**Overview:** Production error; immobilizer wire (orange/black) in pin position #4 instead of pin position #5. Although an effort to correct the issue was made, some quantity of harnesses did get shipped before the issue was spotted. We are advising to inspect the harness BLADE connector before attempting to install the harness and program the module.

Issue: Module fails to program to vehicle, will not allow the vehicle to be remote started.

Correction: Step 1.) Locate the orange/black wire and confirm whether it is positioned as illustrated in Fig. 1 or Fig. 2. If the wire is as illustrated in Fig.1, proceed with Step 2 through 5 and complete the repair procedure outlined, if the wire is as illustrated in Fig. 2, correction is not necessary, proceed with harness installation and module programming.

nope — Fig. 1

oh yeah — Fig. 2
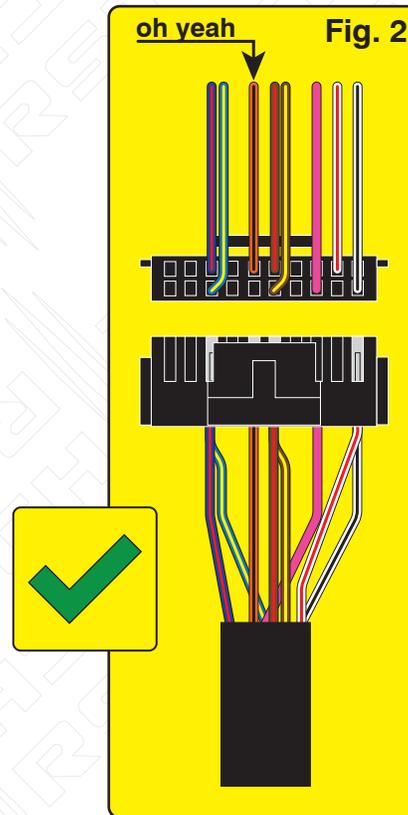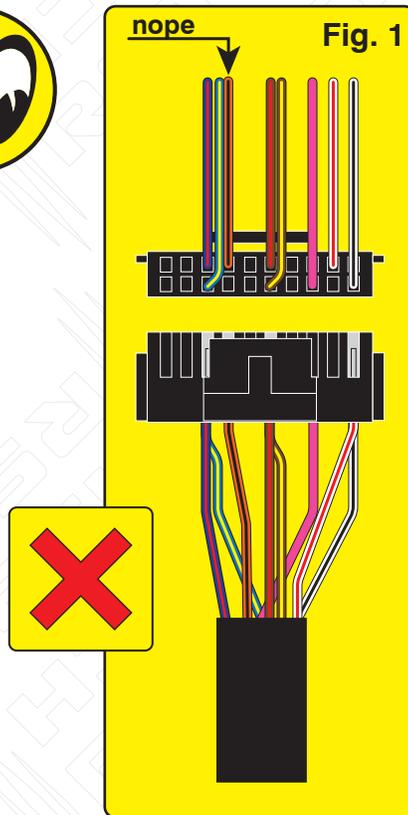
Step 2.) Using a pick, lightly depress the catch that secures the terminal in the housing then remove the wire and terminal from the housing.

Step 3.) Using a fine tip razor or utility knfe, inseret the blade beneath the terminal catch and raise it slightly, so that it can be reused to secure the terminal when reinserted into the BLADE connector housing.

Step 4.) Refer to Fig, 2 for correct position of the orange/black wire (next to brown/red) then reinsert the terminal, pressing lightly until the catch 'snaps' into place, securing the terminal in the connector housing.

Step 5.) The repair is complete, proceed with installation and programming.

FTI-STP1 Automatic Transmission Application Bulletin/Advisory

Overview: The **FTI-STP1** harness may require modification for use in **automatic transmission (AT)** applications, some of the product was able to be modified beforre release, but a small quantity was released before being able to be modified internally.

Issue: The FTI-STP1 T-harness has been designed to be compatible with AT (automatic transmission) & MT (manual transmission) applications, but due to a production oversight, the selection mechanism was defaulted to MT mode.

Using a harness configured for an MT application, in an AT equipped vehicle, could result in vehicle module damage, it is advised that the harness be returned to AT mode before installation in vehicles equipped with an automatic transmission.

Correction: Locate the **red**/**black** (+ Clutch) wire provided in the CN1 connector of the main harness assembly. Cut the **red**/**black** wire, either flush to the CN1 connector, or leaving enough wire exposed so that you can insulate and secure the ends of the wire that remain after cutting. Insulate each of the remaining ends of the **red**/**black** wire and secure to prevent any possibility of a short circuit.

If the red/black wire already been disconnected, no further modification is required for AT equipped vehicles.

MODIFICATION REQUIRED FOR AUTOMATIC TRANSMISSION APPLICATIONS ONLY

STEP ONE — LOCATE RED/BLACK WIRE

STEP TWO — CUT RED/BLACK WIRE

STEP THREE — INSULATE WIRES FOR SAFETY
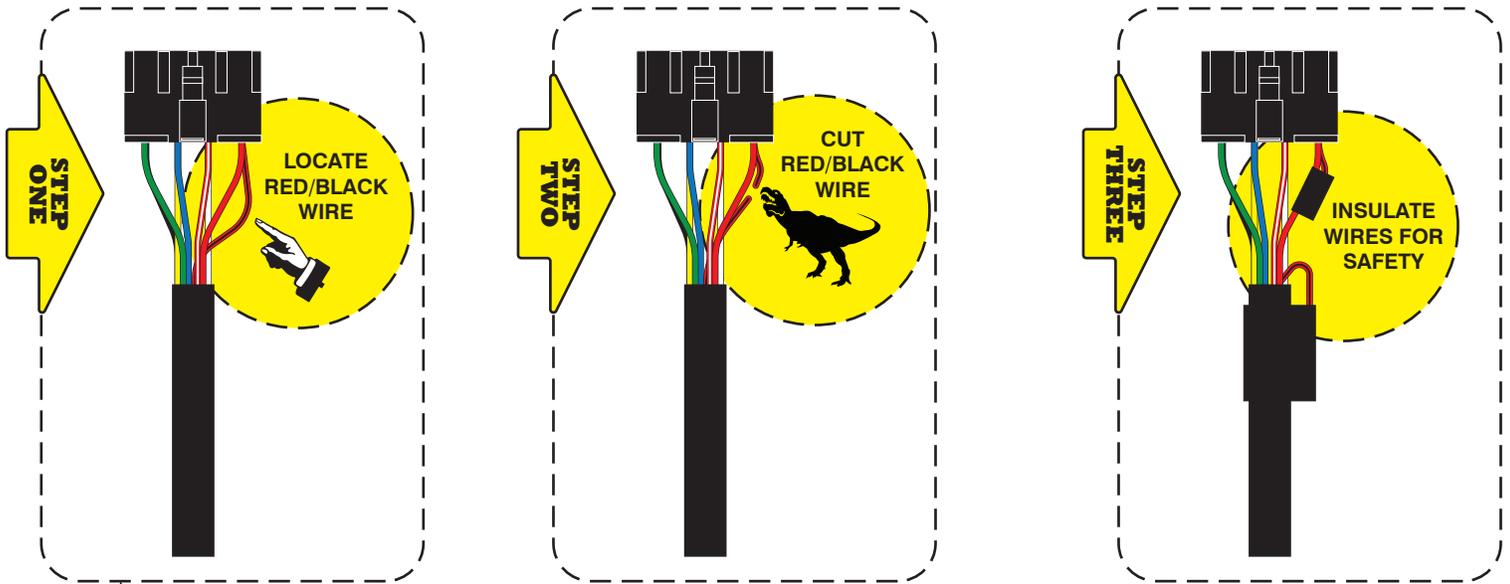
MODIFICATION NOT REQUIRED WHEN USING FTI-STP1 HARNESS IN MANUAL TRANSMISSION APPLICATIONS

FTI-STP1 T-Harness Main Harness Body
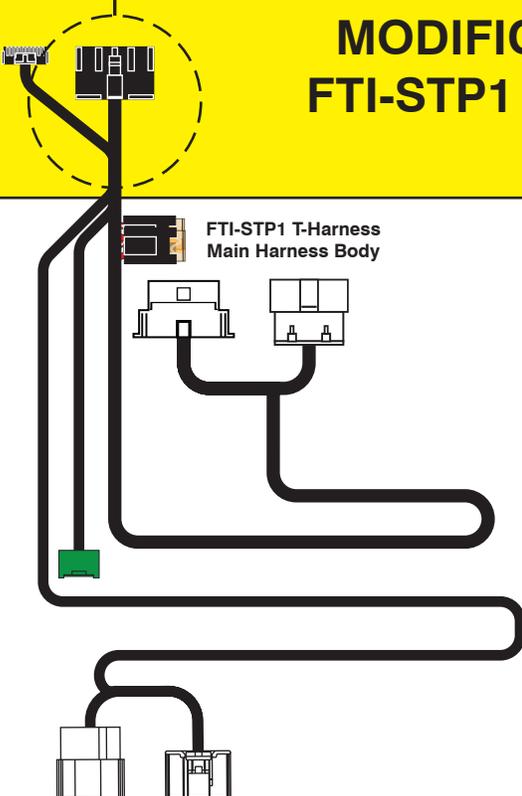
FTI-STP1: Vehicle Coverage and Preparation Notes

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Make	Model	Year	Install	CECU/KAECU	Lights	ECU	POC	I/O Changes
DL-SUB2 Subaru	Outback PTS AT	2018-19	Type 5	BIC	**Park / Auto** DATA	PSUH or JC/BFB	N/A	**Green White/Blue** NONE/NONE

This installation requires **BLADE-AL(DL)-SUB2** firmware, flash module and update the controller firmware before installation.

Parking/Diagnostic Lights: Status and diagnostic light control is provided via data, no additional connections required.

Type 5 Install: Adapter B (30-pin & 28-pin connectors) is required for this install type. *Adapter A (30-pin & 18-pin) is not required.*

ECU/Junction Connector Locations:
BFB: Behind Fuse Box
BGB: Behind Glove Box
BIC: Behind Instrument Cluster
PSUH or JC/BFB: Passenger Side Under Hood or Junction Connector Behind Fuse Box
Automatic Transmission Application I/O Changes:
CMX, CM7, and CM9 Series controllers: No configuration changes required. *See previous page for modification required at the CN1 connector parking light (+ clutch) output position .*

Type 5 Immobilizer: Immobilizer connection is located at either the ECU, located passenger side of the engine compartment, or at at the 86-pin junction connector behind the fuse box. Both locations require modification of the STP1 harness by removal of the 35-pin T-section, as illustrated. The **white/red & white/black** wires are then extended to the required location, the **white/black** wire connects to the side of the wire illustrated. ***See illustration for specific placement of white/black.***

FTI-STP1: Installation and Configuration Notes

A   ADAPTER B - **REQUIRED**

B   ADAPTER A - **DO NOT USE**

C   MODIFICATION REQUIRED - **REMOVE CONNECTOR**

D   CONNECTION REQUIRED - TWO POSSIBLE LOCATIONS, LOOK FOR JUNCTION CONNECTOR FIRST, THEN GO TO UNDER HOOD LOCATION IF NOT FOUND.

E   **MODIFICATION REQUIRED FOR AUTOMATIC TRANSMISSION**

•FT-DAS Required for manual transmission.
•BOTH Red & Red/White MUST be connected with high current application.

Jumper Setting
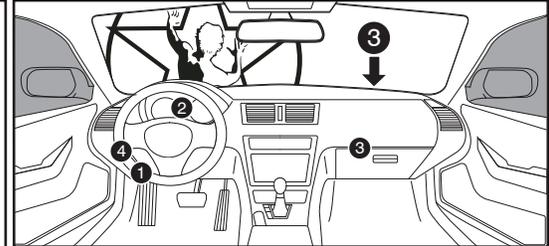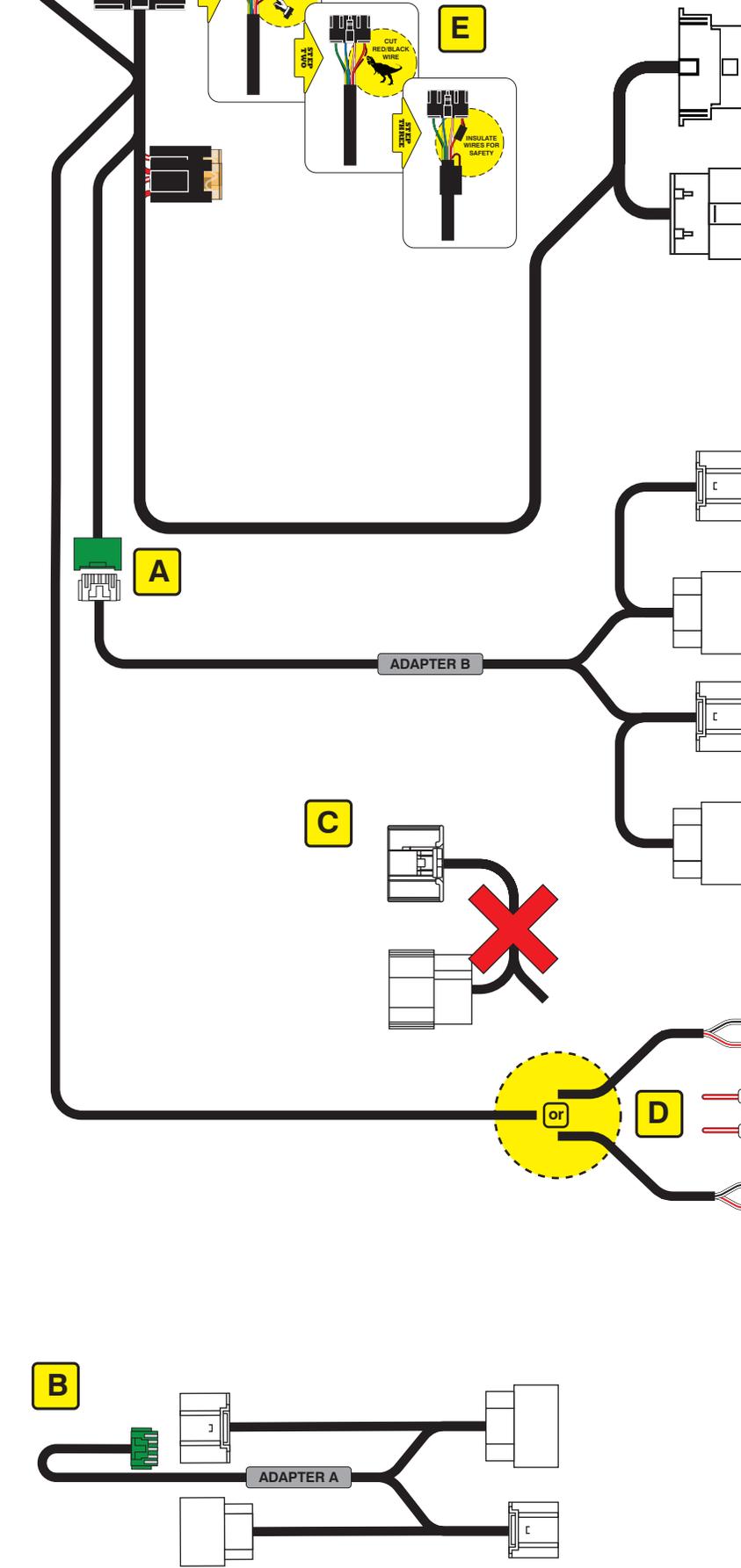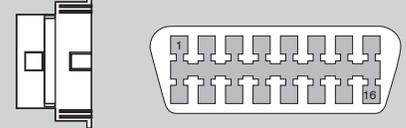
Parking Light				(+)Door Trigger In
Accessory				(–)Door Trigger In [Default]
Ignition [Default]				
Trunk				Starter
Starter				Ignition
Parking Light [Default]				Accessory [Default]

CM7000/7200

Cut loop for A/T

CM-900S/900AS

CM900AS/900S Jumper

START
ACC
IGN1

FEATURE COVERAGE

IMMOBILIZER DATA · ARM OEM ALARM · DISARM OEM ALARM · DOOR LOCK · DOOR UNLOCK · TRUNK/HATCH RELEASE · A/M CONTROL FROM OEM REMOTES · A/M CONTROL FROM DOOR HANDLE · BRAKE STATUS · E-BRAKE STATUS · DOOR STATUS · TRUNK STATUS · P/N SWITCH STATUS · VSS STATUS · TACH OUTPUT · SECURE TAKEOVER · AUTO TAKEOVER · RAP SHUTDOWN · A/M REMOTE START FROM OEM REMOTE · PARKING LIGHTS · POWER LIFTGATE · DISCO BALL

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BLADE   **PWR**

STEP ONE — LOCATE RED/BLACK WIRE

STEP TWO — CUT RED/BLACK WIRE

STEP THREE — INSULATE WIRES FOR SAFETY

AT Applications

E

A

ADAPTER B

C

❌

or **D**

red/white

red/white

B

ADAPTER A

③

OBD-II Connector ①

Keyless Access ECU ②

(BEHIND INSTRUMENT CLUSTER)

ECU ③

(PASSENGER SIDE)
(UNDER HOOD)

GRAY

Connector Side

13											1
26											14
39	38										27
											40
65											53

Junction Connector ④
(BEHIND FUSEBOX)

Connector Side

| | | 3 | | 1 | |
		6		4	
13					7
	22			14	
33					23
	42			34	
53				44	43
	62			54	
73					63
80					74
		83		81	
		86		84	
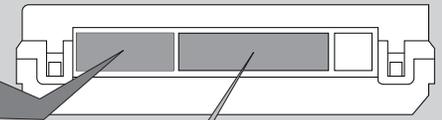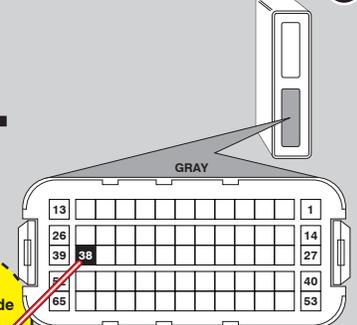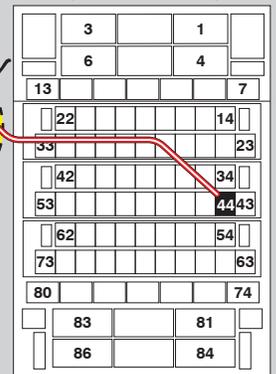
LED Programming Error Codes

Module LED flashing RED during programming

1x - No IMMO data, start car, check wiring
3x - OEM remote starter detected (remove)
4x - No Ignition, start car, check wiring
6x - IMMO problem, start car, check CAN
7x - IMMO problem, start car, check CAN

COM-BLADE-AL(DL)-SUB2-EN
Doc. No.: ##75546##   20210416

CARTRIDGE INSTALLATION
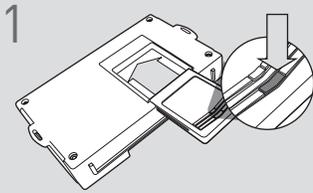
1 Slide cartridge into unit. Notice button under LED.

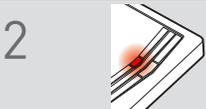**2** Ready for Module Programming Procedure.

MODULE PROGRAMMING PROCEDURE

NOTE

I   When programming, only one keyfob will be used. The other one must be located at least 10 feet away from the vehicle.

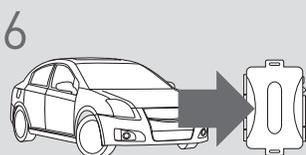**1** Push start button twice [2x] to ON position. x2

2 LED will turn solid RED.
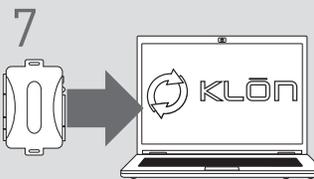
3 Start engine.

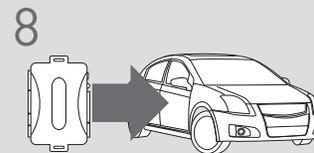**4** Wait, LED will flash BLUE rapidly.

5 Push start button once [1x] to OFF position. x1

6 WARNING:
Disconnect power last.
Disconnect RS from vehicle.

7 Connect RS to computer and proceed with extended programming.

8 WARNING:
Connect power first.
Connect RS to vehicle.

9 Push start button twice [2x] to ON position. x2

10 LED will turn solid RED.

11 Start engine.

12 Wait, LED will turn solid BLUE.

13 Push start button once [1x] to OFF position. x1

14 Module Programming Procedure completed.

WARNING: READ BEFORE REMOTE STARTING THE VEHICLE

IMPORTANT

I   All vehicle doors must be closed and locked prior to remote start sequence. Failure to comply will result in remote starter malfunction.

TAKE OVER PROCEDURE - TO THE VEHICLE OWNER

NOTE

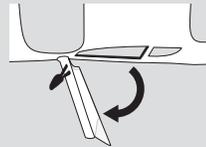I   All vehicle doors must be closed and locked prior to remote start sequence.

TIME RESTRICTION COMING UP !

1   Press UNLOCK on after-market remote.

2   **TIME RESTRICTION**
Within 45 SECONDS from previous step:

Have a valid key on you.
Open vehicle door.
Enter vehicle.
Close vehicle door.

Wait approximatly 3 seconds for the automated takeover, then press and release BRAKE pedal.

3   Take over procedure completed.

!   Failure to follow this procedure will result in a vehicle engine shutdown.