

FTI-FDK1 Type 3A - Vehicle Coverage & Preparation Notes

Make	Model	Year	Install	CAN	Lights	Clutch1/2	Trunk	I/O Changes
DL-FM4					Park / Auto			Green White/Blue
Ford	Focus STD Key M/T	2012-13	Type 3A	OBD-II	1/26 (42)	See note	Brn 49(60)	

Hey! Read this stuff before you start the installation...

Covered vehicles use **BLADE-AL(DL)-FM4**, flash module and update the controller firmware. Additionally... This firmware requires that all the doors be closed during programming. If you call support indicating that the module is flashing 3x red and not programming, you're going to be asked to read step #1 of the programming instructions. Don't feel bad, you're not the first one to make this mistake, and you probably won't be the last, but it does make our day. :)

CAN: FM4 CAN data is sourced from the vehicle OBD-II connector

Lights: FDK1 harness provides two +12V parking light outputs, connect to BCM connector C-2280A, positions 1 & 26 (**yellow/blue** & **brown/yellow**)

RAP: Retained accessory power shutdown requires connecting to the **green/violet** driver's door pin wire, available at BCM connector C-2280B or in the harness in the driver kick panel

Clutch: Clutch interface wiring is on the attached page 3, wires located as illustrated at each switch or together in the harness extending from the 2-pin switch to the BCM. Connect as illustrated.

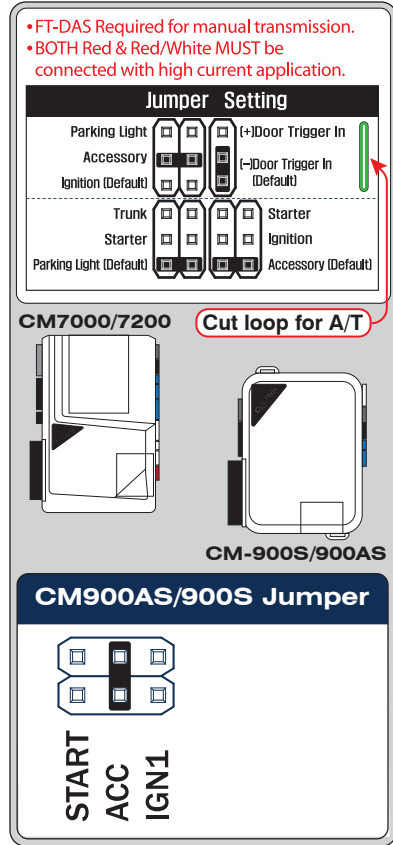
Door locks: DL-FM4 controls door locks, but operation should be performed to ensure that the door locks remain functional after BCM enters sleep mode. If BCM sleep affects door locks then configure unlock before start & relock after start (feature option 1-01, setting 2)

Component Locations

- RSC = Right side of steering column
- LSC = Left side of steering column
- DKP = Driver kick panel
- ADKP = Above driver kick panel
- BIC = Behind instrument cluster
- BGB = Behind glove box
- NAP = Near A-pillar

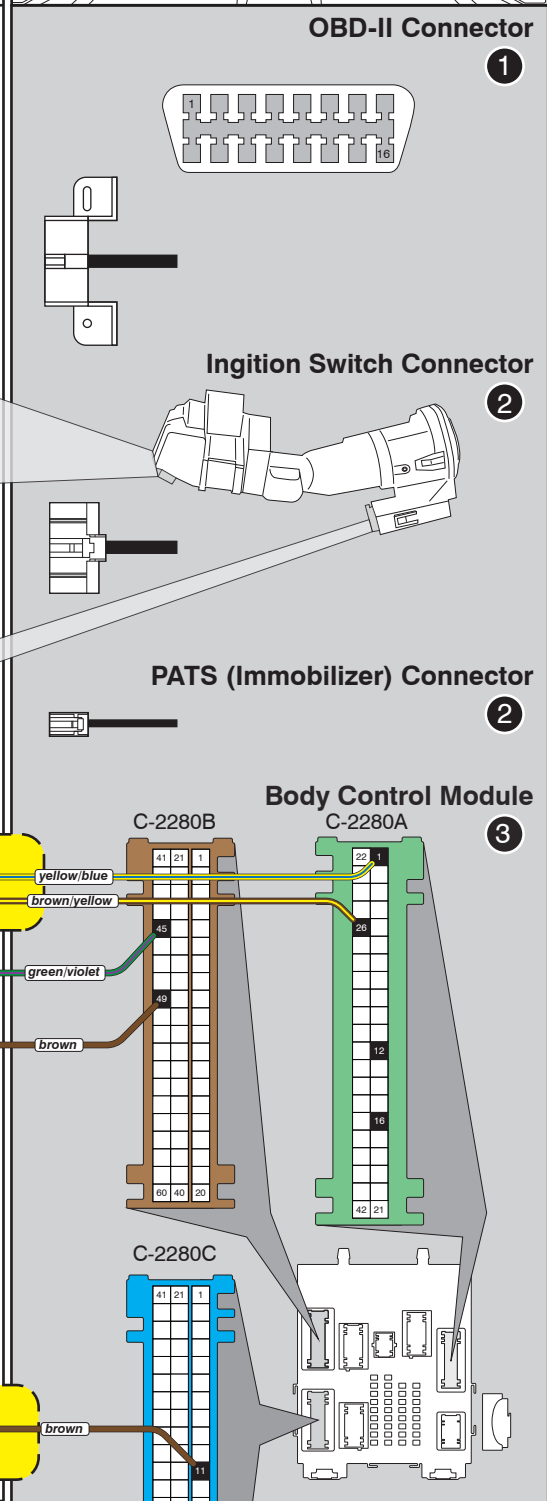
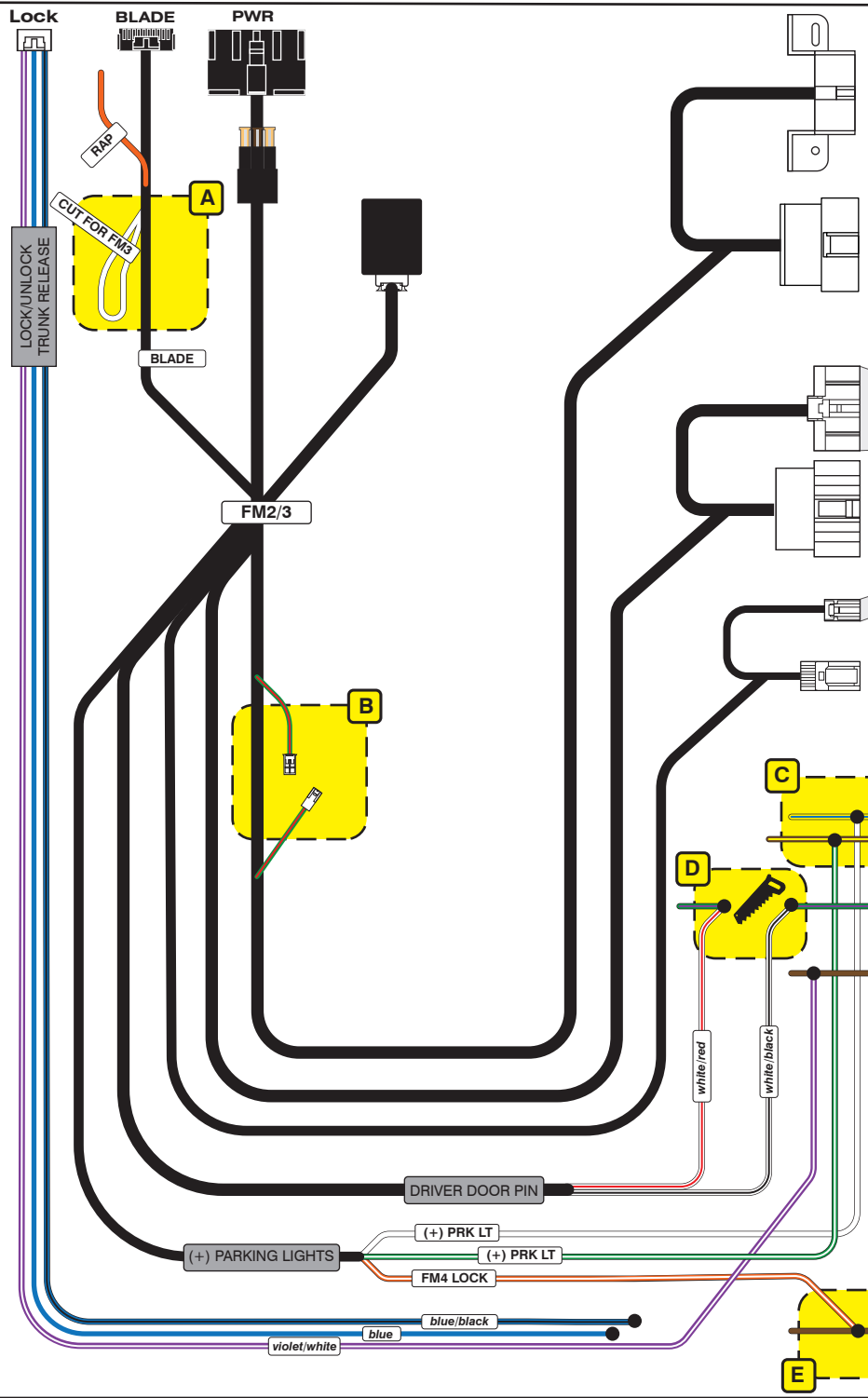
Okay, now get to work...

Hold on, there's one more thing... The connections that have been listed at the BCM are also available on the driver's side of the vehicle. Making connections at the BCM is not the only way to complete the installation, so feel free to access the necessary circuits in the place that is most convenient for you .



FTI-FDK1 Type 3A - Installation Notes & Wiring Diagram

- A** The FDK1 harness includes a loop that is required when using DL-FM3 firmware, DO NOT CUT the loop for this installation type
- B** Jumper for vehicles that are not equipped with immobilizer, do not connect unless vehicle is confirmed not equipped. If vehicle is not equipped, connect before programming to skip immobilizer learn.
- C** The FDK1 harness includes dual positive 12V parking light provisions. Connect as illustrated.
- D** Driver's door pin connection, **green/violet** wire at pin position 45 in the brown connector (C-2280B) of the BCM, or the driver kick panel harness.
- E** Trunk/hatch release, **brown** wire at pin position 11 in the blue connector (C-2280C) of the BCM, or at the release switch.



Module Programming

- Step 1 - Close all doors
- Step 2 - Activate IGN, module LED will go solid RED
- Step 3 - Wait for module LED to flash rapid BLUE
- Step 4 - Remove key and return to computer for KLON
- Step 5 - Reconnect to vehicle, activate IGN, LED - RED
- Step 6 - Wait for module LED to go solid BLUE
- Step 7 - Programming complete

LED Programming Error Codes

- Module LED flashing RED during programming
- 1x - CAN error, confirm harness configuration
 - 2x - VIN error, confirm harness configuration
 - 3x - Read 'Module Programming Step 1'
 - 4x - RX/TX/Key error, check key and harness connections
 - 5x - 40bit Transponder detected... should never happen, contact support
 - 6x+ - KLON failure, start over or contact support

FTI-FDK1 Type 3A

SUPPORT - 1(888) 820-3690, EXT. 203

Manual transmission applications require additional wiring to interface with the vehicle clutch circuit, bypassing the need to depress the clutch pedal during remote start, and to provide brake status during the remote start sequence. Use two relays (standard Bosch type or FT-RLY-10A pictured), one to supply ground to the two clutch circuits, and a second to supply brake status to the vehicle during start, while interrupting brake status to the CM7 controller. The required wiring can be located at the three switches indicated or in the harnesses extending toward the vehicle BCM.

