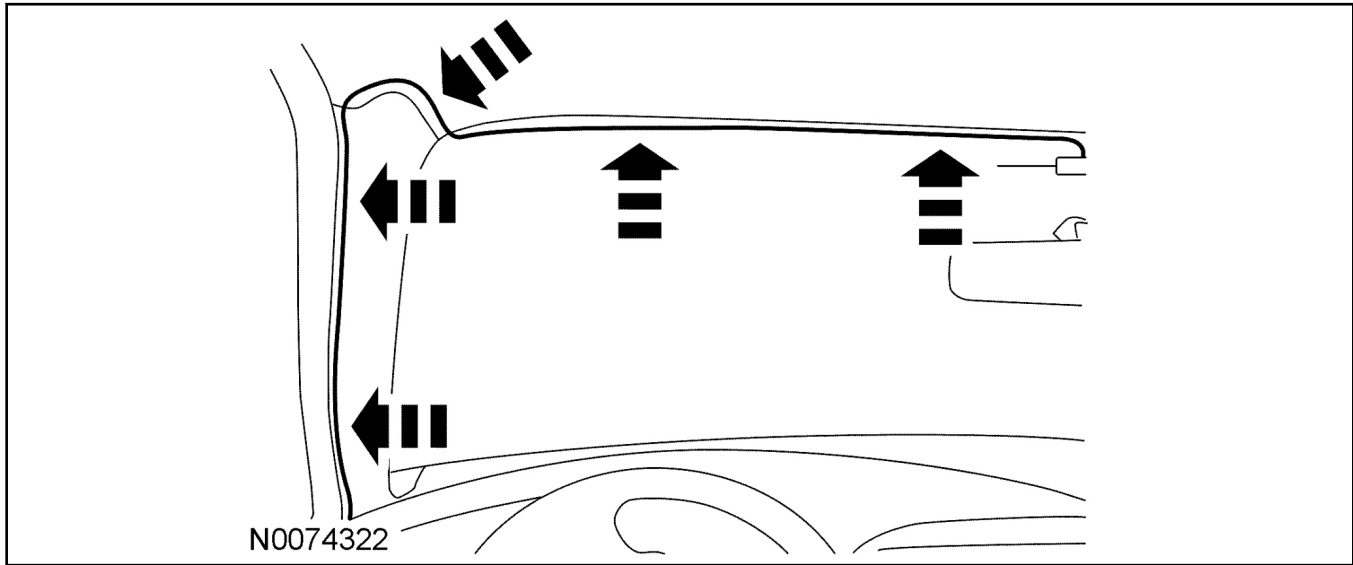
24. If necessary, position the A-pillar trim slightly outward to provide access to route the antenna wire.

NOTE:

Do not route the antenna wire over the top of the air bag.

INSTALLATION (Continued)

25. Route the antenna cable along the headliner and down the A-pillar towards the floor.



26. Reposition the A-pillar trim panel back, if necessary.

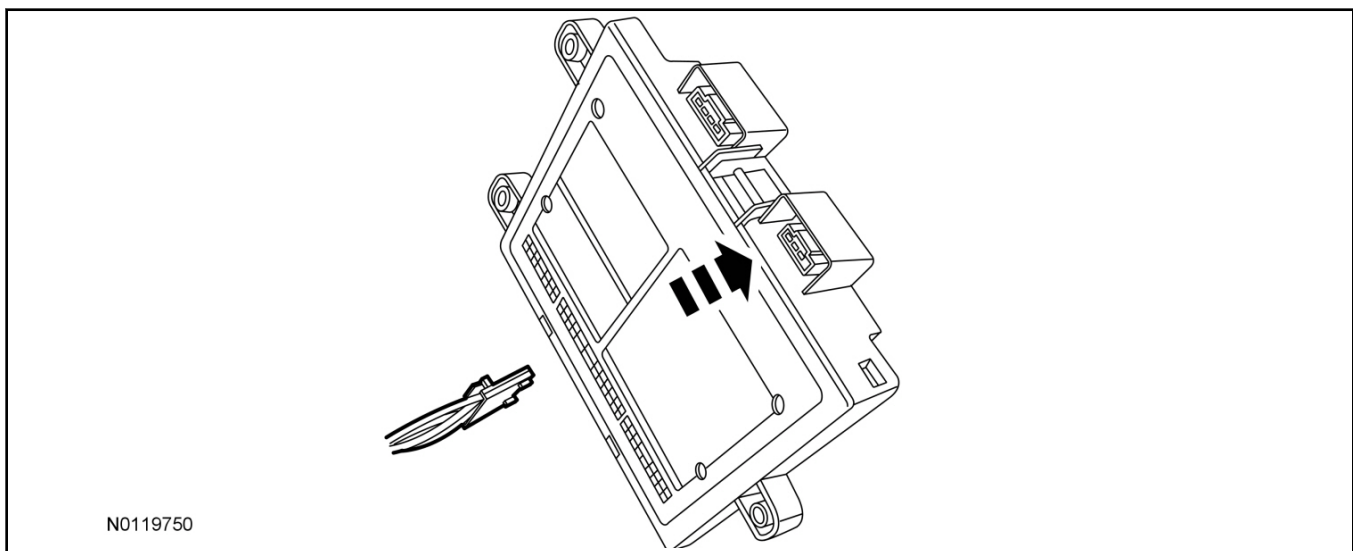
Install the Remote Start Control Module and Harness Assembly

27. Place the remote start module and harness assembly on the floor of the vehicle.

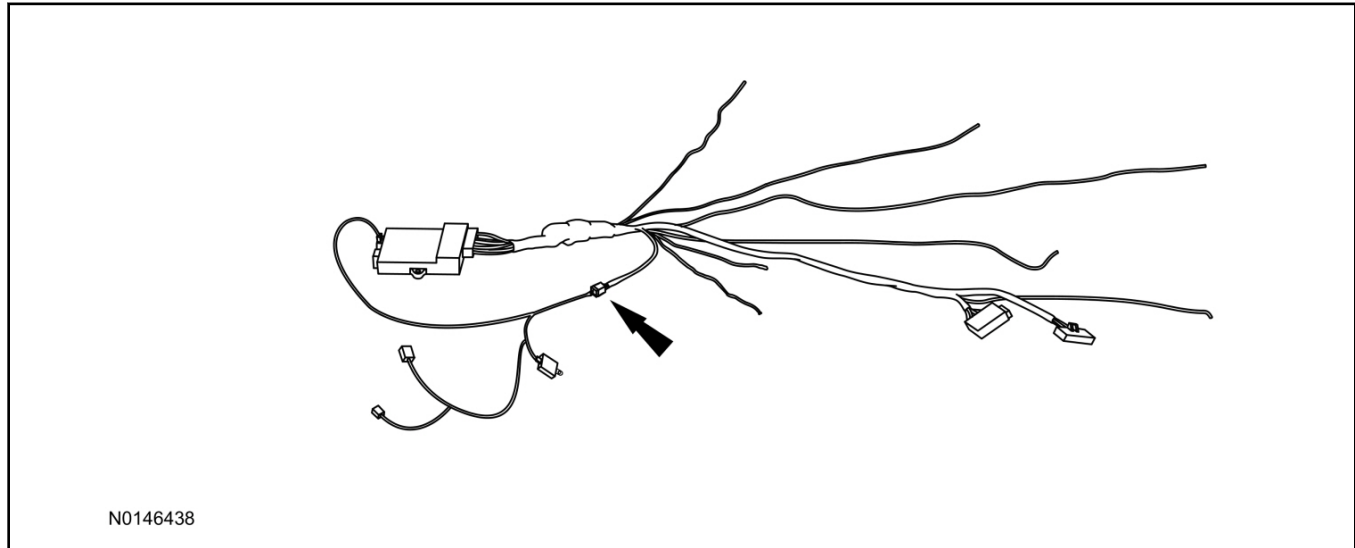
Install the DNA-9 Relay Harness and Module**NOTE:**

DNA-9 relay harness and module installation is not necessary for vehicles without a Passive Anti-Theft System (PATS).

28. Disconnect the PATS transceiver electrical connector.
29. Connect the DNA-9 relay harness to the PATS transceiver electrical connector and to the vehicle harness.
30. Connect the DNA-9 relay harness to the remote start module.



31. Connect the DNA-9 Module to the relay harness.
 - Secure to the steering column wire harness with tie-straps.
32. Connect the DNA-9 relay harness to the 2-pin connector on the remote start module harness.



Identify Circuit Wires For Connections

NOTE:

It is recommended to identify all vehicle wires that will be connected before making any permanent connections. If all wires cannot be located, call 1-800-FORDKEY.

NOTE:

Review the vehicle specific wiring diagram(s) before proceeding.

NOTE:

Review the proper wire splicing techniques before proceeding.

33. Connect the Black ground wire from the remote start module harness to a chassis ground point on the driver's side.
 - Attach the ground wire using the kit provided screw.
34. Disconnect the ignition switch electrical connector.
35. Connect the remote start harness hard shell connectors to the ignition switch and ignition switch connector.
36. **NOTE:**
 - A DVOM connected to the correct wire will show ~12V, then show ~0V when the horn button is held.
 - A logic probe will show power on the correct wire, then show ground when the horn button is held.Identify the Blue/White horn circuit wire at BCM connector C2280D Pin 17.
37. Connect the Brown/Black wire from the remote start module harness to the Blue/White horn circuit wire at BCM connector C2280D Pin 17.

INSTALLATION (Continued)**38. NOTE:**

A DVOM connected to the correct wire will show ~0V, then show ~12V while depressing the brake pedal.

A logic probe will show ground on the correct wire, then show power while depressing the brake pedal.

Identify the Violet/White brake switch circuit wire at BCM connector C2280C Pin 58.

39. Connect the Brown wire from the remote start module harness to the Violet/White brake switch circuit wire at BCM connector C2280C Pin 58.

40. NOTE:

A DVOM connected to the correct wire will show ~0V with the vehicle door(s) open and the dome light ON, then show ~12V with the vehicle door(s) closed and the dome light OFF.

NOTE:

A logic probe connected to the correct wire will show ground with the vehicle door(s) open and the dome light ON, then show power with the vehicle door(s) closed and the dome light OFF.

NOTE:

Be sure that the dome light has timed out and is OFF before performing the door closed test.

Be sure that the dome lamp is illuminated before performing the door open test.

Identify the Yellow/Gray door ajar circuit wire at BCM connector C2280B Pin 2.

41. Connect the Green/Violet wire from the remote start module harness to the Yellow/Gray door ajar circuit wire at BCM connector C2280B Pin 2.

42. NOTE:

A DVOM connected to the correct wire will show ~12V, then show ~0V while depressing the lock button.

NOTE:

A logic probe will show power on the correct wire, then show ground while depressing the lock button.

Identify the Gray/Yellow door lock circuit wire at BCM connector C2280C Pin 25.

43. Connect the Blue wire from the remote start module harness to the Gray/Yellow door lock circuit wire at BCM connector C2280C Pin 25.

Relay Harness

44. Remove the circuit 87 Yellow wire and terminal from the relay harness connector.

- Release the locking tab and pull the wire and terminal from the connector.
- Discard the Yellow wire, it will not be used for this application.

45. Install a suitable insulated crimp terminal eyelet to the Black interrupt relay wire. Attach the Black relay wire to a suitable grounding location.

46. Connect the White wire from the remote start module harness to the White wire at the relay harness.

INSTALLATION (Continued)**47. NOTE:**

A DVOM connected to the correct wire will show ~12V, then show ~0V with the headlamp switch in the ON position.

NOTE:

A logic probe will show power on the correct wire, then show ground with the headlamp switch in the ON position.

Identify the Green/Violet headlamp switch wire at BCM connector C2280D Pin 36.

48. NOTE:

Be sure to leave enough wire at each end of the cut wire to properly splice the relay wire to the headlamp switch harness.

Cut the Green/Violet headlamp switch wire at BCM connector C2280D Pin 36.

- Connect the Blue wire from the relay harness to the headlamp switch side of the Green/Violet headlamp switch wire at BCM connector C2280D Pin 36.
- Connect the Red wire from the relay harness to the BCM side of the Green/Violet headlamp switch wire at BCM connector C2280D Pin 36.

49. Connect the relay to the relay harness.

50. Secure the relay and relay harness near the BCM with tie-straps.

Install The Hood Safety Switch**51. NOTE:**

Route the hood safety switch wire carefully avoiding any moving parts or components that can produce excessive heat.

NOTE:

Using a piece of convolute adds to the appearance of the installation.

NOTE:

The switch should be positioned about 30 degrees below parallel to the ground to accommodate for parking on inclines.

Failure to position the switch properly could result in one of the following:

- False alarm trips
- Non-remote start events
- Inadvertent shutdown during remote start

Install the hood safety switch using the supplied metal screws.

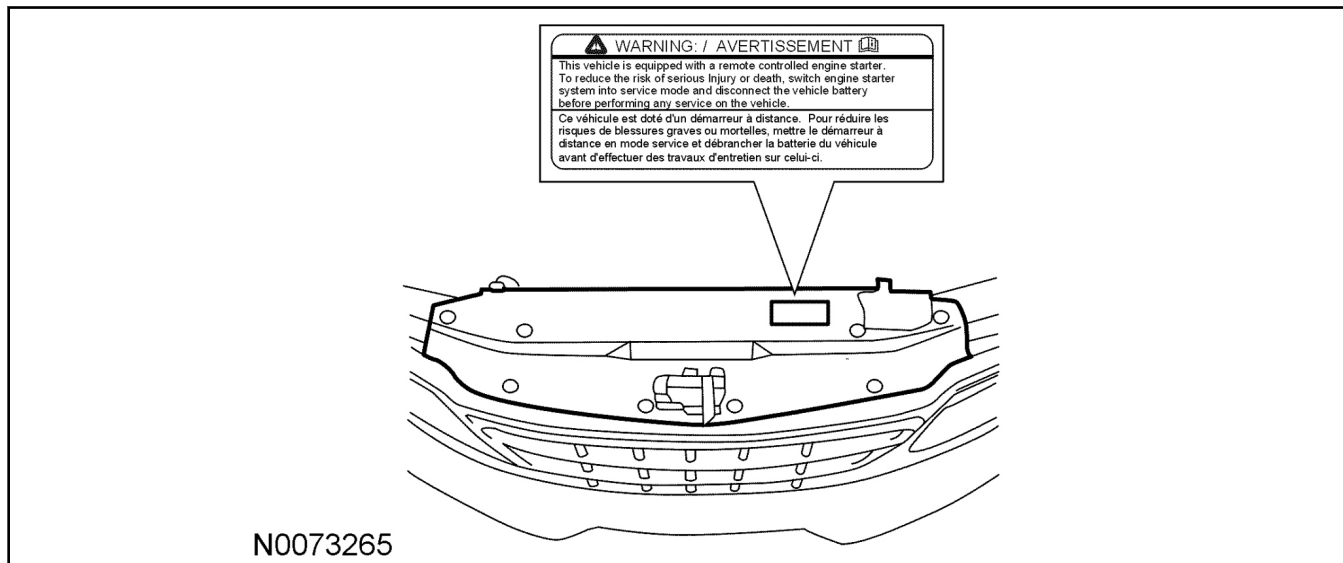
- Apply rustproofing compound PM-13A to the screw holes.
- Tighten the screws to 1 Nm (10 lb-in).
- Secure the harness with tie-straps.

52. Connect the hood switch ground wire to a suitable location.

INSTALLATION (Continued)**53. NOTE:**

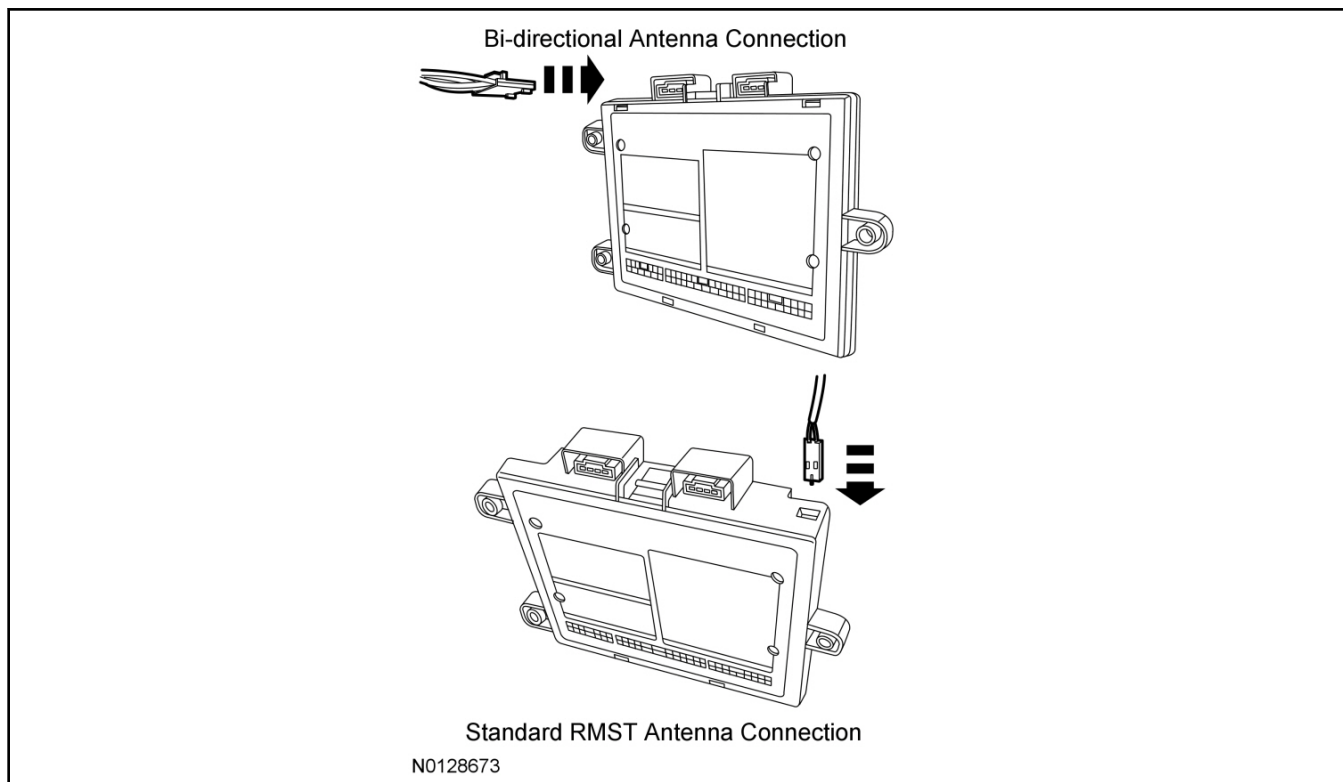
Place the label on the radiator fan shroud or similar area.

Install the underhood warning label.



54. Route the Gray hood safety switch wire through the bulkhead into the engine compartment and attach to the hood safety switch.

55. Connect the antenna to the RMST control module.

**Program The RMST System**

56. Refer to the RMST programming section for this vehicle.

INSTALLATION (Continued)**Secure RMST Harness and Control Module**

57. Use the supplied tie wraps to secure the RMST harness wires.

58. NOTE:

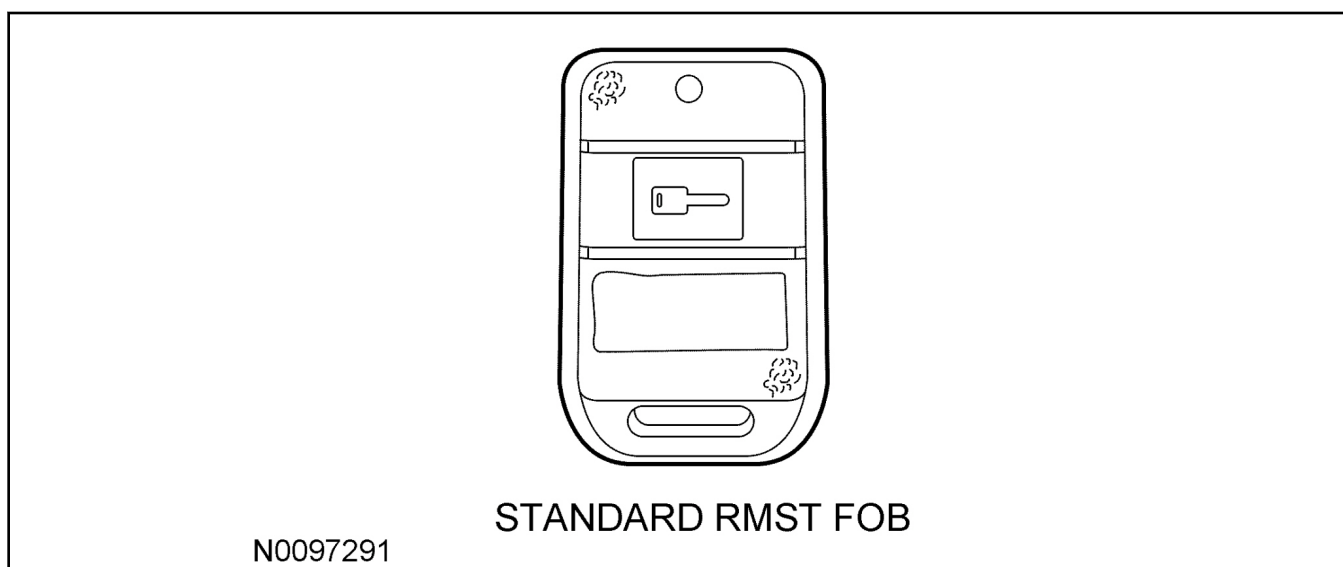
Do not mount the control module in the knee bolster area.

Secure the control module at three points to the vehicle.

Use the supplied long tie wraps to mount the RMST control module at a suitable location under the IP.

Install Trim

59. Reverse the removal procedure to install the trim.

Programming - Standard Remote Start

60. Use the following guidelines for programming the RMST system.

- If the remote start options (Key-in sense polarity, door ajar polarity, or tach mode) are not programmed correctly, vehicle will not remote start or operate properly.
- Make sure that the hood and doors are closed before proceeding.
- The LED on the remote start harness must be visible to complete module programming.
- The remote start override button must be accessible.

Programming Options: Entering Programming Mode

61. See chart below for programming information.

Program Bank 2 Chart (5 Honks)

BANK	OPTIONS	DESCRIPTION	LED
2	1	TACHLESS MODE	ON

62. Press and hold the brake pedal.

63. Turn the ignition key to the RUN position.

- The dome light will turn off.

INSTALLATION (Continued)

64. Press and hold the remote start system override button for at least 10 seconds. After 10 seconds the horn will honk 3 times, indicating the system is now in the learn mode. Release the brake pedal and the RMST override button.
65. Press and release the override button. The horn will honk 4 times indicating the system has entered the first program bank. If not, check the following:
 - Brake pedal switch wire solder connection
 - Hood closed and Gray hood safety switch wire solder connection
 - All doors closed and dome light circuit wire solder connections
 - The key is in the RUN position
 - The software cartridge is firmly seated in the RMST module
 - The RMST harness connections are firmly seated in the RMST module

NOTE:

If you require additional assistance, CALL 1-800-FORD KEY.

66. Press and release the override button again. The horn will honk 5 times indicating the system has entered the second program bank.
67. Press and release the brake pedal.
 - The horn will honk 1 time indicating the system has entered option 1 of the second program bank.

NOTICE:

When turning LED on or off using remote start fob button, quickly press and immediately release the remote start button. Failure to quickly release the remote start fob button will result in system defaulting to the factory options.

68. The LED must be on for option 1. If the LED is illuminated, no action is required. If the LED is not illuminated press the remote start fob button and verify the LED illuminates.

NOTE:

If the remote start fob button is held for more than 3 seconds, the system will chirp the horn 4 times, indicating the system has returned to factory default settings. If this occurs, return to step 1 of the programming section and reprogram the remote start module.

NOTE:

The remote start module is now programmed.

69. Remove the ignition key.

Programming the DNA-9**NOTE:**

DNA-9 module programming is not required for vehicles without PATS.

NOTE:

Two PATS keys are required to program the DNA-9.

INSTALLATION (Continued)**NOTE:**

IMPORTANT: Each of the following steps should be completed with no more than a 5 second delay between steps.

70. Insert the first ignition key and turn to the RUN position.
 - Watch for the PATS light to turn off. Remove the first key.
71. Insert the second ignition key and turn to the RUN position.
 - Watch for the PATS light to turn off. Remove the second key.
72. Press and hold the remote start button for 3 seconds.
 - The PATS light should stay on for 3-5 seconds before turning off, which means that the DNA-9 was successfully programmed.

NOTE:

If the PATS light blinks rapidly, repeat steps 1-3 to retry programming the SECURILOCK.

NOTE:

The engine will start if the Remote Start kit has been installed correctly, the brake is not depressed, and the hood and doors are closed.

Functional Test - Standard Remote Start**NOTE:**

If during any of the steps of the functional test, the remote start system or vehicle doesn't react or perform accordingly, please refer to the remote start troubleshooting guide.

73. Make sure all doors are closed but hood is open and windows are down (doors will be locking).
74. Press and hold the Start button on the remote control key fob for 2-3 seconds - horn should honk once indicating receipt of the start request.
75. The remote start systems should turn on the ignition, but then honk the horn twice and shut down indicating the hood is open.
76. Close the hood, and insert a key into the ignition switch.
77. Attempt to re-start the vehicle again using the key fob.
78. The remote start systems should turn on the ignition, but then honk the horn five times and shut down indicating a key is in the ignition switch.
79. Remove the key and open a door.
80. Attempt to re-start the vehicle again using the key fob.
81. The remote start systems should start the vehicle, then it will detect that a door is open and shut down.
82. Close the door.
83. Attempt to re-start the vehicle again using the key fob.

NOTE:

The doors will not be automatically locked by the remote start system.

INSTALLATION (Continued)

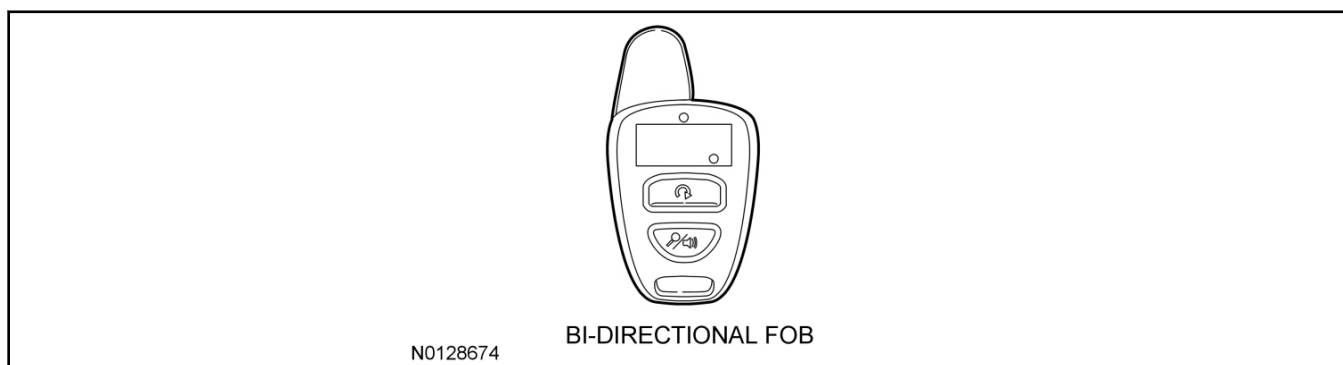
84. Once the vehicle starts, verify that all heat and A/C functions operate normally.
85. Once all systems have been checked, open the door, or press the brake pedal - the remote start systems should shut down.

Troubleshooting**86. NOTE:**

When attempting to remote start the vehicle, the system has several safety checks that it performs. If any of these inputs are present that should not be, the system will respond back with several horn "chirps" to help identify which input is present. These "chirps" will occur after initiating a start sequence with the transmitter. The system will turn on the ignition, but then respond back with several horn "chirps" and abort the starting process.

Example: Depress the remote start fob button for 3 seconds and then release. The vehicle horn will "chirp" one time to indicate that RMST signal was received. If the vehicle does not start and the horn "chirps" 3 times, there is a fault - "Vehicle Door is Open"

CHIRPS	PROBLEM
1 Chirp	DNA-9 not programmed correctly, or the DNA-9 harness is damaged.
2 Chirps	BRAKE is being pressed, or the HOOD is open.
3 Chirps	One of the vehicle DOORS is open.
4 Chirps	TACH not programmed.
5 Chirps	The KEY is in the ignition.
6 Chirps	The remote start system is in SERVICE/VALET mode.

Programming Bi-directional Remote Start

87. Use the following guidelines for programming the RMST system.
 - If the remote start options (Key-in sense polarity, door ajar polarity, or tach mode) are not programmed correctly, vehicle will not remote start or operate properly.
 - Make sure that the hood and doors are closed before proceeding.
 - The LED on the remote start harness must be visible to complete module programming.
 - The remote start override button must be accessible.

INSTALLATION (Continued)**Programming Options: Entering Programming Mode**

88. See chart below for programming information.

Program Bank 2 Chart (5 Honks)

BANK	OPTIONS	DESCRIPTION	LED
2	1	TACHLESS MODE	ON

89. Press and hold the brake pedal.
90. Turn the ignition key to the RUN position.
The dome light will turn off.
91. Press and hold the remote start system override button for at least 10 seconds.
After 10 seconds the horn will honk 3 times, indicating the system is now in the learn mode.
Release the brake pedal and the RMST override button.
92. Press and release the override button. The horn will honk 4 times indicating the system has entered the first program bank.
If not, check the following:
- Brake pedal switch wire solder connection
 - Hood closed and Gray hood safety switch wire solder connection
 - All doors closed and dome light circuit wire solder connections
 - The key is in the RUN position
 - The software cartridge is firmly seated in the RMST module
 - The RMST harness connections are firmly seated in the RMST module

NOTE:

If you require additional assistance, CALL 1-800-FORD KEY.

93. Press and release the override button again. The horn will honk 5 times indicating the system has entered the second program bank.
94. Press and release the brake pedal.
The horn will honk 1 time indicating the system has entered option 1 of the second program bank.

NOTICE:

When turning LED on or off using remote start fob button, quickly press and immediately release the remote start button. Failure to quickly release the remote start fob button will result in system defaulting to the factory options.

95. The LED must be on for option 1. If the LED is illuminated, no action is required. If the LED is not illuminated, press the remote start fob button and verify the LED illuminates.

INSTALLATION (Continued)**NOTE:**

If the remote start fob button is held for more than 3 seconds, the system will chirp the horn 4 times, indicating the system has returned to factory default settings. If this occurs, return to step 1 of the programming section and reprogram the remote start module.

NOTE:

The remote start module is now programmed.

96. Remove the ignition key.

Programming the DNA-9**NOTE:**

DNA-9 module programming is not required for vehicles without PATS.

NOTE:

Two PATS keys are required to program the DNA-9.

NOTE:

IMPORTANT: Each of the following steps should be completed with no more than a 5 second delay between steps.

97. Insert the first ignition key and turn to the RUN position.

- Watch for the PATS light to turn off. Remove the first key.

98. Insert the second ignition key and turn to the RUN position.

- Watch for the PATS light to turn off. Remove the second key.

NOTE:

If the PATS light blinks rapidly, repeat steps 1-3 to retry programming the DNA-9.

NOTE:

The engine will start if the Remote Start kit has been installed correctly, the brake is not depressed, and the hood and doors are closed.

99. Press the remote start button key icon twice within 3 seconds.

The PATS light should stay on for 3-5 seconds before turning off, which means that the DNA-9 was successfully programmed.

Functional Test - Bi-directional Remote Start**NOTE:**

If during any of the steps of the functional test the remote start system or vehicle doesn't react or perform accordingly, please refer to the remote start troubleshooting guide.

100. Make sure all doors are closed but hood is open and windows are down (doors will be locking).

101. Press the Start button on the remote control key fob twice within 3 seconds - horn should honk once indicating receipt of the start request.

102. The remote start systems should start the vehicle, then it will detect that a door is open and shut down.

INSTALLATION (Continued)

103. Close the hood, and insert a key into the ignition switch.
104. Attempt to re-start the vehicle again using the key fob.
105. The remote start systems should turn on the ignition, but then honk the horn five times and shut down indicating a key is in the ignition.
106. Remove the key and open a door.
107. Attempt to re-start the vehicle again using the key fob.
108. The remote start systems should turn on the ignition, but then honk the horn three times and shut down indicating a door is open.
109. Close the door.
110. Attempt to re-start the vehicle again using the key fob.

NOTE:

The doors will not be automatically locked by the remote start system.

111. Once the vehicle starts, verify that all heat and A/C functions operate normally.
112. Once all systems have been checked, open the door or press the brake pedal - the remote start systems should shut down.

Troubleshooting**113. NOTE:**

When attempting to remote start the vehicle, the system has several safety checks that it performs. If any of these inputs are present that should not be, the system will respond back with several horn "chirps" to help identify which input is present. These "chirps" will occur after initiating a start sequence with the transmitter. The system will turn on the ignition, but then respond back with several horn "chirps" and abort the starting process.

Example: Depress the remote start fob button for 3 seconds and then release. The vehicle horn will "chirp" one time to indicate that RMST signal was received. If the vehicle does not start and the horn "chirps" 3 times, there is a fault - "Vehicle Door is Open"

CHIRPS	PROBLEM
1 Chirp	DNA-9 not programmed correctly, or the DNA-9 harness is damaged.
2 Chirps	BRAKE is being pressed, or the HOOD is open.
3 Chirps	One of the vehicle DOORS is open.
4 Chirps	TACH not programmed.

RMST MODULE WIRE HARNESS

STEERING COLUMN HARNESS

	Color	Function
A-3	PINK	Ignition Input/Output
A-2	ORANGE	HVAC Output
A-13	VIOLET	Starter Output
B-8	BLACK/WHITE	Key-in-sense Input
A-4	RED	Battery

	Color	Function
A-21	BROWN/BLACK	Horn Relay Output

DRIVER'S KICK PANEL HARNESS


	Color	Function
A-5	BLACK	Ground
B-7	BROWN	Brake Input
A-20	GREEN/VIOLET	Door Ajar Switch Input
A-24	BLUE	Door Lock Output

UNDER HOOD HARNESS

	Color	Function
A-19	GRAY	Hood Open Switch Input


VEHICLE HARNESS

IGNITION SWITCH

Horn (Blue/White)  BCM C2280D PIN 17

MAKE THIS CONNECTION FIRST!


CHASSIS GROUND POINT
IN DRIVER'S KICK PANEL

Brake (VIOLET/WHITE)  BCM C2280C PIN 58

Door Ajar (YELLOW/GRAY)  BCM C2280B PIN 2

Door Lock Output (GRAY/YELLOW)  BCM C2280C PIN 25

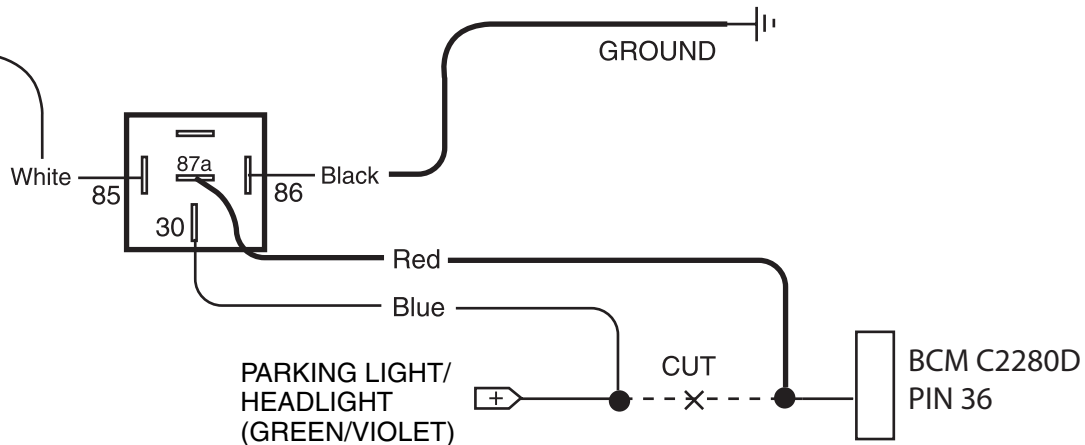
Hood Tilt Switch

Chassis Ground  Do Not Ground to Hood!

INTERRUPT RELAY

RMST MODULE WIRE HARNESS

	Color	Function
A-1	WHITE	Parking Light Output



NOTE: REMOVE THE YELLOW WIRE AND TERMINAL FROM THE RELAY SOCKET