Basic Installation Instructions for:
Ididit’s Universal Tilt Columns

What’s inside this installation booklet:
• U-Joint & Shafting Installation
• Lever Installation
• Wiring your Column
• Synchronizing your Column
• Additional Notes
• Accessory & Add-On Checklist

Ididit is...
Your Steering Column Specialist

For #’s
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1030120030, 1030160030, 1030280030, 1030300030, 1030320030, 1030350030
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Instruction # 8000000020
We will first give you an overview of mounting the steering column in the most common street rod or hot rod applications. The steering column must be supported at the dash and where it protrudes through the firewall. It is important that the steering column is tight and secure. There is a shorty application which will use two drops under the dash, with the support bearing through the firewall (since the column ends under the dash). To attach your column to the steering gear box, a u-joint is attached to the column, a shaft is attached to the u-joint, and that shaft will lead down to a u-joint connected to the gear box (or rack).

It is highly recommended that you test fit your steering column before painting the column. Test fitting now will save you a headache later on. We are not responsible for paint.

**U-Joint Installation:**
For proper installation of u-joints and couplers on your column, follow manufacturers recommendations, but in general, two basic styles used on your ididit, inc. steering column:

**DD Output Shaft (our most common shaft):**
Double “D” output shafts are either 1” or 3/4” diameter. Most u-joint manufacturers use two setscrews to fasten the u-joint to a DD shaft. These two set screws are positioned 90 degrees from each other. To install a u-joint over the shaft simply slide the u-joint over shaft until it is fully engaged in the joint (Borgeson Universal recommends 7/8” – 1” engagement). Use a marker to make a mark through each hole in the joint. Remove the joint. Using a quarter inch drill bit, spot the shaft where the setscrews will seat. Re-install the joint and install setscrews and jam nuts. (Note: all joint mfg’s recommend using a thread-locking compound on setscrew and nut).

**Spline Output Shaft:**
Spline output shafts are either 1” 48 or 3/4” 36. To install your u-joint simply slide the u-joint over the spline, taking care to line one set screw up with the flat spot on the shaft. If the shaft has no flat spot, slide the joint on so the shaft is fully engaged in the joint (Borgeson Universal recommends 7/8” – 1” engagement). Use a marker to make a mark through hole in the joint. Remove the joint. Using a quarter inch drill bit, spot the shaft where the setscrew will seat. Re-install the joint and install setscrew and jam nut. (Note: all joint manufacturers recommend using a thread-locking compound on setscrew and nut).
How to install your Tilt, Turn Signal Levers and Hazard Knob

Turn Signal Lever:
The signal lever is the lever closest to the top of the column. With the steering wheel and adaptor removed, look down from the top of the column and you’ll see where a single screw holds the signal lever in place. Insert the new lever using the provided screw into round hole (not D shaped hole). When installing this lever in a new column, use the screw supplied to fasten the lever in the recessed area on the signal switch arm.

Tilt Lever:
Look directly below the turn signal lever, and you’ll see another opening in the column. Inside this opening is a threaded hole which the new lever screws into.

Emergency Flasher Knob:
Almost directly opposite the turn lever on the steering column is another opening. Inside this opening is a hole in the nylon switch. Simply screw the new knob in place (clockwise). When completing installation of flasher knob make sure that the knob is in the out (off), position so when finished wiring you don’t have any complications.

If Column Shift Application:
Place column shift knob onto the shift lever. Once your lever is on, use setscrew (provided) and adjust knob so set screw is not facing forward, tighten setscrew. Do not remove the upper shift lever for any reason! The tension spring will pop out and it is very difficult to re-install.
**Wiring your Column**

This ididit steering column uses a standard 3 7/8-inch male connect. However, some GM columns use a 4 ¼-inch male connector. Connectors do not interchange and must be used in pairs. A mate to the 3 7/8 inch plug is available through ididit. If you need to change this connector for any reason the following schematic will be helpful.

![Schematic diagram of a steering column](image)

### Horn Button Wiring:

A horn may require two wires to properly function with an ididit column. The center lug on the button should connect to a horn wire, which is provided by ididit with your steering column. This horn wire will slide into the horn cam (white plastic tube sticking up on the top of the column). If there is a second wire off to the side it is probably a ground wire (check with the horn button manufacturer to be sure). This is normally used when an o-ring is used to hold the button in place. The o-ring does not provide sufficient ground, therefore, an additional wire is provided to ground the horn button. If there is not a hole in adaptor to ground to, use one of the puller holes with a short bolt to attach the wire to the adaptor.

### Synchronizing your Column

In order to insure proper functioning, this steering column must be installed in sync with the rest of the steering system. Turn signal cancellation and wheel position, as well as smooth steering operation depends on it. Although not all of them may need adjustment, the complete table of steps required for full synchronization is as follows *(continued on next page)*:
1. The front wheels must be pointing straight forward with the steering toe set reasonably close.

2. Rotate the input shaft of the gearbox or rack from lock to lock and set the box exactly half way between. For example, if the shaft rotates three full turns from lock to lock. The center will be at 1½ turns from either locked position.

3. Install the steering arm and drag link, and adjust tie rod ends to get the drag link to fit without moving either the box/rack or the front wheels. Rotating each tie rod end the same number of turns will preserve adjustment.

4. With the column mounted in position and two joints are used on a shaft, the forks of the yokes closest to each other should be in line, or “in phase”. Premature wear or binding can result if the u-joints are not phased properly. Sometimes if the u-joints are at a severe angle, even if they are phased correctly, a hard spot in the steering may occur for no apparent reason. If this happens, index the u-joints two or three splines in one direction. The hard spot should disappear or be minimized.

5. Install the shaft or joint on the gear box/rack. Leave the upper part of the shaft unconnected for the time being.

6. Position the column housing so that the signal switch arm is level to the left hand side.

7. Install the column through firewall, into your joint.

8. To achieve proper synchronizing of your column the finished installation of your column should look like the column diagram below. If post on horn cam is not at 10:30, grasp post and turn it until it is at 10:30. Once completed, your column now is in sync.
IMPORTANT!!

Steering Wheels:
The top shaft of the column is the same as a GM passenger car from 1969-94 (Van columns & some truck columns are not the same as passenger cars). Original wheels from these years will bolt directly to the top of the column with no modifications. An aftermarket wheel will require an adaptor. Align the spline and horn cam on the top of the column with those in the adaptor and slide it onto the column. A nut has been provided with your steering column. The nut will secure the wheel to the top of the column. The nut on the wheel should be torqued to 40 ft lbs.

Column Shift Linkage Installation:
At the bottom of your column you will notice a lever. This is the shift lever where your linkage will attach from the column to the transmission. Note the 5/16 hole through the bushings, most kits use a 5/16 bolt to secure the rod to the column. Please follow the kit instructions for the linkage, but make sure that no part of their kit hits the metal portion of the lever, as it will create a rattle in the column.

STILL CAN’T GET IT?
ididit inc. has been serving the rodding community for over 20 years and one of the major factors has always been our excellent customer service. If you still can’t get it and you have tried everything on these pages feel free to call us at (517) 424-0577, Monday-Friday from 8:30a-5:30p and Sat. 10:00a-2:00p Eastern Standard Time. You can also email us at tech@ididitinc.com
Think you may have forgotten something? Here’s what you may have missed:

**Add Ons:** *(Add Ons should be installed on the column prior to shipment)*

- **Cruise Control:** Carbureted Engine or Fuel Injected Engine?

- **Dimmer or Wiper:** Dimmer/Wiper Kits will replace the original knobs and levers that come standard on an ididit column. This is a replacement lever with a push button at the end of the knob. The Dimmer/Wiper kit when pushed is either On or Off. Includes relay kit.

**Accessories:**

- **Steering Wheel:** We cannot recommend any brand of wheel because there are so many to choose from. If you are having a hard time figuring out if a wheel you had purchased will work with an adaptor or an ididit column, simply give us a call.

- **Steering Wheel Adaptor:** Unless using original 1969 & Up Steering Wheel you will need an adaptor. The adaptor may depend on the wheel. ididit recommends purchasing the Steering Wheel prior to purchasing the adaptor. 3, 5, 6 or 9-Bolt Adaptors are Available with finishes of Chrome, Black Powder Coated, Brushed or Polished Aluminum. The adaptors are available with or without Horn Buttons.

- **Under dash Mount** *(A.K.A. Column Drop):* A solid under dash mount is very necessary when installing your steering column. ididit offers several variations of under dash mounts for Floor Shift & Column Shift Columns. When measuring for your column drop, measure from the center of the column to the dash (see diagram).

- **Floor Mount:** Like the under dash mount this piece is very necessary when installing your steering column safely. ididit offers a Classic Floor Mount, Swivel Ball Floor Mount, Adjustable Floor Mount with or without a trim piece. Available for any ididit Steering Column.

- **Shift Indicator:** Shift indicators available are 3 or 4-speed transmissions. ididit also carries shift indicators for Ford AOD & AODE transmissions. The indicators are acrylic and can be ordered with or without the housing. The housing finishes include: Chrome, Black Powder Coated, Brushed or Polished Aluminum.

- **Accessory Knobs for Levers or Dash:** Deco or Retro knobs are available to replace the standard knobs that come standard on the column or if you plan on matching those knobs to your dash knobs. Deco knobs are only available in Polished Aluminum. Standard and Retro Knobs are available in Chrome, Black Powder Coated, Brushed or Polished Aluminum.

- **Cable Shift Linkage Kit:** Kits are available for Ford C-4, C-6 & AOD, GM Transmission (350, 400, 700R4, 200R4, 4L60 & 4L80), and Chrysler 727 & 904 Transmissions. Early power glide kits are not available, however later power glide kits are.
What’s inside this installation booklet:

1. System Overview
2. System Operation & Components
3. System Installation & Reference Diagrams

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Instruction # 8000020007
Congratulations on your purchase of ididit’s Key to Keyless - Intelligent Push Button Start system!!

Your Key to Keyless - Intelligent Push Button Start completely eliminates your vehicle’s ignition switch and lets you securely operate your vehicle with just the push of a button!

Simply carry one of the system’s digital RFID Key Fobs with you. As you come into proximity of your vehicle, Your Key to Keyless verifies your identity, pre-authorizes your ignition and with just the “Push of a Button” you’re engine roars to life!

**Pieces included in this kit:**
A.) Ignition Control Module (ICM)
B.) Start Button w/LED & Gasket
C.) Power Harnesses
D.) Programming Switch
E:) Key Fobs

**Information in this manual is divided into three sections:**
1. System Overview
2. System Operation & Components
3. System Installation & Reference Diagrams
System Overview

Your Key to Keyless *Intelligent Push Button Start* system consists of: Ignition Control Module (ICM), Start Button with LED & Gasket, two Power Harnesses & one Programming Switch and two system Key Fob Transmitters.

The systems **Key Fob** is a motion activated RFID device that automatically communicates with the **Ignition Control Module** as you move within proximity of your vehicle, *(Typically about 10 feet)*. Each Key Fob is completely unique with over 6 billion different codes. A single Key Fob can be programmed into multiple vehicles allowing its user to operate all his / her vehicles, motorcycles, boats or other toys by carrying just one Key Fob.

The **Ignition Control Module (ICM)** provides two functions, it communicates with the system Key Fob(s) and provides switching operations for your Ignition, Accessory and Starter circuits.

Basic installation consists of; mounting and connecting the Start Button, mounting the ICM *under your dash*. Reconnecting the ignition wires that are normally found on your vehicles Ignition switch and rerouting them through the ICM and testing your system.

There are a few different ways to install *Your Key to Keyless system*:

- **New Ignition Installations**
  A fresh installation where you are installing all ignition wiring from scratch.

- **Retrofit Installation for Customs, Hotrods and Vintage vehicles**
  An installation where you are replacing an existing traditional ignition key system.

- **Newer Vehicle Installations**
  An Installation where locking steering columns or security “chip” keys are a consideration.
New Ignition Installations:
On a fresh build where you are installing all your wiring from scratch, installation is as easy as wiring in a traditional Ignition switch. Generous harness lengths allow for great freedom of choice of module and Start button placement. Your Key to Keyless Intelligent Push Button Start even lets you choose how you would like to configure the systems operation. *See Installation Diagrams

Custom, Hotrod or Vintage vehicles:
The Key to Keyless Intelligent Push Button Start adds an elegant touch of technology to any vehicle. Our advanced and versatile design using only professionally quality components lets your Key to Keyless fit right into the most elite vehicles. Straight forward easy to understand directions make replacing a traditional Ignition key system an afternoon’s project.

Newer Vehicle: (with a locking steering column or security “chip” keys)
Rather then connecting every wire of a modern ignition switch, the Key to Keyless Intelligent Push Button Start can be installed as an “Ignition Switch Controller” on most newer vehicles. This simple two wire installation allows your Key to Keyless to control all ignition operations through the existing switch. It completely eliminates any need to use a key to start your vehicle, while leaving the existing locking steering column or manufacturer security key systems in place. *See “Newer Vehicle Discussion” (pg 10) and “EZ Installation” (pg 15).

System Operation:
When you approach your vehicle the system, upon reading your valid Key Fob it will pre-authorize your ignition system to start.

• A full depress of the Start Button and your starter will “crank”
• The Start Button LED will glow while your vehicle is running.
• Push the button again when you want to turn your engine OFF.
• A quick push of the button bypasses the starter and turns on Accessories 60 seconds after you turn your vehicle off and your Key Fob leaves range the system will automatically arm and completely immobilize your ignition system. The start buttons LED will begin flashing. This flashing is designed to look like a vehicle security system, but it does put a draw on the battery. This is designed to meet automotive standards for battery drain. This should not prevent starting issues for at least 3 months, HOWEVER if you wish to omit this feature, we have provided a loop wire next to the dimmer control. This feature will be disarmed if you cut the loop wire and the light will not flash.
The Start Button:
Generally mounted in the vehicle dash, center console or in ididit’s tilt ignition columns, the “Start Button” provides one touch operation of your vehicles ignition system. Designed to mimic a natural “starting feel”, the starter will continue to crank as long as the Start Button is depressed. If you fail to start your vehicle during the first crank you may need to push the start button twice to re-initiate the “Crank” mode.

The Ignition Control Module (ICM):
*** IMPORTANT Always mount the ICM inside of your vehicle, DO NOT mount in the engine compartment!

Your Key to Keyless ICM provides two functions. It contains the systems receiver and reader components that handle communication between your vehicle and the Key Fobs. Secondly, the ICM houses a group of 8 high current Micro Relays that provide all switching operations for the Ignition, Accessory and Starter circuits. By bringing all the system relays on board your Key to Keyless eliminates the “spaghetti look” of hand wiring multiple external relays. These state-of-the-art micro relays are tiny in size, but giants in performance, each one rated at 30A continuous current.

All wires are professionally terminated using Molex® high current connectors that plug and lock securely to the ICM. Independent switching of accessories allows the Key to Keyless to be configured in several different ways: One Accessory circuit can be turned OFF during starter “crank” to reduce battery load while another Accessory circuit stays ON.
The Key Fob:

Key Fobs represent the latest innovation in security technology. Each Key Fob is completely unique, with over 6 billion different code combinations. Fob’s can be switched to operate in either Automatic or Manual modes giving you complete control of how and when the system arms and disarms. Key Fobs have 3 adjustable range level settings and include a two stage low battery indicator.

RFID Technology:
Using “Radio Frequency Identification” technology, Key Fob’s represent one of the latest innovations in vehicle security & convenience technology. The Key Fob uses 128-bit encryption and are code hopping / code rolling for uncompromising security. Key Fobs can also be cross-programmed allowing one tag to operate multiple vehicles.

Key Fobs are powered by an easily replaceable extended life lithium battery that typically lasts one year. Up to 6 unique Key Fobs can be programmed into each system, additionally a single Key Fob can be programmed into multiple vehicles allowing its user to operate all his / her vehicles, motorcycles, boats or other toys by carrying just one Key Fob. Ruggedly made from high impact material, Key Fobs perform the first time every time.

The LED’s:
There are two different LED’s that will be referred to in this manual; the first is the “Start Button” LED and the second is the “Key Fob” LED. Each LED works independently.

The Start Button LED provides visual system status for arming and Ignition:

- **When system is Armed**: The LED will Flash 1 time every second.
- **When the vehicle is running**: The LED will stay ON.
- **When the vehicle is turned off**: The LED will go OFF then begin flashing upon Arm.
The Key Fob LED provides visual status of which “mode” the system is in:

“Manual” or “Automatic”

It also indicates the Key Fobs battery condition.

**Manual & Automatic Modes:**

Your Key to Keyless *Intelligent Push Button Start* has two modes of operation “Manual” and “Automatic”.

In **Automatic mode** the functions of Enabling or Disabling your Ignition occur without any action on your part, other than having the Key Fob present.

In **Manual mode** the Key Fobs button must be pushed to transmit the code to disarm the system.

Manual operation may be desirable at various times, initially during installation and set up, *because it allows you to specifically test operation without Key Fob range being a factor*. Secondly, you may want to put the system into Manual mode at times when are near your vehicle but do not want the system to disarm, such as at a car show. Changing between modes is accomplished through a simple sequence of pushes of the Key Fob button.

**Note:** Key Fobs are shipped in Manual mode. You will want to keep your Key Fobs in manual mode until you have completed your system installation. Once you have completed initial system testing, you will switch your Key Fobs into “Automatic” mode for final testing and be able to use your system in a “Hands Free” manner.

*If you purchased a “Spare” Key Fob and plan to store it as a back up, storing it in Manual mode will preserve battery life.*

**“Check” or “Change” modes.**

To **“Check”** which mode you are in *Manual* or *Automatic*:

1. Firmly push and hold the label on the Key Fob until the LED goes OUT. (Approximately 6 seconds)
2. Quickly, depress the Key Fob label 3 times,
3. **Count the flashes;** The Key Fob will “Flash Back” at you either 3 or 5 flashes.

   **3 Flashes = Automatic Mode**  **5 Flashes = Manual Mode**
To “Change” from Manual mode to Automatic mode:
Repeat the same sequence as you did to check the mode, BUT after the Key Fob finishes its “3 or 5 Flash Back” **QUICKLY** give the Key Fob 3 more pushes and look for the LED to “Flicker”. The flicker will confirm the mode has changed. Modes toggle from Manual to Auto then back again. If you are ever unsure if you completed a mode change you can always do a “mode check”.

Key Fob Batteries:
Key Fobs are powered by long life CR2450 Lithium disk battery that provides a typical life of 1 year+. Battery replacement is simple and replacement batteries are available at most drug stores. To keep you informed as to battery status, Key Fobs have a two stage low battery warning system that works as follows: When battery reserve drops below 30% life the Key Fob LED will rapidly flash when the tag is picked up. *(This is a good time to replace your battery)* If ignored, at 10% remaining life the unit automatically changes to Manual mode, requiring you to push the Key Fob button to start the vehicle.

The Programming Switch:
The systems “Programming switch” plugs into the connector on the side of the ICM.

In the unfortunate event that you were to lose your Key Fob and were without a spare, you would be able to start your vehicle by entering your PIN# into the system using your Programming Switch. This PIN # can be found on your system “Owners Card”.

![Owners Card Image]

You may choose to install the Programming Switch as part of your system installation or store the Programming switch in a secure location, such as your trunk or glove box until such time it may be needed.

***IMPORTANT: Be sure the programming switch is always left in the OFF position when plugged in, except when bypassing the system. Leaving this switch in the ON position could result in grinding of your starter.
Owners Card for Emergency Bypass:

Included in your Key to Keyless - *Intelligent Push Button Start* system is an “Owners Card” with your systems 7 digit PIN#. This card should be kept with the programming switch, we recommend the glove box or trunk. The PIN # on the card is entered into the system via the Programming Switch to bypass the system in the event of a lost Key Fob.

**Emergency Bypass Instructions:**
You can start your vehicle by entering your 7 digit PIN# into the system using the systems Programming Switch.

- Plug in the Programming Switch and flip it to the **ON** position.

- Next, enter your PIN # by flipping the Programming switch **OFF** then **back ON** to represent each number. *Always ending in the ON position.*

**Example: “3” = Flip the Program Switch OFF then ON 3 times.**

*Wait 7 seconds after entering each number before entering the next.*

- Enter each number until complete.
  
  *(You may hear a click on the last number).*

- After the last number is entered, **flip the Programming Switch OFF**.

- Within 20 seconds push the Start Button and start your vehicle.

*If you don’t complete the process in time, turn the Programming switch to OFF wait 1 minute and begin again.*
Adjusting LED Brightness

To customize the look of your **Key to Keyless - Intelligent Push Button Start System**, the brightness of the systems Start Button LED can be adjusted through an adjustment screw on the side of systems ICM. Use a small Phillips head screwdriver and turn the screw Clockwise to brighten the LED and Counterclockwise to Dim. It may be necessary to brighten the push button for topless or convertible vehicles.

![Brightness Adjustment for Start Button LED](image)

*Use a small phillips screwdriver to adjust. Brighter turn CW/Dimmer turn CCW*

Your Key to Keyless Key Fob’s are bench tuned to approximately 10’ feet of operating range. Actual system range may very depending on several factors including the amount of metal near your ICM or localized interference. For this reason we have provided a way that you can fine tune the operating range if necessary.
New Vehicle Installation:
When installing on a newer vehicle there some factors to consider before starting your Installation.

► Do you have a “Locking” steering column?
► Do you have a “Chip in the key”
► Where to access the ignition switch wires?

► Do you have a “Locking” steering column? For almost 30 years now vehicles have had one or another type of “Locking Steering Column” system. These range in design from mechanical to electronic, simple to complex and can be easy as pie to harder then # @ *! to remove. An initial consideration as to your installation is what you plan to do with it if you have a locking steering column.

► There are a couple of approaches. First, if you are mechanical and feel up to the work, these column locks can be removed. One of the best sources for information for any vehicle is a qualified body shop. They remove and replace column locks frequently as a matter of repairing attempted auto thefts.

► If you are less inclined, don’t worry there are other options. One popular option is the EZ Installation. This method sacrifices an existing key to have its “head cut off” By doing so, the cut key can be left in the ignition switch. With the switch turned to the ON position, the steering column remains unlocked. Many switches can be easily hidden with a cap or cover. *** See EZ Installation on pg 15

► Does your vehicle have a security chip in the key? Many newer vehicles also have some type of “chip in the key” as part of a factory security system. If your vehicle has one of these systems this will need to be addressed for the Key to Keyless ignition system to work correctly.

There are a couple of ways this type of installation can be approached. 1.) By removing the keys “Chip” and attaching it behind the ignition switch so the factory system still reads it. 2.) By purchasing a “Factory Security Bypass Module”. These are available from through most vehicle alarm distributors or shops. They are commonly used when installing a remote start system. They wire into the factory system and automatically give the factory system the code it needs to deactivate.
Determining what type of chip you have in your key?
There are two basic types:
1.) Chip in the head of the key
   (Toyota, Ford and Chrysler to name a few)
2.) Chip in the keys shaft
   (This looks like a black dot in the key shaft and was popular in older GM vehicles).

If you are leaving a “Cut key” in the lock, and you have the chip in the keys shaft, there’s nothing more to do; since the chip remains in the lock. On the other hand if you have the chip in the head of your key and must cut off the head of the key, you may want to reuse the cut off key head which houses the “chip”. It can often simply be attached to the ignition lock from behind where the factory security system can read it and bypass the factory system. If you damage the chip during cutting the key or prefer a wire in the system, you can purchase a third party “Factory Security Bypass Module” as mentioned on the previous page.

Once you choose the type of installation that fits your vehicle, use the information and wiring diagrams that are on the next few pages to complete your connections.
Type 1:
3 Wire simple dash mount.
In the Type 1 configuration both the IGNITION and a single ACCESSORY circuit activate the moment the Start button is depressed and remain powered during the entire time the starter is “Cranking”. This configuration works fine on most basic three wire Ignition systems.

Type 2:
GM, Ford, Chrysler, etc. existing ignition column
In the Type 2 configuration the IGNITION circuit activates the moment the Start button is depressed, but the ACCESSORY circuit switches “OFF” during the time the starter is “Cranking”, reducing battery load and providing more amps for starting. Accessories power ON when the Start button is released.
**Type 3:** Computerized or very modern motor & engine management system.

In the Type 3 configuration the IGNITION circuit activates the moment the Start button is depressed, but there are now two ACCESSORY circuit switches. One remains powered during “Cranking” and the other switches “OFF” during “Cranking”. Accessories power ON both circuits when the Start button is released. This can be useful when wiring a more complex Ignition where you may have computers or electric fuel pump that need to remain powered ON while the A/C circuits switch “OFF” during cranking.

*Note: When “ACC BRIDGE” (YELLOW) is connected to ACC 1 (PINK / BLACK) “ACC 2” (BROWN) circuit becomes a 2nd Accessory circuit that switches OFF during starter cranking.
**EZ Installation (For newer vehicles with locking steering columns)**

This installation is popular for newer cars with locking steering columns and hard to access ignition switches. It assumes you will be leaving a “Cut” key in the ignition switch and keeping it in the ON position. This will keep the steering column free and allows control of the ignition switch by cutting only the Ignition Feed wire and Start wire. This simple installation cuts just two wires and uses the existing Ignition switch to distribute power to all the vehicle systems except the start wire. Your Key to Keyless simply “controls” the power going to the switch and the starter.

- With Ignition Switch “OFF” test and locate the wire that supplies +12V to the Ignition Switch.
- Next, Turn the key to the “Start / Crank” position and test and locate the wire that gets hot during crank and supplies power to your starter solenoid.
- Remove your vehicles “Main” power fuse or disconnect power from the battery.
- Cut the +12V and Start /Crank wires and make connections as shown.
- Securely attach the systems Ground wire to a FACTORY CHASSIS GROUND
- Mount and connect the systems “Start Button”

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**“Chip” in the key:**
* This method of installation also can provide a EZ solution to vehicles with a “Chip” in the key. After cutting the head off the key shaft, the head can usually be attached below or behind the Ignition switch where the factory anti-theft system will read it just as though it were in normal use.
IMPORTANT: It is critical that your Start / Crank wire is ran through a Neutral Safety Switch or Clutch Interlock Switch to protect the vehicle from accidently moving during cranking of the starter. Use your vehicles existing switch or use the circuit below to add an safety switch to your vehicle.

Start / Crank Wire from *Your Key to Keyless ICM*

External Automotive Relay

[Diagram of automotive relay and wiring]

Purple "CRANK" WIRE
TESTING THE SYSTEM:

Once you have completed your installation use the following instructions to test the system.

Initial testing is done with Key Fobs in **Manual mode**. In manual mode your proximity to the vehicle will not matter.

**First test the Start button and Ignition system:**

- Exit the vehicle and wait 60 seconds for the system to Arm.
- The LED in the Start button should begin flashing,
- Depress the button on your Key Fob, this should disarm the system.
- Get in the vehicle and start your engine.

**Assuming all went well, next test the automatic operation of the Key Fobs:**

* If you have more then one Key Fob, test them one at a time. Complete a test of each Tag then proceed to the next.

- See: **Manual & Automatic Modes** earlier in this manual and find the instructions to put Key Fobs into Automatic mode (pg 6).
- Switch your first Key Fob into automatic mode.
- Walk 50+ feet away from your vehicle and set the tag down.
- Walk back to your vehicle wait 60 seconds and confirm the Start Button LED is flashing.
- Enter and attempt to start the vehicle. **It should not start.**
- Go back pick up your Key Fob and walk to the vehicle.
- Now get in and Start your engine!
Warranty Statement

The Key to Keyless Intelligent Push Button Start System from ididit/Digital Guard Dawg, Inc is guaranteed to be free from defects in material and/or workmanship and to perform as advertised for a period of 1 year from date of purchase when properly installed, used and maintained in accordance with the installation instructions. Failure to adhere to and/or comply with the installation instructions will void all associated warranty obligations. Should any part(s) prove defective within 1 year from date of purchase, it(they) will be replaced F.O.B. our factory without charge provided the defective part(s) is returned to our factory.

ididit/Digital Guard Dawg, Inc is not responsible for labor charges, loss or consequential damage of any kind or character caused by defected parts or charges incurred in the replacement or repair of defective parts by the Purchaser. Careless handling, including that by freight companies, and improper installation or use may void all warranties.

Question or comments regarding this product or it’s warranty can be sent to:

Digital Guard Dawg, Inc.  
705 E. Bidwell St  
Suite 2325  
Folsom, CA 95630  
877-246-5396  
WWW.2GOKEYLESS.COM

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