INSTALLATION INSTRUCTIONS

FOR PART NUMBER: 2600670100

IDIDIT

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PLEASE READ ALL INSTRUCTIONS BEFORE STARTING INSTALLATION

Please consider if this is the right product for your application. Newer vehicles and vehicles with factory alarms, chip in key and locking columns may make installation more difficult. We recommend contacting your local remote start dealer / installer for tips or installation on these vehicles.

DISCONNECT BATTERY BEFORE INSTALLATION

It is best to avoid starting a vehicle for the first time with the **id.TOUCH**. Instead get the vehicle running well with a standard ignition switch, this will simplify installation.

** The button LED will flash orange / red on initial first time on, or if the battery has been disconnected. This is normal. The LED should go to a slow red glow once the key fob is in range or when the enable switch is flipped.*

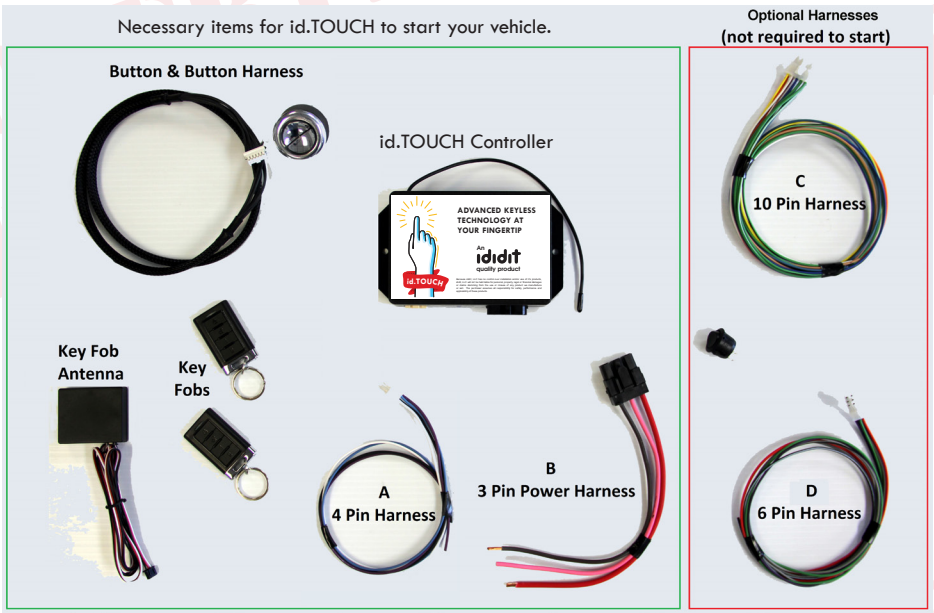
Thank you for purchasing state-of-the-art electronics from ididit, LLC. We hope you enjoy **id.TOUCH** as much as we have.

Instruction # 8000020082 REV 03/17

Please keep in mind that it is the responsibility of the purchaser / installer to determine if this system is right for the intended application. It is also the responsibility of the purchaser / installer to observe proper and safe installation procedures. For example; using the proper gauge of wires to make connections, and installing a neutral safety switch and or clutch switch if using a manual transmission between **id.TOUCH** unit and Starter. **id.TOUCH** was designed for the easiest possible installation, but it is still recommended that you consult a professional for assistance.

Please read and understand the manual completely before using or installing your id.TOUCH ignition replacement system. We do not have specific installation details on vehicles. This is a universal fit system and is the responsibility of the installer to find vehicle specific wiring and information as well as details on chip in key, locking column or interfacing with any security systems, remote start systems or other electronics.

Items in your **id.TOUCH** Kit will include:



RED - **Off position**: Button will glow red in two different ways. A rapid flash, followed by a one second pause, means that security is active and **id.TOUCH** is disabled. **id.TOUCH** ***will not*** respond to touch input. This is because the security system has not detected the proper key fob, or the valet switch is in the on position. A slow fading red light means that **id.TOUCH** is enabled and security is deactivated due to the presence of the proper key fob, or the valet/toggle switch in the off position. **id.TOUCH** ***will*** now respond to touch inputs.

BLUE **Accessory position**: (1st Touch) The button will have a blue glow. Accessory output will be activated. Anything connected to accessory output (Brown wire) will be supplied with + 12 volts. Your radio would be an example.

TEAL **Ignition position**: (2nd Touch) The button will have a teal glow. This "active state" is reached by touching the button briefly (with no brake input, foot not on brake pedal) while button is glowing blue (showing **id.TOUCH** is in Accessory "active state"). Button will give visual indication of received input by switching to a teal glow, and all power consumers connected to Ignition (The Pink Wire) and Accessory (the Brown Wire) outputs will turn on. This will include everything that is normally activated by turning the key to the run position. For example these consumers might include engine control computer, fuel pump etc., in addition to what is connected to Accessory output.

- Touch the button a 3rd time and you are now in Off Position again and the button should have a Red Glow.

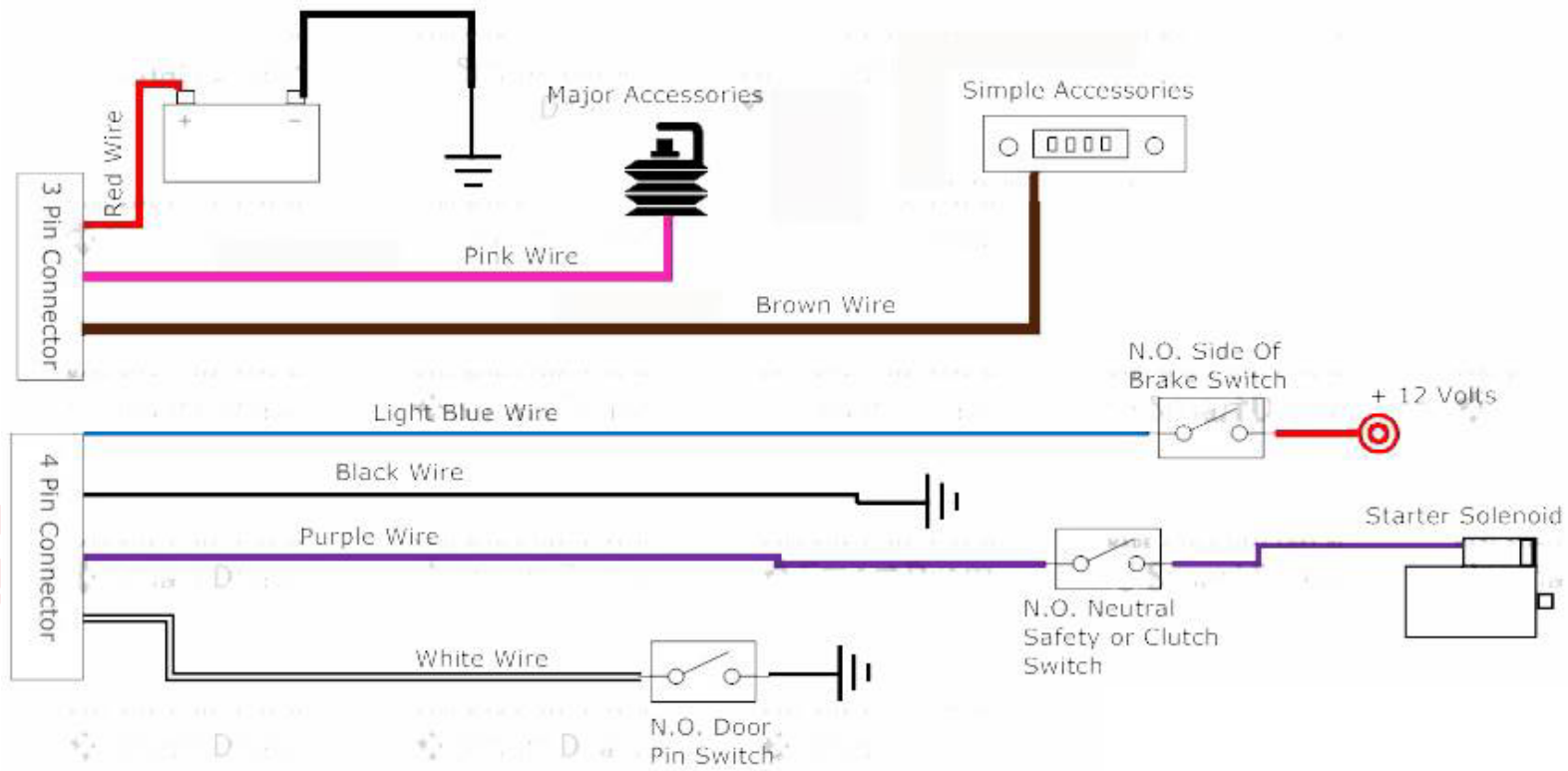
Once the engine is running you must rapidly touch the button three times to reach the off position.

VIOLET **Crank position**: (Foot on Brake while touching the button) The Button will have violet glow. The Starter output is now activated (Purple wire). The Starter solenoid will be supplied with +12 volts for three seconds; or until engine run is determined. You can achieve this position by holding your finger on the button until your engine has started. Once engine start is achieved take finger off the button.

GREEN **Engine Run position: (Now you can release your foot off the brake)** Once engine run is detected, the starter output will automatically be turned off. Ignition output will stay on and Accessory output will be turned on simultaneously. The button will now have a green glow indicating an engine run condition.

• It is normal if you see the button light up white when you touch it.

Remember the Red, Blue, Teal, Green are only default colors on the id.TOUCH. You can customize your button to any color of the rainbow in any position you choose. Refer to the Dipswitch section to learn more.


Red Wire
Major Accessories
Simple Accessories
3 Pin Connector
Pink Wire
Brown Wire
N.O. Side Of
Brake Switch
+ 12 Volts
Light Blue Wire
4 Pin Connector
Black Wire
Purple Wire
Starter Solenoid
N.O. Neutral
Safety or Clutch
Switch
White Wire
N.O. Door
Pin Switch

Button warning flashes:

In the event of a blown fuse in the **id.TOUCH** controller the button will flash red and blue quickly and the specific fuse will light up when you try to cycle to that position, see below. The only other condition that will cause this flash is when an over current condition is reached. If this is the case and no fuse is blown the channel with too much draw will be shut off temporarily.

A rapid red flash happens when there is a type of over current fault and **id.TOUCH** is in danger of overheating. It will turn off the affected output channel. The output will re-activate once the current draw is within safe limits for at least 30 seconds. Typically you have items pulling too much current hooked directly to **id.TOUCH**, such as; fans, air pumps, servo motors, hydraulic pumps, etc… Always use a separate relay and adequate wire size when hooking large accessories up to your wiring.

A rapid white /red flash happens when the unit is first hooked to 12 volts or the battery has been cycled off or the battery voltage is very low. This is a normal flash and does not attention unless this is due to you battery voltage being too low. If this is the case, please charge your battery.

Three 30 amp fuses on the side of the case. Check them in the event of **id.TOUCH** not operating.

FUSES

There are three 30 amp fuses on the side of the case.

If the fuse is blown it will light up when you try and cycle to that position.

Fuse A – Ignition Power Output

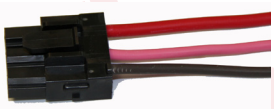
Fuse B – Accessory Power Output

Fuse C – Starter Power Output

If a fuse is blown check your wiring to the related fuse.

id.TOUCH WIRE INSTRUCTIONS / DETAILS

Required 3 Pin Power Harness



Large Red Wire: This is the power wire. Connect directly to the battery positive terminal. It supplies power to **id.TOUCH**.

Pink Wire: This is the ignition output wire. It will supply +12 volts to anything that is connected to it when the **id.TOUCH** is in ignition on mode (2nd touch, ignition on mode, teal glow). It is important that anything that needs to stay live during cranking be connected to this wire, such as; electric fuel pump, coil, engine computer, etc.

Brown Wire: This is the accessory output wire. It will supply +12 volts to anything that is connected to it when **id.TOUCH** is in accessory on mode (1st touch, accessory on mode, blue glow) and run mode (green glow). This output will turn off during cranking. Connections to this wire typically include radio, power windows, entertainment devices etc. **This allows for use of these devices without running items unnecessarily such as; fuel pump, engine computer and heated oxygen sensors, that could be damaged when left on for periods of time while engine is not running.**

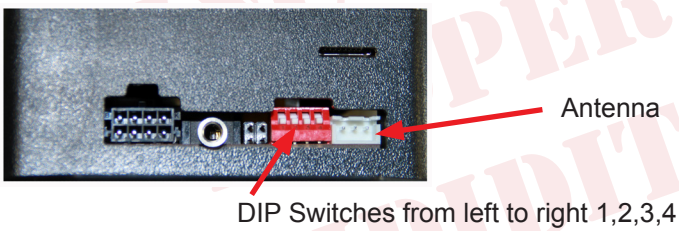
Button Harness

Alternatively called display harness, this harness is pre-terminated for connection to touch sensitive button input. It will also be used to connect accessory harnesses to, such as optional L.E.D. harness if secondary button input is used. If secondary button input is used, touch sensitive button should be disconnected. *(see optional 6 pin harness page for details)*

Antenna Harness

The antenna is a square black box with a prewired connector. Mount antenna in desired location. The range of the security system recognizing the key-fob will depend on where the antenna is mounted. The closer to the glass the antenna is placed, the longer the range. Plug into connector on the side of the **id.TOUCH** unit that contains the dip switches. See Figure 1 below

FIGURE 1



Required 4 Pin Input / Output Harness

Black wire: This wire connects direct to chassis ground. A good clean (bare metal) ground should be made for this wire, free of paint, powder coating or any other coating.

Light Blue Wire: This wire connects to the brake light switch. Most brake switches only have two terminals. One terminal has +12 volts supplied to it at all times. The other is connected to the brake light bulbs, when tested with a test light or multi-meter, it will only show +12 volts when the brake pedal is depressed, sending +12 volts to the brake lights, turning them on. You must hook the light blue wire to the side that goes to your brake light bulbs. When the brakes are depressed, the **id.TOUCH** unit will get +12 volts via the brake switch. *Some brake switches have more than two terminals, find the terminals that function as described above. Some brake light switches only have power when ignition is on. If this is the case, re-wire the "hot" side of the brake light switch to have +12 volts at all times.* ***Never hook the blue wire direct to + 12 volts.***

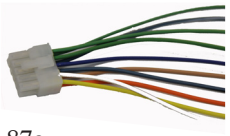
White Wire: This wire connects to the open side of a door pin switch that will provide a ground when the door is open and no connection when the door is closed. The **id.TOUCH** unit has a "retained accessory" output that will keep the accessory wire activated for up to ten minutes after the engine has been turned off, or until door is opened (a convenient feature found in many new cars). When the **id.TOUCH** module receives the ground input (door open) it will turn off the accessory output wire. This is optional; if you do not want retained accessories do not hook the wire up.
Door pin switches usually have one terminal grounded and the other left open when the door is shut. When the door is opened, the open terminal is connected to ground, turning on dome lights and providing signals to other components when relevant. **In rare cases, door pin switches have +12 volts instead of ground. This will need to be changed if your car is so equipped!**

Purple Wire: This is the starter output wire. It provides +12 volts to the starter solenoid during cranking only. ***A neutral safety switch is required between the purple output wire and the starter for safety.*** This is a switch that will only allow power to flow to the starter solenoid if vehicle transmission is in park or neutral positions. Alternatively, on a manual, this can be a switch that only allows power to flow if the clutch is depressed fully.

- Once you have hooked the required 3 Pin & 4 Pin harness into your vehicle we highly suggest testing your system to ensure everything is working properly. Then you can move on to the options and additional features that the **id.TOUCH** has to offer. If you are using **id.TOUCH** as a simple start only feature no other wiring is required. However we recommend that you read through the options and review the dip switch page.

Optional outputs and controls (id.TOUCH is equipped with internal relays)
The 10 pin harness is only for the key fob functions,
such as: Lock, Unlock, Opt. I & Opt. II
*** These items are not needed for id.TOUCH to function as a start system.**
We recommend installing the optional wires after you have id.TOUCH functioning and starting your vehicle.

Optional 10 Pin Harness



Lock Button on remote:
Green/white wire: Relay pin 87a
Green/black wire: Relay pin 87
Green wire: Relay pin 30

Unlock Button on remote:
Blue/white wire: Relay pin 87a
Blue/black wire: Relay pin 87
Blue wire: Relay pin 30

Most common door locks are controlled by the ground side of the lock / unlock solenoid. Hook the Green/Black & Blue/Black to ground then hook the Green to the lock input of the solenoid and the Blue to the unlock input of the solenoid. (Green/White & Blue/White wires will not be used)

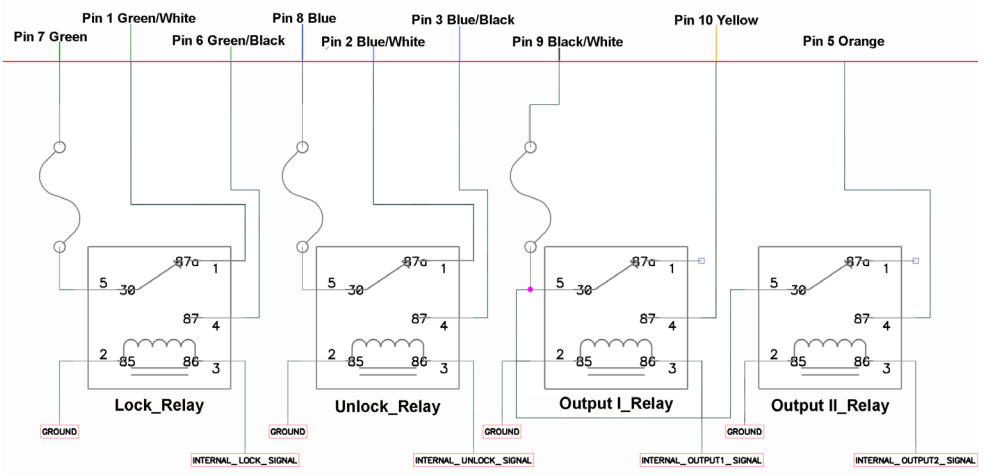
Optional output 2 (button II on remote):
Orange wire: Relay pin 87 *

Optional output 2 (button II on remote):
Orange wire: Relay pin 87 *

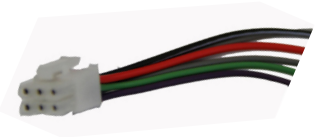
* **White/black wire**: Relay pin 30 – Hook to either + 12 volt or ground, depending on what is required for what you are going to control with optional output 1 & 2. If you need to switch +12 volts to the accessories hooked to the yellow and orange wire, then connect the white/black wire to + 12 volt. If you need to switch ground to the accessories hooked to the yellow and orange wire, then connect the white/black wire to ground.

Tan Wire: Not currently used

id.TOUCH Internal Relays



The 6 pin harness is only used for the enable / toggle switch, secondary button input (if our patented "touch" button isn't being used) and/or future options.
*** These items are not needed for id.TOUCH to function as a start system. We recommend installing the optional wires after you have id.TOUCH functioning and starting your vehicle.**



Optional 6 Pin Connector

Light Green wire: This wire is a (-) ground input wire. This wire is an optional input used only if the supplied touch sensitive button is not used. This wire allows for connection to any normally open momentary switch (such as an engine start switch from a new vehicle). The same full functionality is retained if this option is used. Follow instructions for touch button operation. One terminal of the switch should be connected to ground, and the normally open side of the switch should be connected to the green wire on the **id.TOUCH** 6 pin harness. ***Touch sensitive button should be left unconnected if this wire option is used.***

Gray/black wire: Connect to one side of the supplied toggle switch and the other side of the toggle switch should be connected to a solid chassis ground. ***In the event of a dead key fob battery***, this switch can be turned on to de-activate security and allow full use of **id.TOUCH**. The toggle switch can also be used as a valet switch or simple security measure. The toggle switch must be turned off (disconnected from ground) in order for **id.TOUCH** to be disabled when the key fobs are out of range. **It is advisable to mount the switch in a hidden location away from plain sight.**

Currently Not used
Gray wire: (future option coming soon) * Currently not used
Purple/white wire: (future option coming soon) * Currently not used
Red/white wire: (future option coming soon) * Currently not used
Black/white wire: (future option coming soon) * Currently not used

The id.TOUCH will go into a deep sleep mode if it has not been started in 3-5 days in order to extend battery life. If your id.TOUCH is in this mode, press and hold the unlock button on your key fob for 5 seconds, this will wake up the id.TOUCH.

4-way DIP switch

DIP switch 1: This switch is for the automatic (passive) arming and disarming function. When the switch is down (off), the lock / unlock buttons will work manually through the key fob. If the switch is flipped up (on), the lock / unlock feature will be automatic, when the key-fob goes out of range the locks will automatically lock, when you come back in range the locks will automatically unlock. See Figure 2

DIP switch 2: Enable color change. When DIP switch 2 is flipped up / on, it enables the user to change the color of the mode that the **id.TOUCH** is currently in. For example, if the **id.TOUCH** is in Accessory mode, the color set for that mode is blue from the factory. If the user should wish to change that color and/or brightness follow these steps.

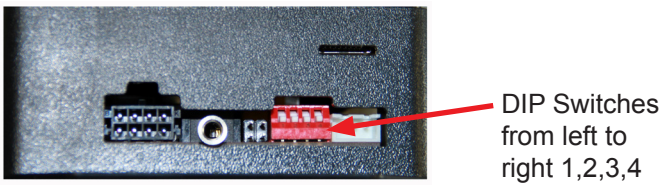
1. With DIP switch 2 off; bring **id.TOUCH** to desired mode by touching the touch input button. (Accessory for example)
2. Next turn DIP switch 2 on, then place a finger on the touch button and watch the color of light cycle. When the desired color is displayed remove finger.
3. To adjust brightness push in brake pedal, place finger on the touch button and remove finger when desired brightness is achieved.
4. Then turn the DIP switch to off. This will save the color and or brightness. Repeat steps above for any other mode color where a change is desired.

DIP switch 3: Key-fob learning mode. From the factory this switch is left off and the key-fobs that come with the unit are already coded to it. In the event that a key-fob needs to be learned by the **id.TOUCH**, (lost key-fob being replaced for example) it will be necessary to:

1. Flip this DIP switch to up / on.
2. Then press the lock button on one of two key-fobs (two maximum), Make sure the remote indicator light glows blue when button is pressed. Then press the lock button on the second key-fob. * If the key fob LED doesn't glow blue, the key fob battery is either dead or you are too close to the **id.TOUCH** control box.
3. Next turn the DIP switch to off, the key-fobs should now be learned.

DIP switch 4: This switch is used for factory purposes only and should always be left in the down / off position.

FIGURE 2



Key-Fob active antenna

There is a black whip antenna coming out of the **id.TOUCH** enclosure. This is the key fob active antenna. Keep it free from sharp edges. Try to mount **id.TOUCH** in a location that allows the antenna to be free, and away from being surrounded by metal for best range.

FURTHER INSTALLATION NOTES

Upon installing **id.TOUCH** into some vehicles, certain obstacles could be in place that will complicate installation. From the late 1980's to current day, vehicles have become increasingly more complicated. They implement everything from locking columns to security systems that require coded keys. The internet provides pretty thorough information on wires, their colors, their function and where they might be found. This information is usually available and free from third party manufacturer web sites, such as alarm and remote start manufactures. Here are some suggestions for overcoming these obstacles, and what those obstacles might be. **id.TOUCH** System is recommended for off road use only.

WARNING

Installation of any component or kit should only be performed by persons experienced in the installation and proper operating of vehicle systems. It is also the responsibility of the person installing any component or kit to determine the suitability of the components or kit for that particular application. Products are intended for off road use only. The manufacturer and distributor are not responsible for any misuse of these products. Check with your local authorities for highway laws in your area because highway laws and the enforcement of those laws vary widely.
Please check with your local DMV or vehicle department for regulations and information, manufacturer and distributor is not responsible for any legal issues regarding of any product you purchase here.

NEWER VEHICLES

More than 4 wires exist at the ignition switch: Often times all of the wires still have the same basic functions as an older ignition switch, and can be grouped together based on desired operation. The vehicle manufacturer may have done this for ease of assembly.

Locking steering column: Locking steering columns are managed in two ways: Mechanically, usually with a spring loaded pin that locks the wheel when the keyed ignition is in off position, and electronically with a motor. You could simply leave the key in the factory ignition, and turn it to the unlock position or disarm the locking mechanisms. You may even choose to cut the head of the key off so it is less conspicuous, leaving only the actual shaft part of the key.

Depending on your level of mechanical inclination, you can disarm the mechanical column lock by removing the pin / locking mechanism. Or you can install a column with no key tumbler in it.

If the car uses an electric motor to lock, it is possible to disarm it also. Check the two wires going to the motor that activate it. It will use a positive wire and a ground wire, it is possible to independently hook the wires to ground and a keyed power source, so the column unlocks after the accessory or ignition power has been turned on. You must observe and maintain the correct polarity that the vehicles security system uses to activate the motor. It must also be disconnected from whatever device may be controlling it.

If you are not comfortable doing this, check with a qualified body shop or alarm installation shop as they need to access these components regularly and may be able to help.

Chip in key: If you have a chip in the key, it may be visible where the exposed metal part of the key is, or it may be contained inside of the plastic portion of the key. Once again, you can leave the key in the factory ignition. You can also purchase a third party "Factory Security Bypass Module." These are available from manufactures of remote start and alarm systems, and can be found at qualified alarm installation shops or online. They should contain detailed instructions about installation in the particular vehicle covered and also the quickest route for disarming the factory alarm.

Need Further Assistance?

ididit has been serving the rodding community since 1986 and we take pride in our outstanding customer service. If you need further assistance, feel free to call us at (517) 424-0577 during our normal business hours. You can also email us at tech@ididit.com. Go to **www.ididit.com/contact-us** for hours of operation.