

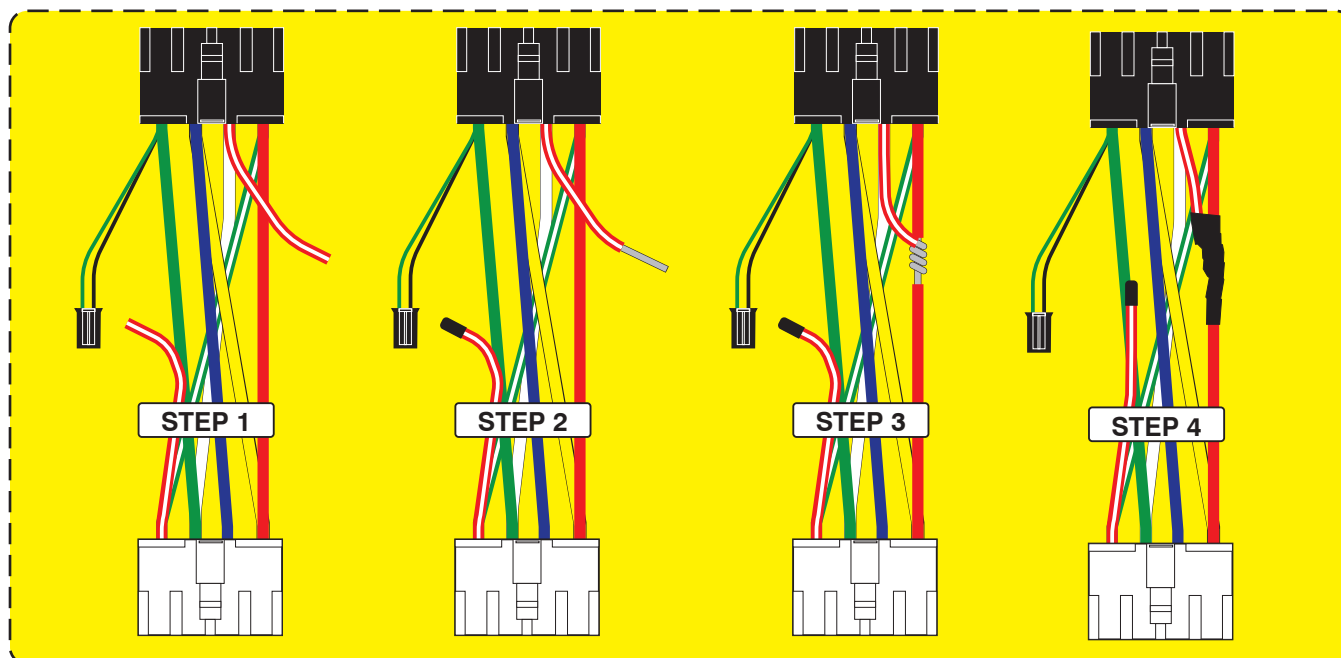
**Overview:** The initial production release of the FTI-TLK1 harness has an issue where in some vehicles the secondary power input to the CN1 connector will overload the associated vehicle circuit, causing a fuse to blow. This issue affects the initial release of harnesses and is already being addressed in production. A field correction procedure is detailed below in Figure 1.

**Issue:** The secondary power circuit can overload some vehicle ignition switch circuits, causing a blown 5A/7.5A AM1 fuse, potentially disabling the vehicle and leaving the consumer stranded. Affected adapters are illustrated below in figure 2.

**Corrective steps:**

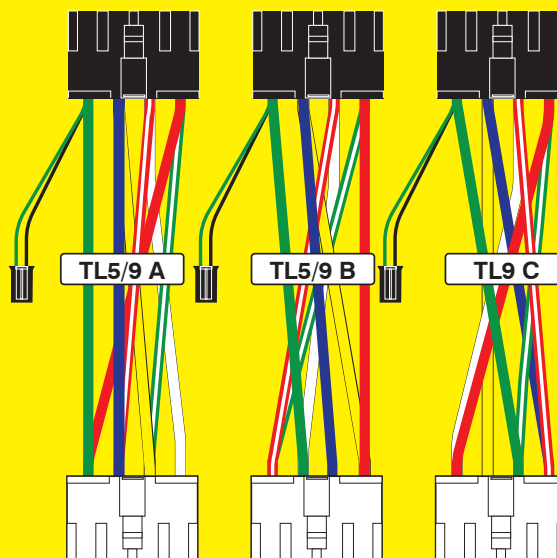
- 1.) Select the applicable CN1 adapter, isolate the RED/WHITE power wire, cut wire approximately 4" from the BLACK plug
- 2.) Insulate the wire still connected to the WHITE plug using heat shrink tubing, and strip the insulation on the other wire end
- 3.) Strip a portion of the insulation from the RED wire, attach the stripped RED/WHITE to the exposed RED wire, solder together
- 4.) Apply insulating tape to the soldered connection and secure the cut ends back to the bundle of wires created by the adapter
- 5.) Correction complete, you may safely proceed to finish your installation

**Figure 1: Step by step adapter correction**



**Figure 2: Supplied CN1 Harness Adapters**

Incorrect power provisions with the potential to overload vehicle ignition supply circuit, resulting in blown AM1 fuse.



# FTI-TLK1 Type 3C5 - Vehicle Coverage & Preparation Notes

**FRSTECH,LLC.**  
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Make	Model	Year	Install	CAN	Lights	TPMS	Trunk	I/O Changes
<b>DL-TL9</b>					<b>Park / Auto</b>			<b>Green White/Blue</b>
Toyota	RAV4 80 bit H Key	2016-18	Type 3/C	SLC	A / A	PKP/13		

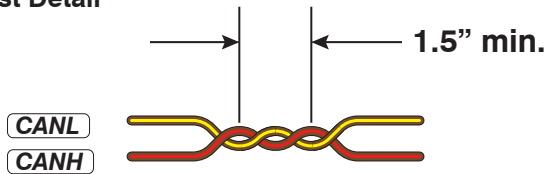
**Hey! Read this stuff before you start the installation...**

**Firmware:** Covered vehicles use **BLADE-AL(DL)-TL9**, flash module and update the controller firmware before installing.

**Install:** Type 3C vehicles use the **TL 5/9 C CN1 adapter**, *using any other adapters will result in malfunction and damage.*

**CAN:** Covered vehicles require the CAN source connection direct to the steering lock connector. The OBD source connector and the BCM source connectors are not used, you have several options for the required connection, you can cut away one of the unused CAN source connectors and extend the wires toward the SLC (extension wires should be twisted at approximately one full twist every 1.5" minimum twist), or you could use any of the CAN extensions from any other FTI T-Harness kit that you have left over from another installation.

## CAN Twist Detail



**Lights:** Type A parking lights require a connection between the **green/white** wires in the **park/auto** and **BECU** harnesses. Type A auto lights require cutting the violet **AUTO LT. A** loop on the BECU harness, connecting the loop ends to the **white/red** & **white/black** wires in the park/auto harness.

**Locks:** Lock control requires a connection between the harness **RDA** and **RDA 1** wires, secure the unused **RDA 2 & RDA 3** connections for safety.

**TPMS:** OEM RS control (3X Lock Start) feature requires interrupting the TPMS ignition circuits located in the blue 30-pin connector of the passenger kick panel junction box, pin #13. Connect as illustrated.

If issues arise disarming the OEM alarm during remote start, set option 1-01 to 2.

**Okay, now get to work...**

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

Jumper Setting			
Parking Light	<input type="checkbox"/>	<input type="checkbox"/>	(+)Door Trigger In
Accessory	<input type="checkbox"/>	<input type="checkbox"/>	(-)Door Trigger In (Default)
Ignition (Default)	<input type="checkbox"/>	<input type="checkbox"/>	
Trunk	<input type="checkbox"/>	<input type="checkbox"/>	Starter
Starter	<input type="checkbox"/>	<input type="checkbox"/>	Ignition
Parking Light (Default)	<input type="checkbox"/>	<input type="checkbox"/>	Accessory (Default)

CM7000/7200

Cut loop for A/T

CM-900S/900AS

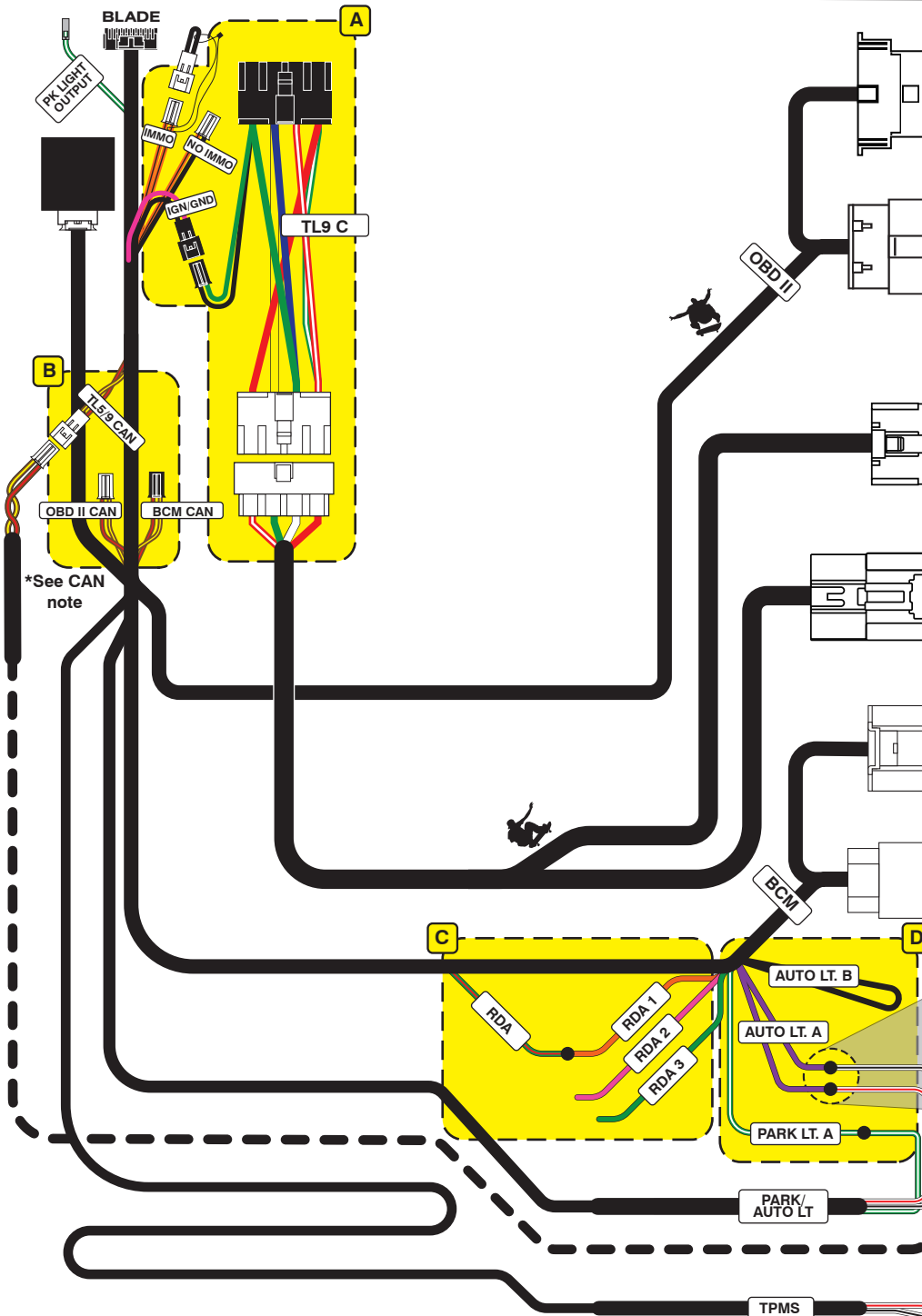
**CM900AS/900S Jumper**

START	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ACC	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
IGN1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



# FTI-TLK1 Type 3C5 - Installation Notes & Wiring Diagram

- A** TL 5/9 C CN1 adapter required for use in the vehicles listed on the coverage page, using any other adapter included in the kit will result in malfunction and possible damage.
- B** Type 3C5 installs require CAN jumper to be connected to the steering sensor connector at the base of the clock-spring in the steering column. Do not connect to OBD-II or BCM, run wires to clock spring.
- C** Door lock control requires connecting provided **RDA (green/red)** wire to **RDA 1** connection, secure unused **RDA 2 & RDA 3** connections for safety.
- D** Type A parking lights, connect harness **green/white** (park/auto harness) to the **green/white** (BECU harness), if equipped with auto-lights, cut **AUTO LT. A** loop and connect as illustrated.
- E** OEM RS control requires an interrupt of the **tan** TPMS IGN power, pin #13, blue connector, located in the passenger kick panel. Connect as illustrated.



## Module Programming Procedure

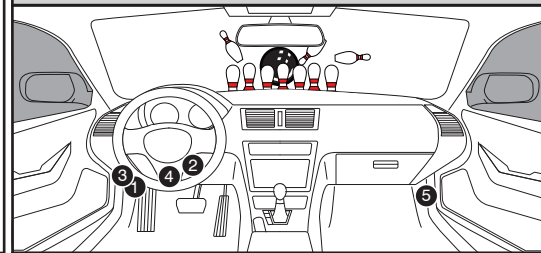
- Step 1 - Insert key into cylinder (Black key only, not gray)
- Step 2 - Activate ignition, LED will go solid red
- Step 3 - Wait for LED to go solid blue
- Step 4 - Deactivate ignition
- Step 5 - Programming complete

## LED Programming Error Codes

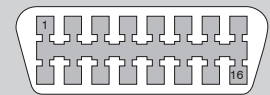
Module LED flashing RED during programming

- 1x - Can error, confirm connections
- 2x - No IGN, check connections & adapter
- 3x - No IMMO, confirm connections and equipment level
- 4x - VIN error, contact engineering

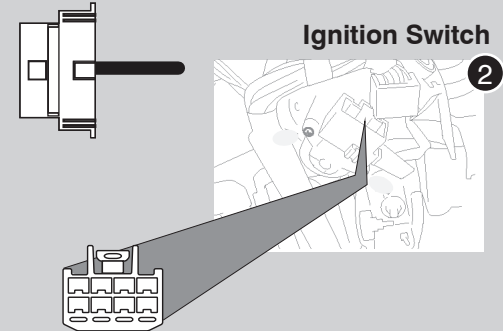
**FIRSTECH, L.L.C.**



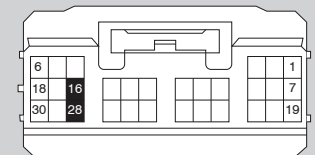
## OBD-II Connector



## Ignition Switch



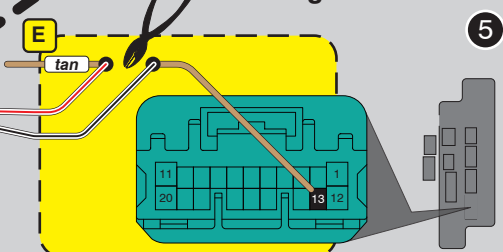
## Below Fuse Box



## Steering Sensor Connector



## Passenger Kick Panel



**FTI-TLK1 Type 3C5**

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