

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

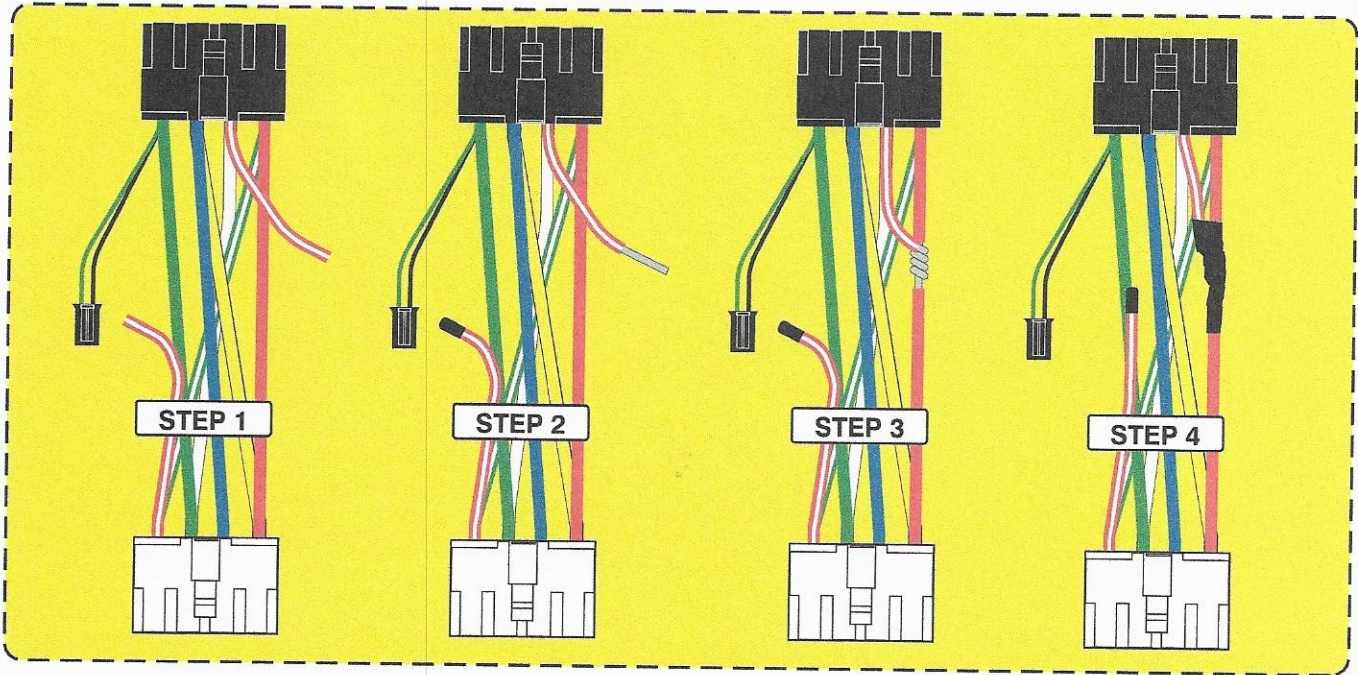
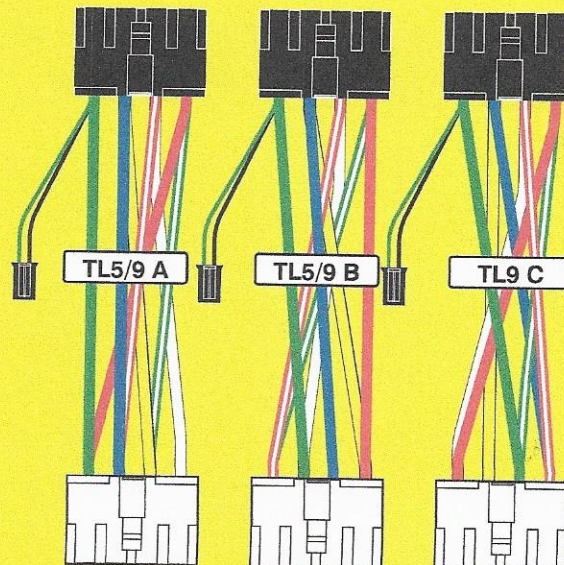


Figure 2: Supplied CN1 Harness Adapters

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



Make	Model	Year	Install	CAN	Lights	TPMS	Trunk	I/O Changes
DL-TL9					Park / Auto			Green White/Blue
Toyota	Sienna 80 bit H Key	2015-17	Type 3/A	OBD-II	A / A	LFBX/10	SW/6	

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

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

Type 3/A Install: Installation requires use of the **TL 5/9 A CN1 adapter**, **do not attempt to use any other adapter, doing so will result in damage and malfunction.**

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 as illustrated.

TPMS: The Sienna requires an interrupt of the SIL data wire at the TPMS module (left of the fuse box) which opens a necessary communication line. Cut the wire at the TPMS module 12-pin connector, pin #10, **blue**, and connect as illustrated.

Trunk: Trunk/Hatch release requires additional wiring, connect CM (-) trunk output, or program any available POC for trunk release, and connect to either the pin #6 of the hatch release switch, or the BECU 28-pin connector, pin #8, **red** wire.

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

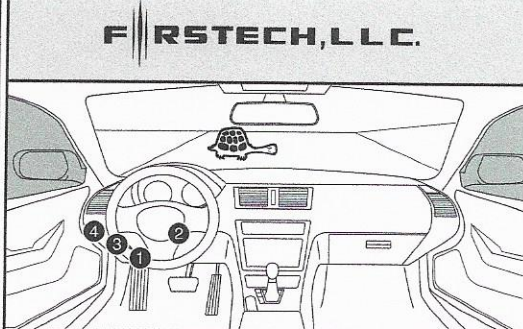
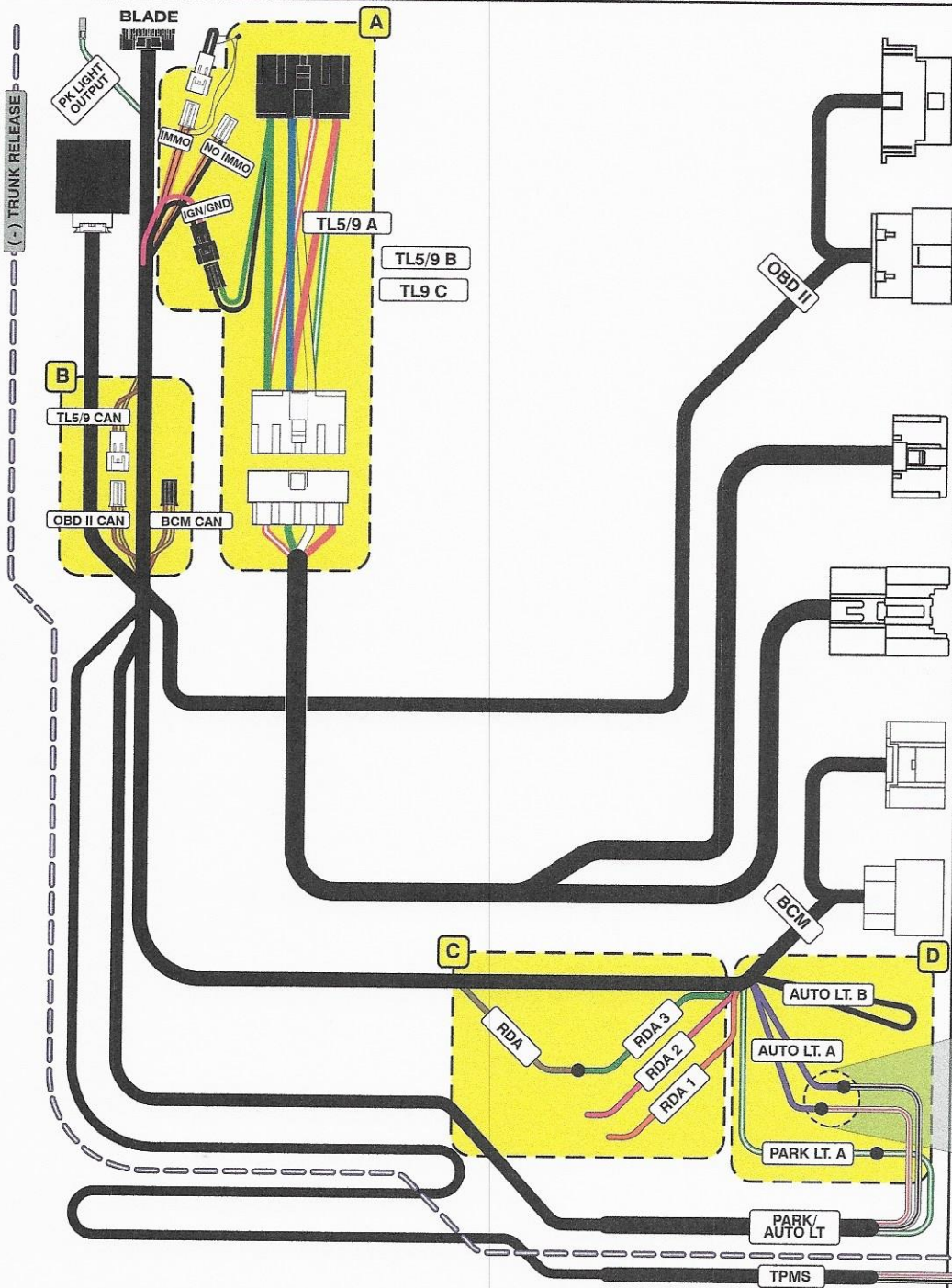
CM900AS/900S Jumper

**START
ACC
IGN1**



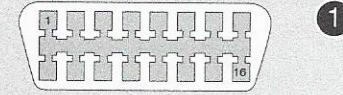
FTI-TLK1 Type 3A1 - Installation Notes & Wiring Diagram

- A** Use Type A CN1 adapter, any other adapter will result in malfunction and damage. Jumper connected to IMMO for equipped vehicles, if not equipped, connect to NO IMMO before programming. IGN/GND connection required.
- B** Type 3A1 installs require CAN jumper to be connected to the OBD-II source connector. Secure unused BCM connector for safety.
- C** Door lock control for this install requires connecting provided RDA wire to RDA 3 connection, secure unused RDA 1 & RDA 2 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** 2015-17 Sienna requires an interrupt of the SIL data wire at the TPMS module located to the left of the fuse box, failure to perform interrupt will result in failed start attempts. Connect as illustrated.



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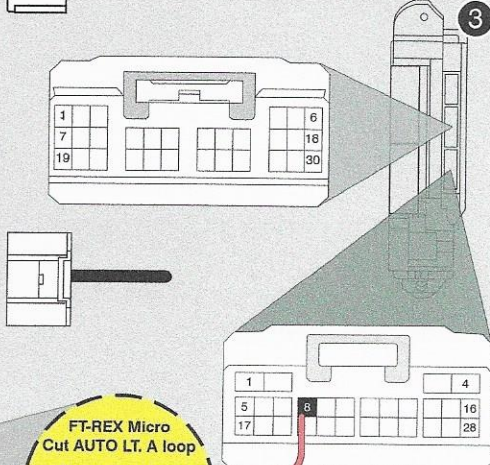
OBD-II Connector



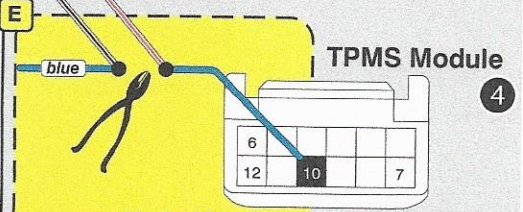
Ignition Switch



Main Body ECU



TPMS Module



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

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

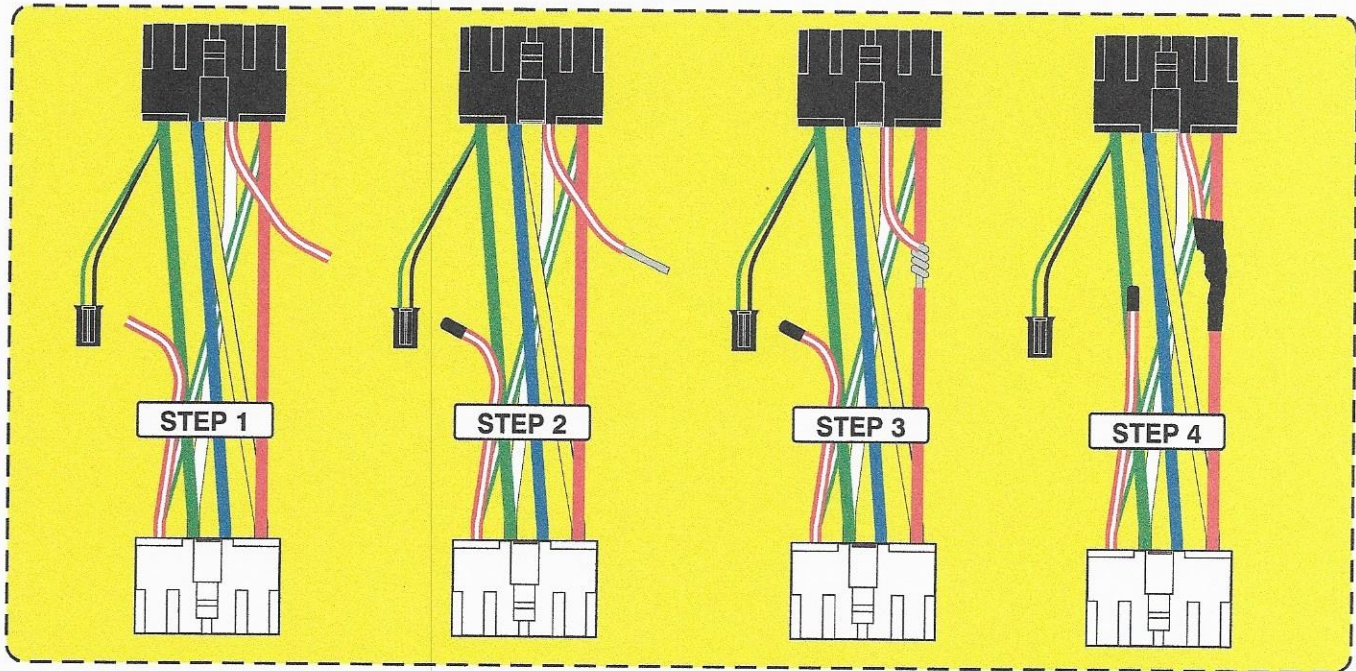
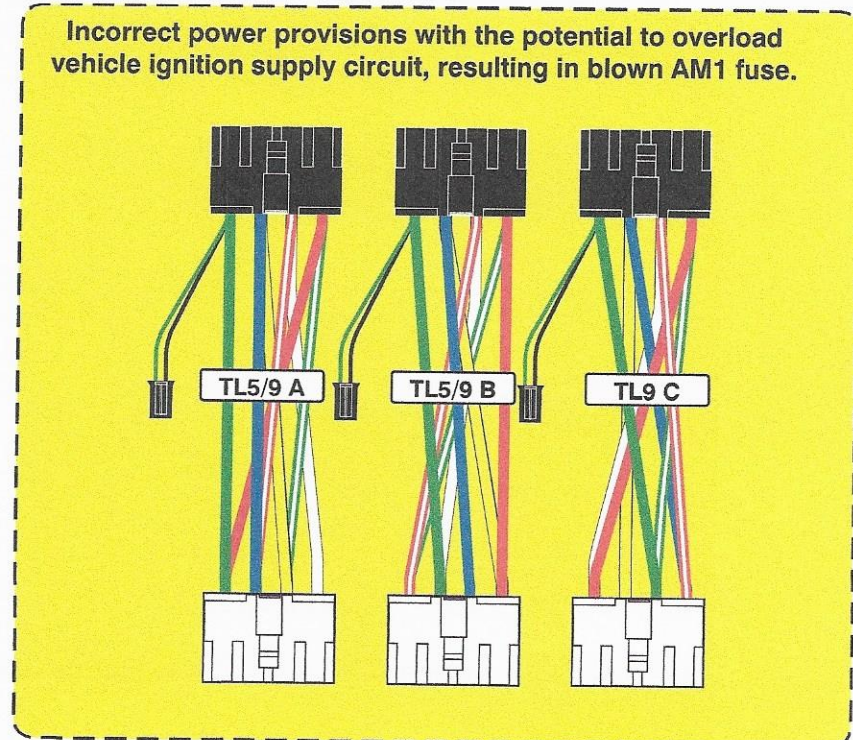


Figure 2: Supplied CN1 Harness Adapters



Make	Model	Year	Install	CAN	Lights	SIL	Trunk	I/O Changes
DL-TL9					Park / Auto			Green White/Blue
Toyota	Sienna 80 bit H Key	2018-19	Type 3/A	BCM	A / A	FBX/10	SW/6	

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

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

Type 3/A Install: Installation requires use of the **TL 5/9 A CN1 adapter**, *do not attempt to use any other adapter, doing so will result in damage and malfunction.*

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 as illustrated.

TPMS: The Sienna requires an interrupt of the SIL data wire at the TPMS module (left of the fuse box) which opens a necessary communication line. Cut the wire at the TPMS module 12-pin connector, pin #10, **blue**, and connect as illustrated.

Trunk: Trunk/Hatch release requires additional wiring, connect CM (-) trunk output, or program any available POC for trunk release, and connect to either pin #6 at the hatch release switch, or the BECU 28-pin connector, pin #8, **red** wire.

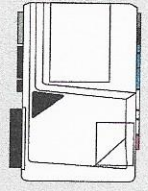
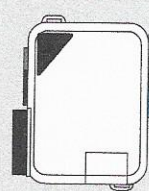
If issues arise disarming the OEM alarm during remote start, set option 1-01 to 2.

Okay, now get to work...

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

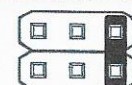
Jumper Setting			
Parking Light	<input type="checkbox"/>	<input type="checkbox"/>	(+)Door Trigger In
Accessory	<input type="checkbox"/>	<input type="checkbox"/>	(-)Door Trigger In (Default)
Ignition (Default)	<input type="checkbox"/>	<input type="checkbox"/>	
Trunk	<input type="checkbox"/>	<input type="checkbox"/>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

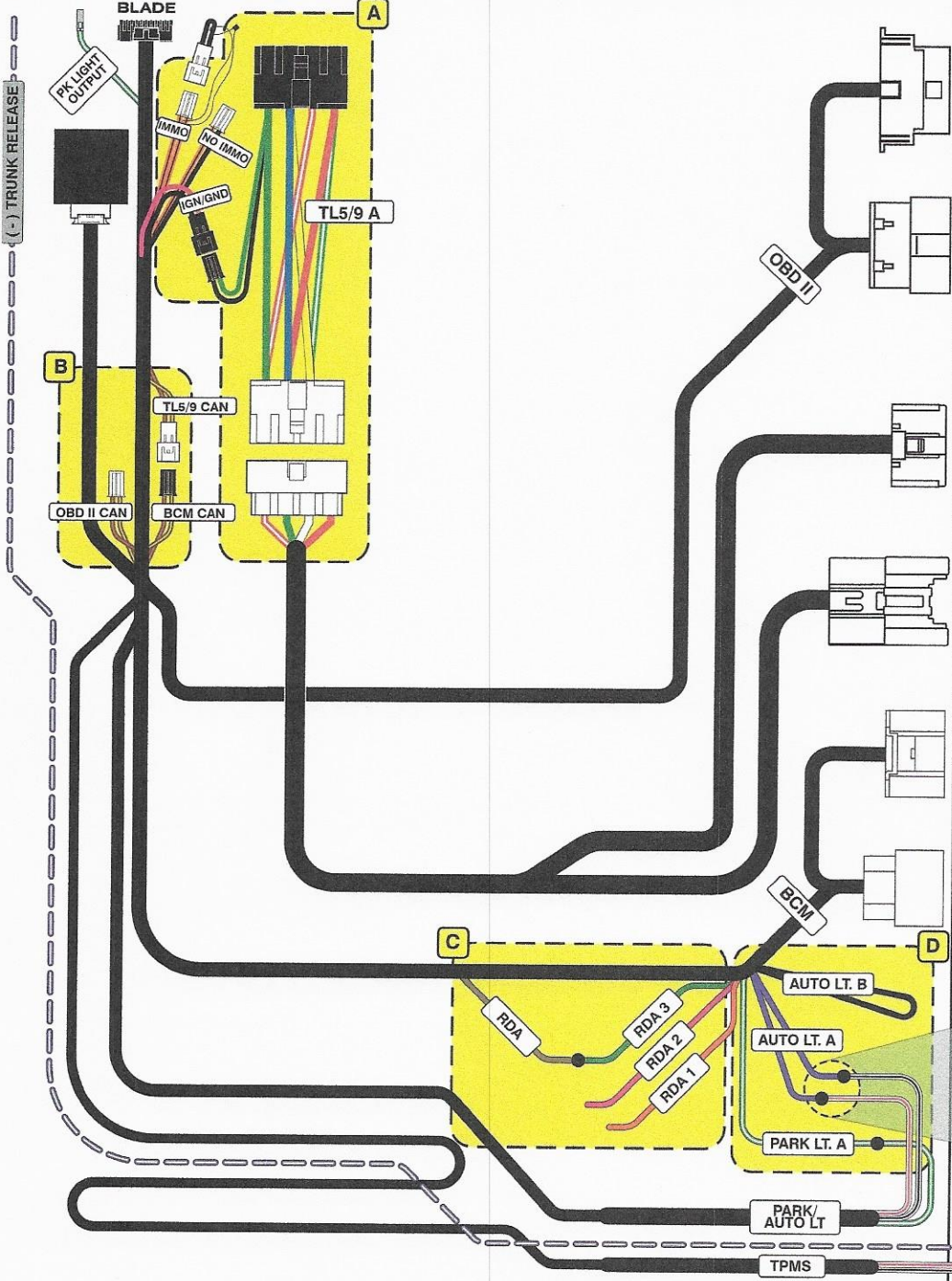


START
ACC
IGN1

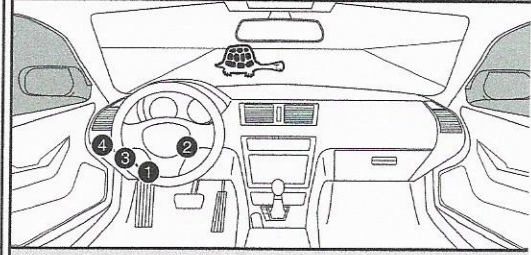


FTI-TLK1 Type 3A2 - Installation Notes & Wiring Diagram

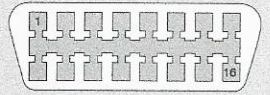
- A** Use TL 5/9 A CN1 adapter, any other adapter will result in malfunction and damage. Jumper connected to IMMO for equipped vehicles, if not equipped, connect to NO IMMO before programming. IGN/GND connection required.
- B** Type 3A2 installs require CAN jumper to be connected to the BCM source connector. Secure unused OBD-II connector for safety.
- C** Door lock control for this install requires connecting provided RDA wire to RDA 3 connection, secure unused RDA 1 & RDA 2 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** 2018-19 Sienna requires an interrupt of the SIL data wire at the TPMS module located to the left of the fuse box, failure to perform interrupt will result in failed start attempts. Connect as illustrated.



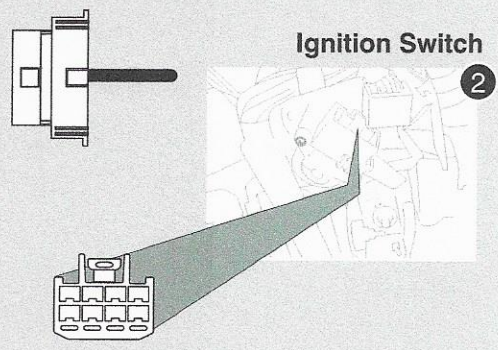
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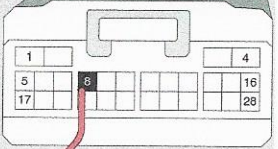
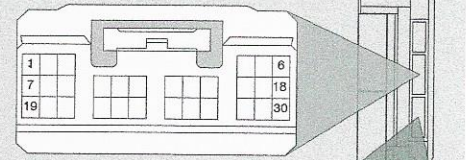
OBD-II Connector



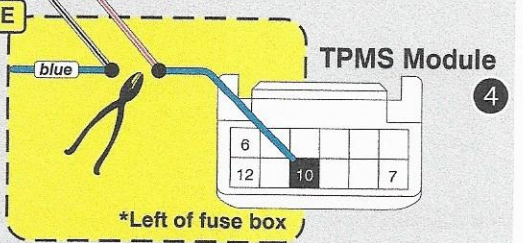
Ignition Switch



Main Body ECU



TPMS Module



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

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

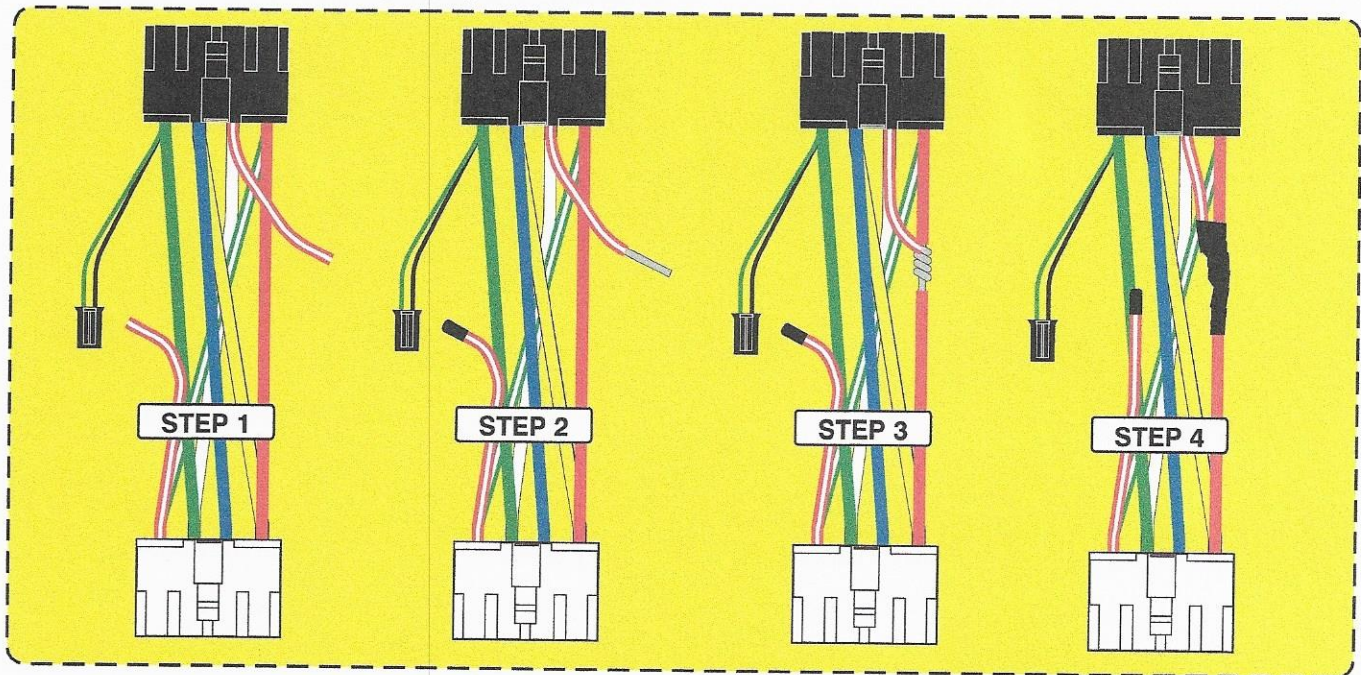
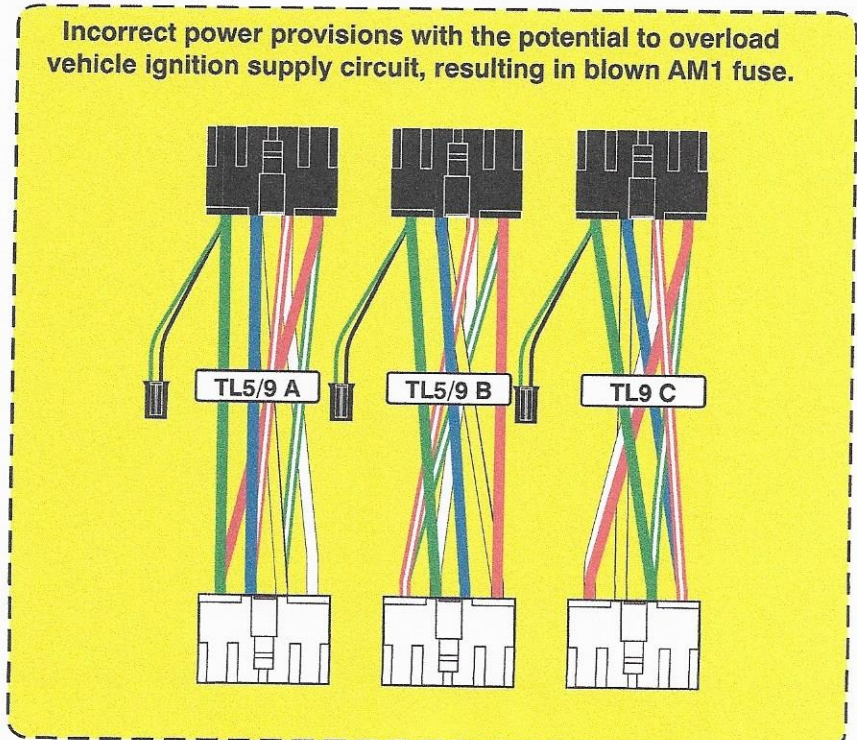


Figure 2: Supplied CN1 Harness Adapters



Make	Model	Year	Install	CAN	Lights	TPMS	Trunk	I/O Changes
DL-TL9					Park / Auto			Green White/Blue
Toyota	Camry 80 bit H Key	2015-17	Type 3/B	OBD-II	A / A	PKP/3		START 2
Toyota	Prius C 80 bit H Key	2015-16	Type 3/B	OBD-II	A / A	BCM/32		
Toyota	Yaris 80 bit H Key	2015-16	Type 3/B	OBD-II	A	BCM/32		

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

CAN: Covered vehicles require the CAN source connection to the OBD source connector, the BCM source is not used.

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 listed TPMS ignition circuits, located in the passenger kick panel in the Camry, and at the BECU for the Prius C and Yaris. Connect as illustrated.

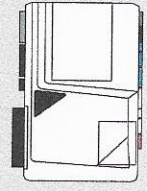
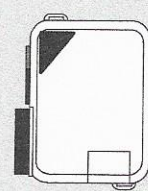
I/O Changes: 2015-17 Camry requires changing the controller output from **Parking Light** to **START**, CM7x00 controllers move jumper 3 to **STARTER** position, CM900 controllers set feature option 1-6 to 2. If issues arise disarming the OEM alarm during remote start, set option 1-01 to 2.

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

CM900S/900AS

CM900AS/900S Jumper

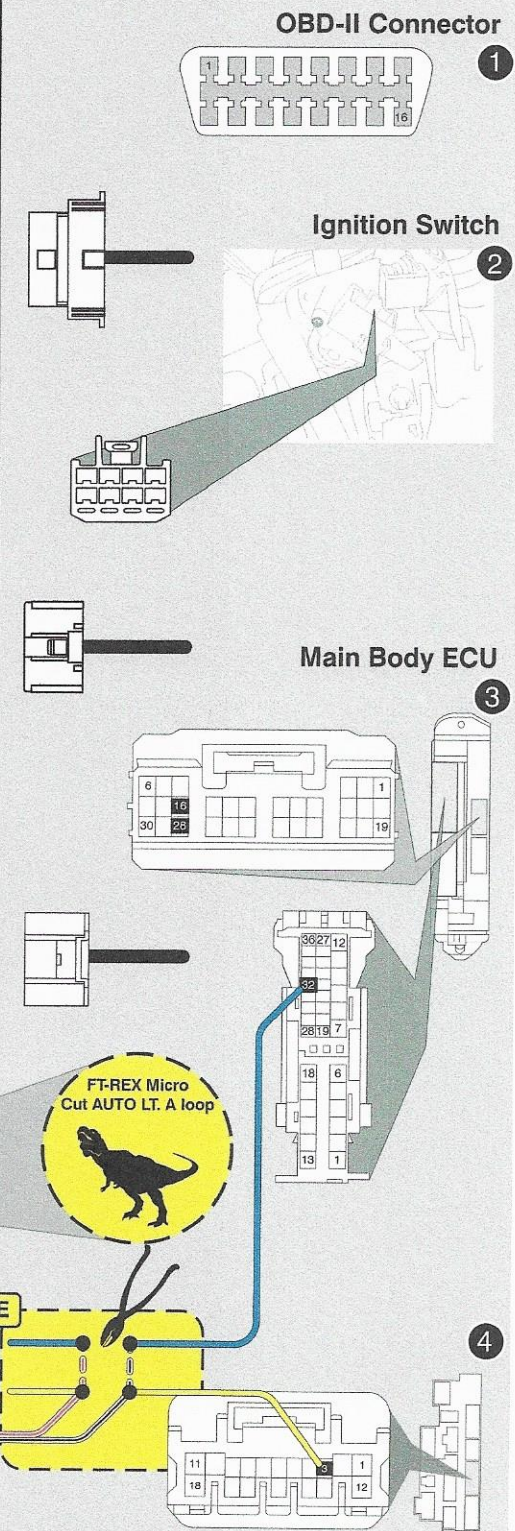
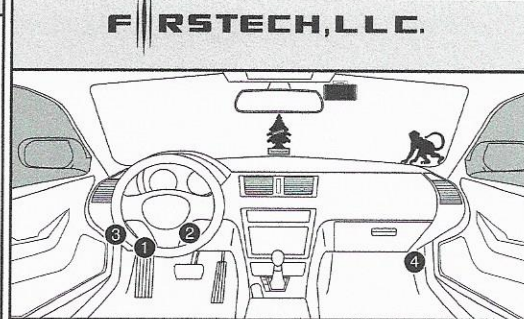
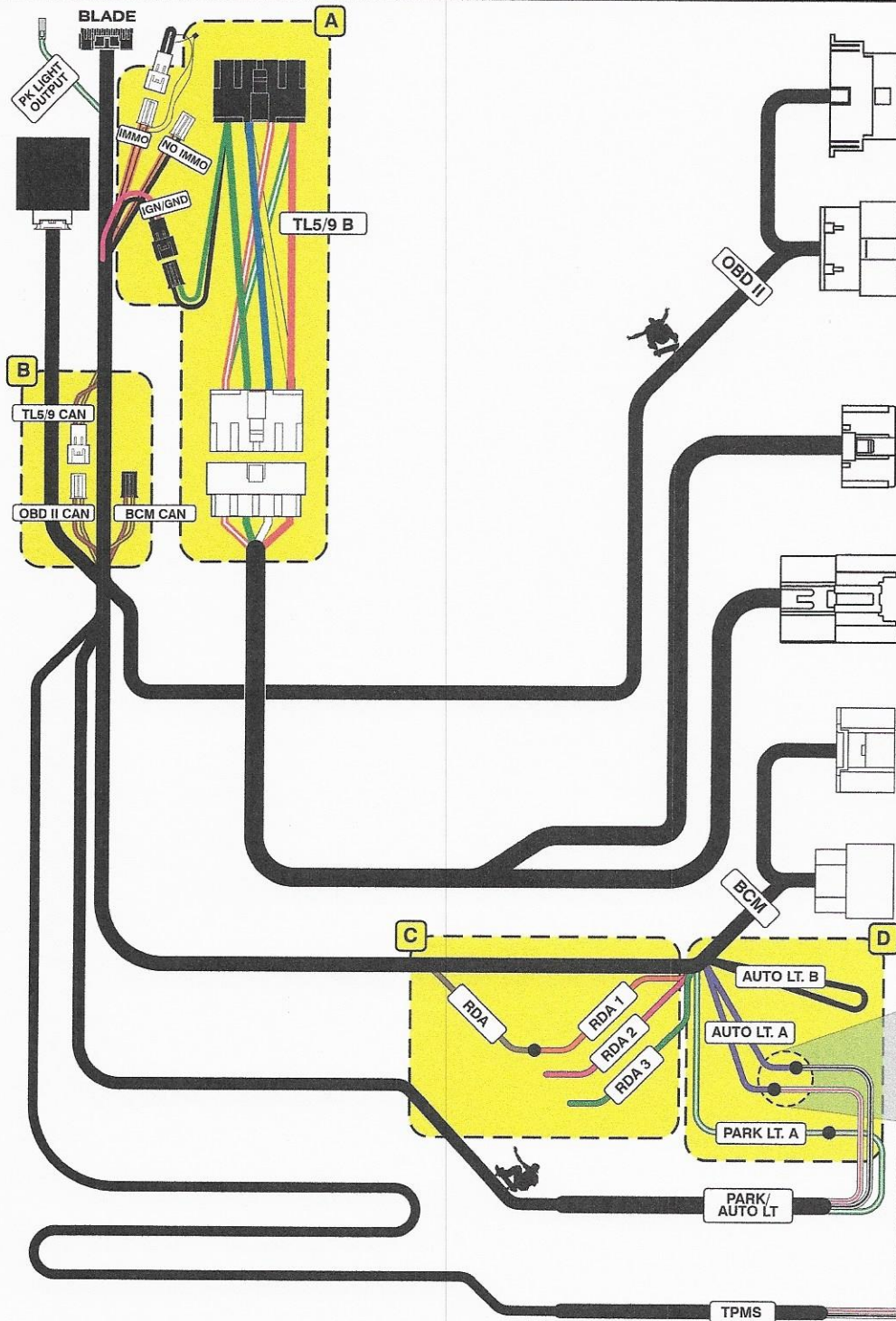


**START
ACC
IGN1**



FTI-TLK1 Type 3B1 Installation Notes & Wiring Diagram

- A** Use TL 5/9 B CN1 adapter, any other adapter will result in malfunction and damage. Jumper connected to IMMO for equipped vehicles, if not equipped, connect to NO IMMO before programming. IGN/GND connection required.
- B** Type 3B1 installs require CAN jumper to be connected to the OBD source connector. Secure unused BCM connector for safety.
- C** Door lock control for this install requires connecting provided RDA 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** 3X lock start requires an interrupt of the TPMS ignition circuit, Camry wire is **yellow** in the **white** 18-pin connector (passenger kick panel), Prius and Yaris wire is **blue**, in the **white** 36-pin connector (BECU).



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

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

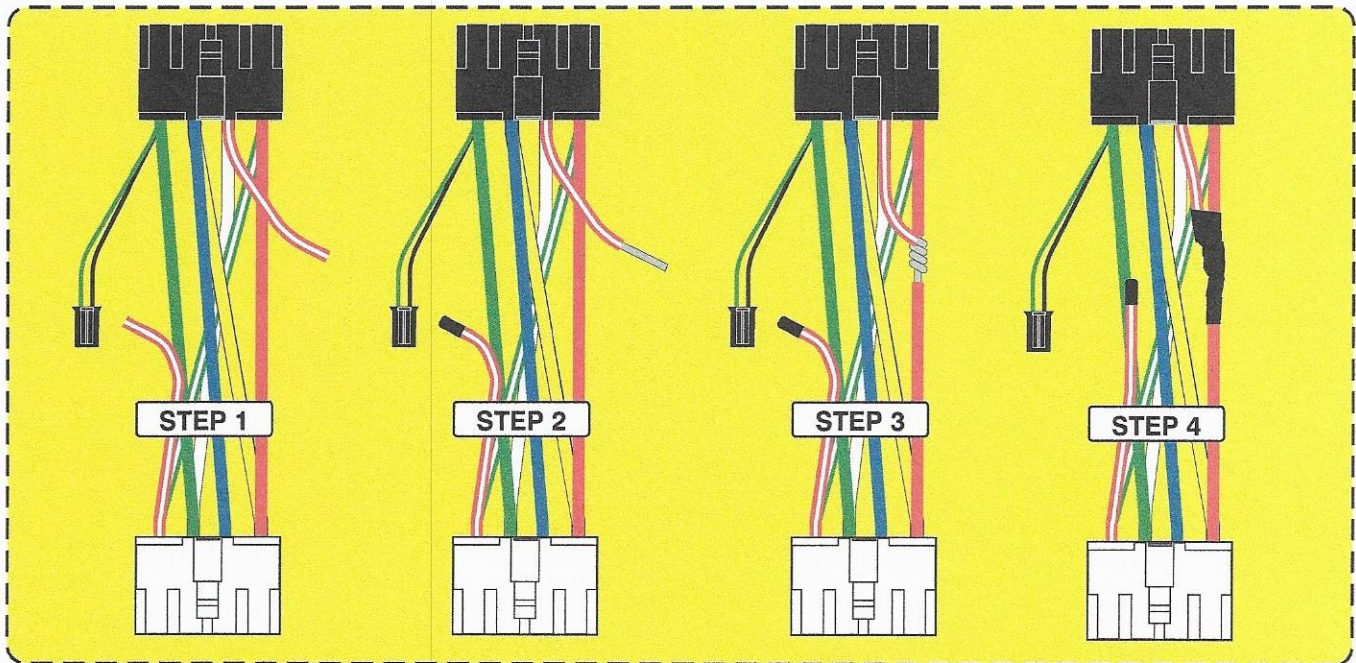
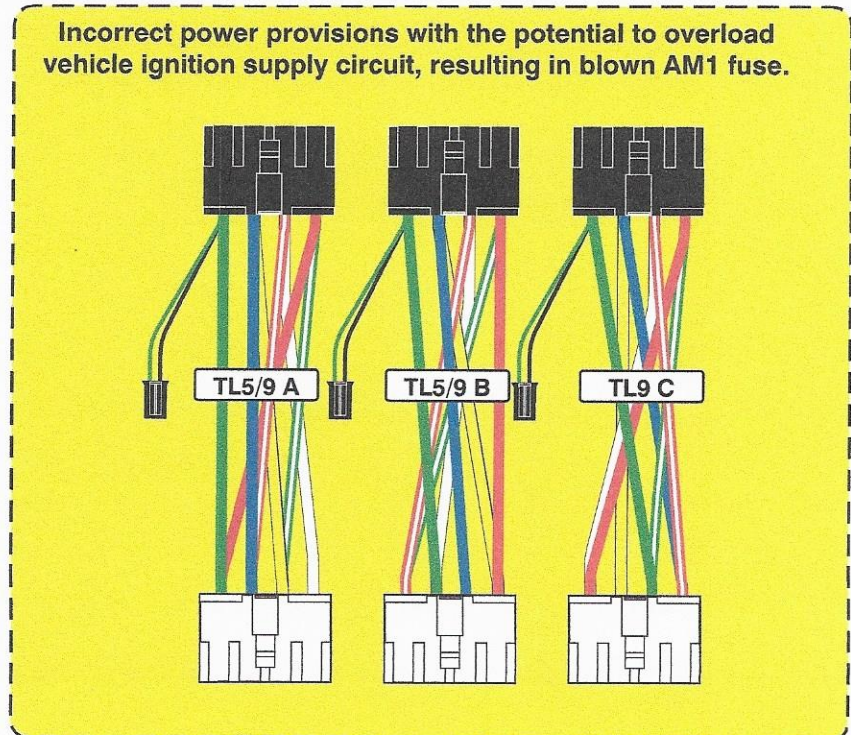


Figure 2: Supplied CN1 Harness Adapters



Make	Model	Year	Install	CAN	Lights	TPMS	Trunk	I/O Changes
DL-TL9					Park / Auto			Green White/Blue
Toyota	Prius C 80 bit H Key	2017-18	Type 3/B	BCM	A / A	BCM/32		START 2
Toyota	Yaris 80 bit H Key	2017-19	Type 3/B	BCM	A	BCM/32		

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

CAN: Covered vehicles require the CAN source connection to the BCM source connector, the OBD source is not used.

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 listed TPMS ignition circuits, located at the BECU 36-pin connector. Connect as illustrated.

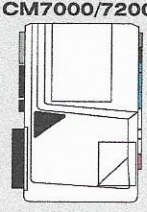
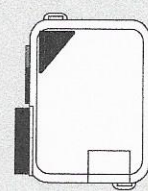
I/O Changes: The 2017-18 Prius C requires changing the controller output from **Parking Light** to **START**, CM7x00 controllers move jumper 3 to **STARTER** position, CM900 controllers set feature option 1-6 to 2. If issues arise disarming the OEM alarm during remote start, set option 1-01 to 2.

Okay, now get to work...

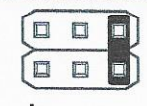
•FT-DAS Required for manual transmission.
•BOTH Red & Red/White MUST be connected with high current application.

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

CM900AS/900S Jumper



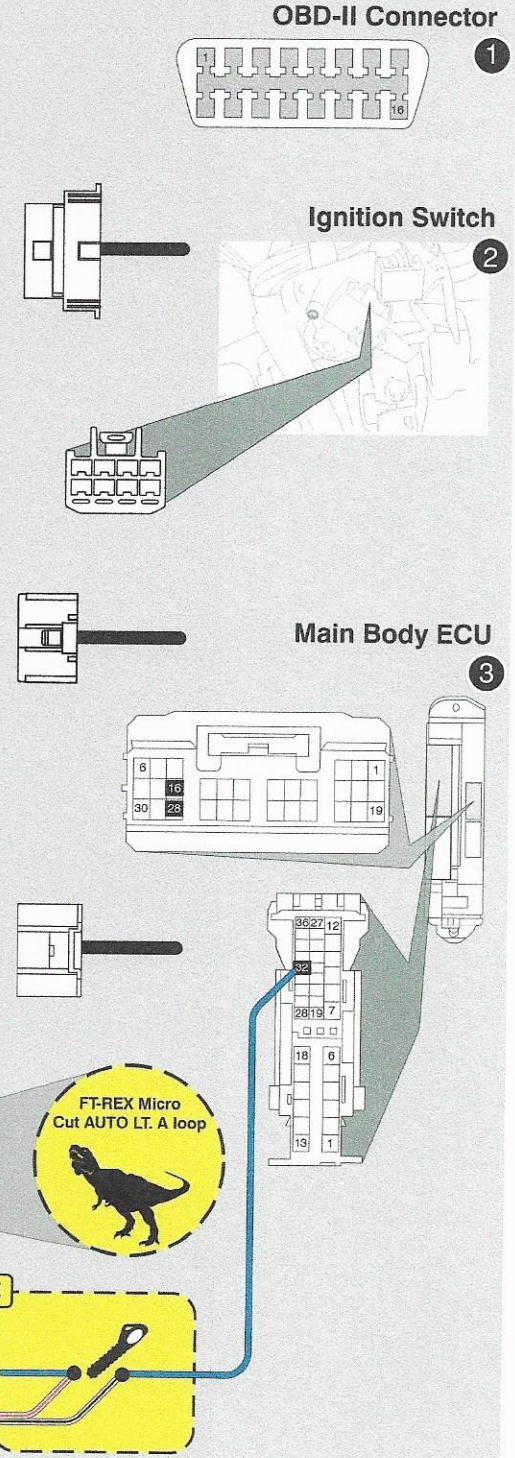
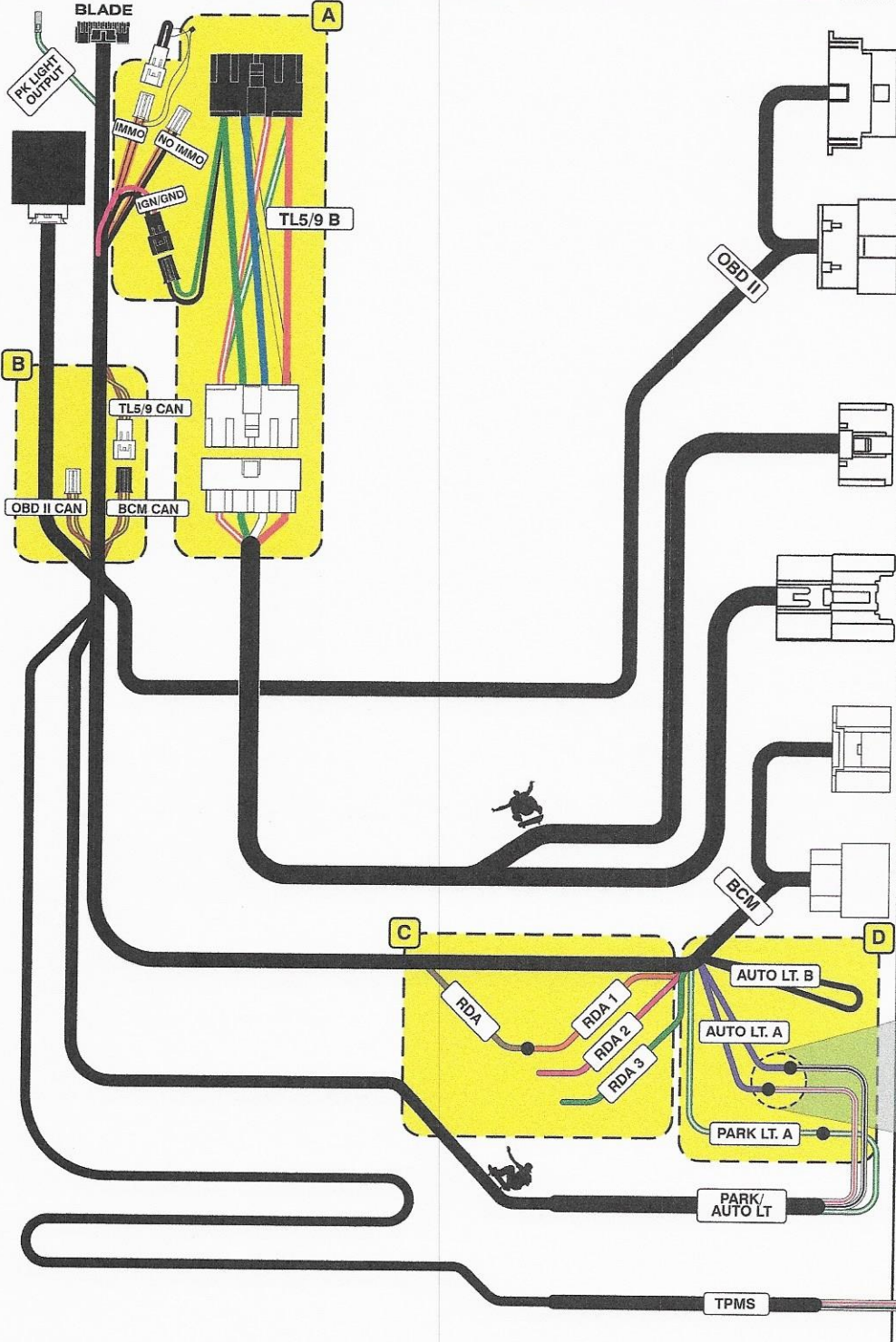
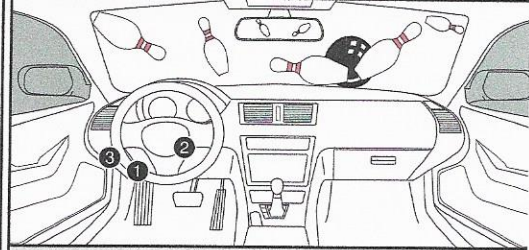
START
ACC
IGN1



FT-REX Type 3B2 - Installation Notes & Wiring Diagram

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- A** Use TL 5/9 B CN1 adapter, any other adapter will result in malfunction and damage. Jumper connected to IMMO for equipped vehicles, if not equipped, connect to NO IMMO before programming. IGN/GND connection required.
- B** Type 3B2 installs require CAN jumper to be connected to the BCM source connector. Secure unused OBD connector for safety.
- C** Door lock control for this install requires connecting provided **RDA** wire to **RDA 1** connection, secure the 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** 3X lock start requires an interrupt of the TPMS ignition circuit, in both the Prius and Yaris the wire is **blue**, in the **white** 36-pin connector (BECU). 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

FTI-TLK1 Type 3B2

SUPPORT: (800) 533-0888, EXT. 200

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

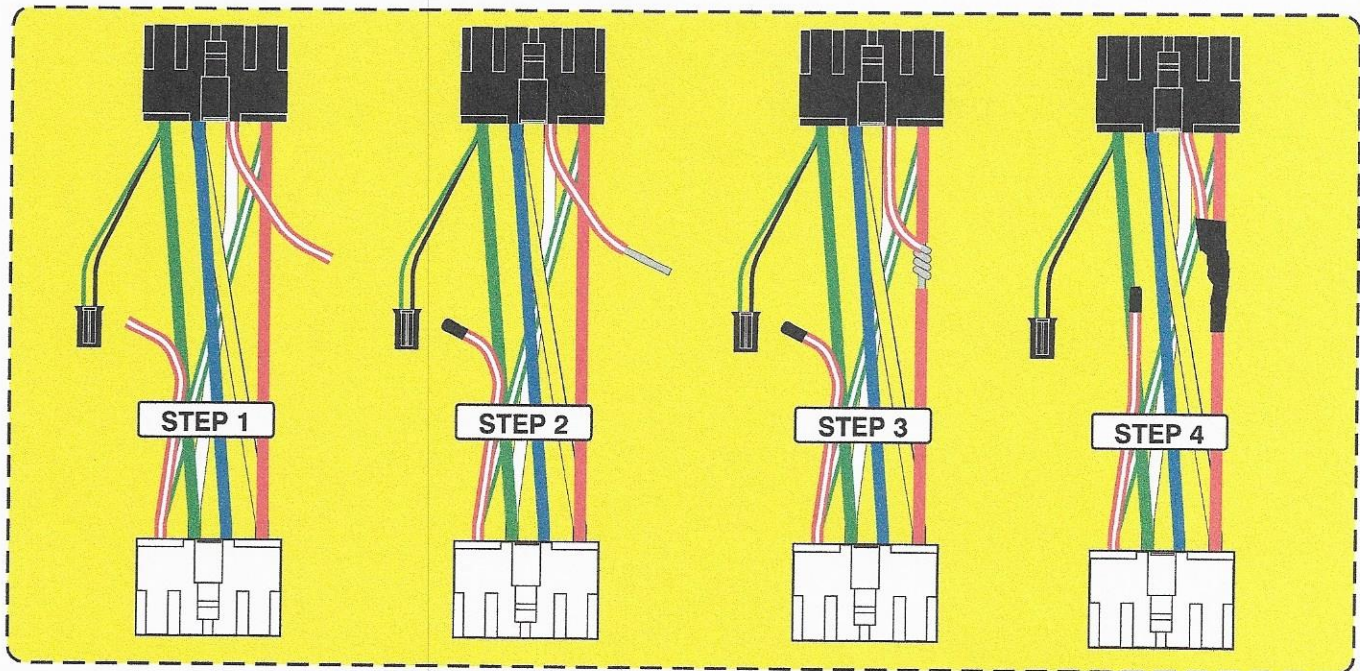
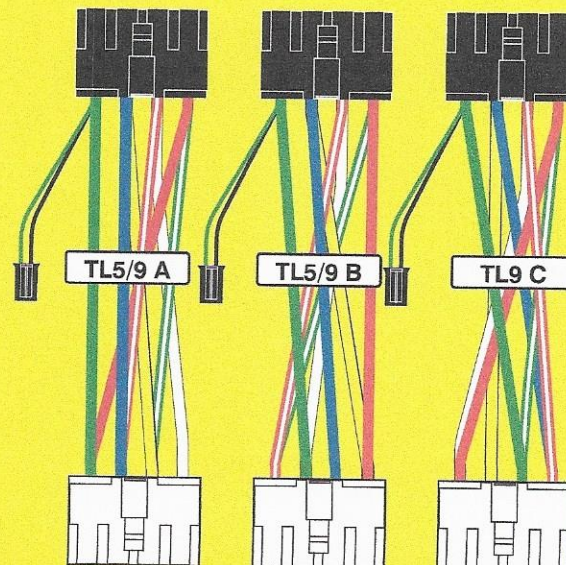


Figure 2: Supplied CN1 Harness Adapters

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



Make	Model	Year	Install	CAN	Lights	SIL	Trunk	I/O Changes
DL-TL9					Park / Auto			Green White/Blue
Toyota	Sequoia 80 bit H Key	2015-17	Type 3/B	OBD-II	SW 23 / 21	GBX/10	BECU/26	

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

CAN: Covered vehicles require the CAN source connection to the OBD source connector, the BCM source is not used.

Lights: Type SW parking lights require direct connection to the vehicle parking light and auto-light circuits, the **green/white** wire in the **park/auto harness** connects to pin #23, **orange**, in the 26-pin connector at the BECU. Type SW auto lights require cutting the **green** wire at pin #21 in the same 26-pin connector, and connecting the cut ends to the **white/red** & **white/black** wires in the park/auto harness.

Locks: Lock control requires a direct connection between the harness **RDA** wire and the **violet** wire located in the 28-pin connector, pin #12. Secure all unused **RDA** connections for safety.

TPMS: The Sequoia requires an interrupt of the SIL data wire at the TPMS module (behind glove box) which opens a necessary communication line. Cut the wire at the TPMS module 12-pin connector, pin #10, **blue**, and connect as illustrated.

Trunk:

Trunk/Hatch release requires additional wiring, connect CM (-) trunk output, or program any available POC for trunk release and connect to the BECU 28-pin connector, pin #12, **violet** wire. 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

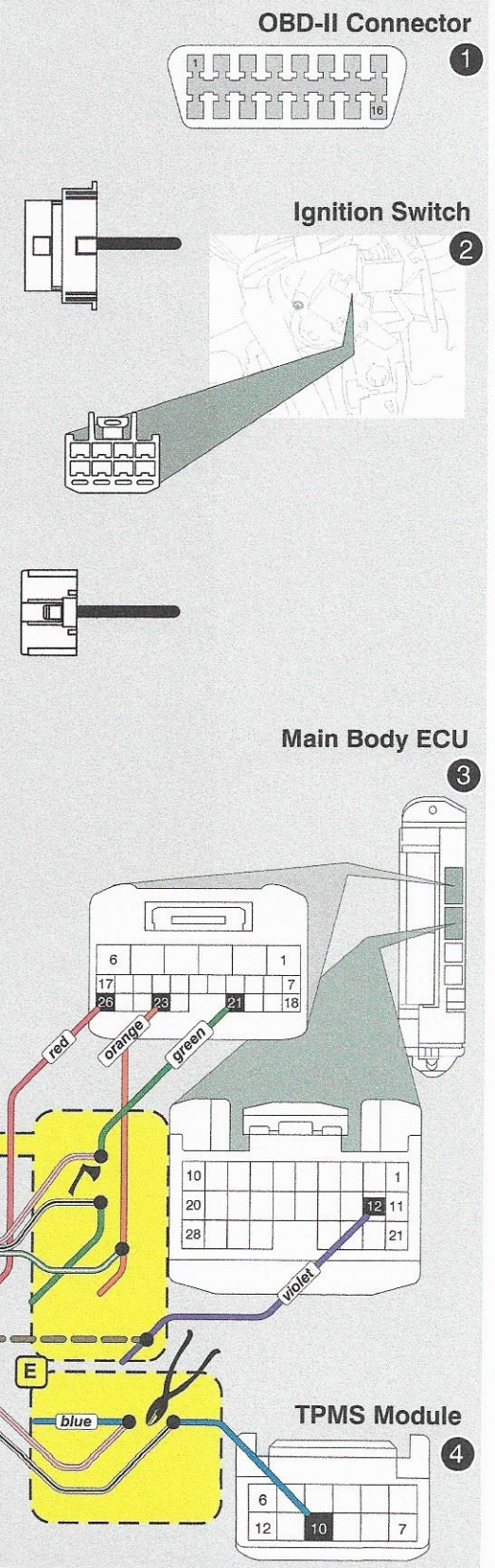
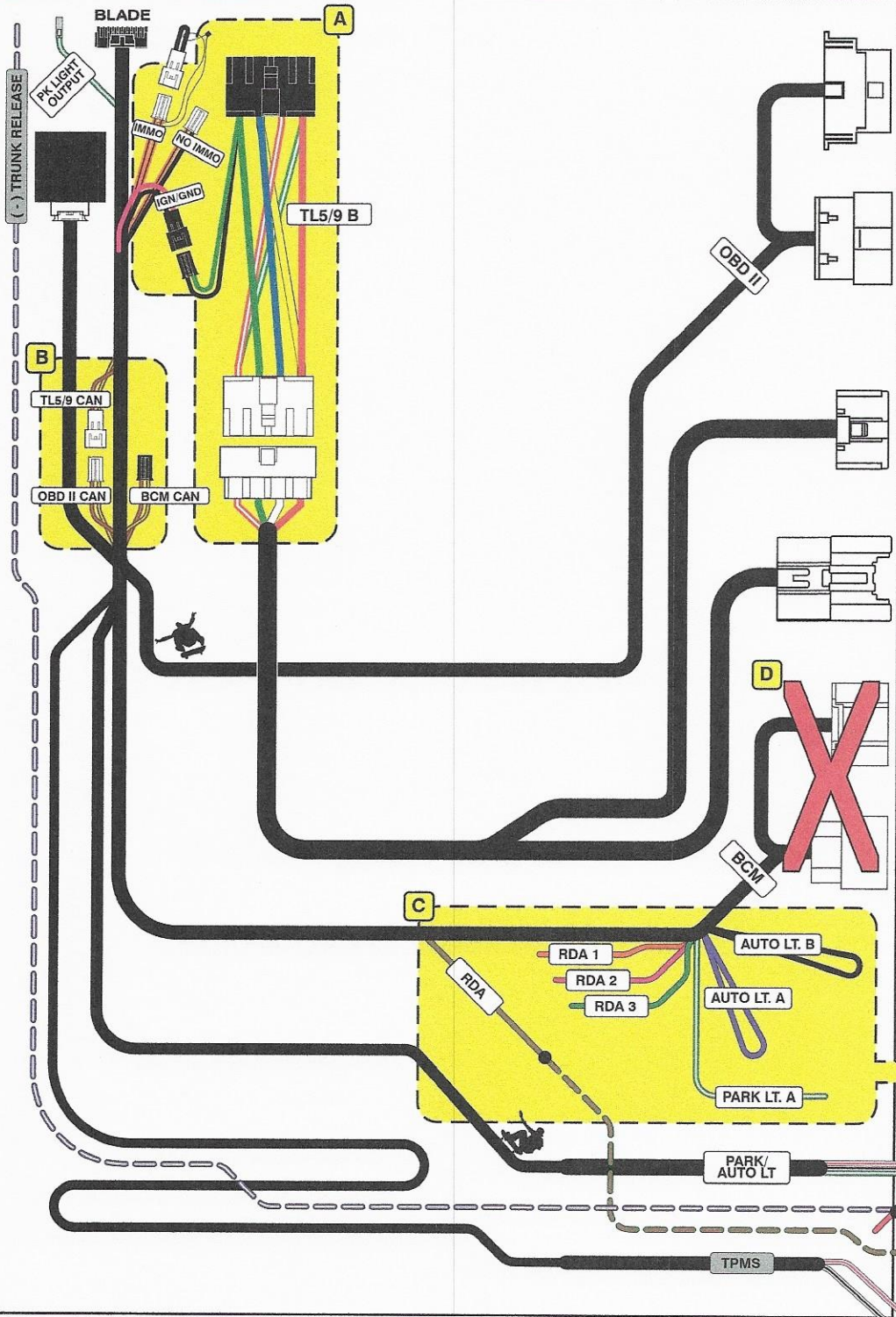
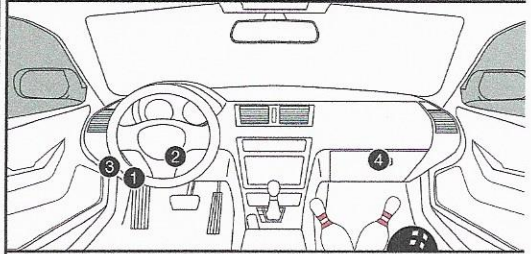
CM900AS/900S Jumper

START
ACC
IGN1



FTI-TLK1 Type 3B4 - Installation Notes & Wiring Diagram

- A** Use TL 5/9 B CN1 adapter, any other adapter will result in malfunction and damage. Jumper connected to IMMO for equipped vehicles, if not equipped, connect to NO IMMO before programming. IGN/GND connection required.
- B** Type 3B3 installs require CAN jumper to be connected to the OBD source connector. Secure unused BCM connector for safety.
- C** Door lock control for this install requires connecting the harness **RDA** wire directly to the vehicle RDA circuit located at BECU C2, pin #12, **violet**. For park lights, connect harness **green/white** to pin #23, **orange**, in C1 of the BECU, for auto-light control, cut the **green** wire at pin #21, in C1 of the BECU, and connect cut ends to harness **white/red** and **white/black** of the Park/Auto Lt harness. Hatch release, connect CM output to pin #26, C1 at BECU, **red**. 30-pin BECU connector is not used.
- D** 30-pin BECU connector is not used.
- E** SIL data interrupt required, connection located at the TPMS module located behind the glove box. Cut **blue** wire in pin #10 of the 12-pin connector at TPMS module, 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

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

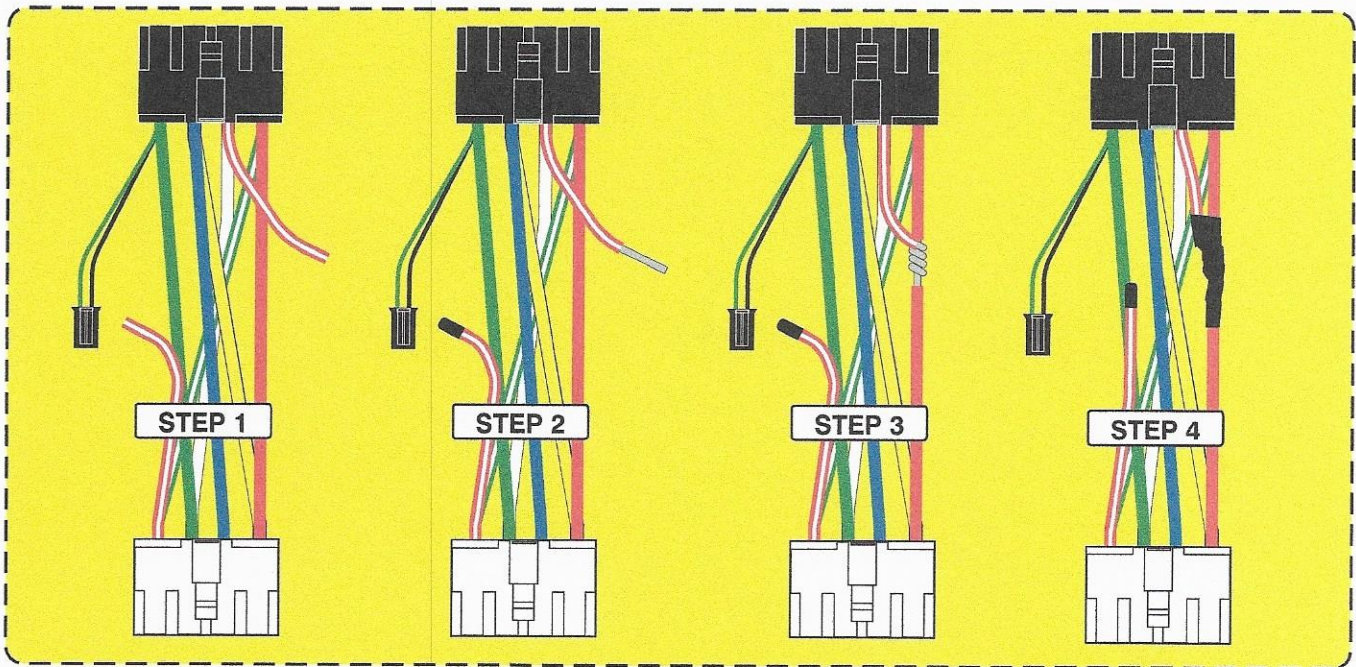
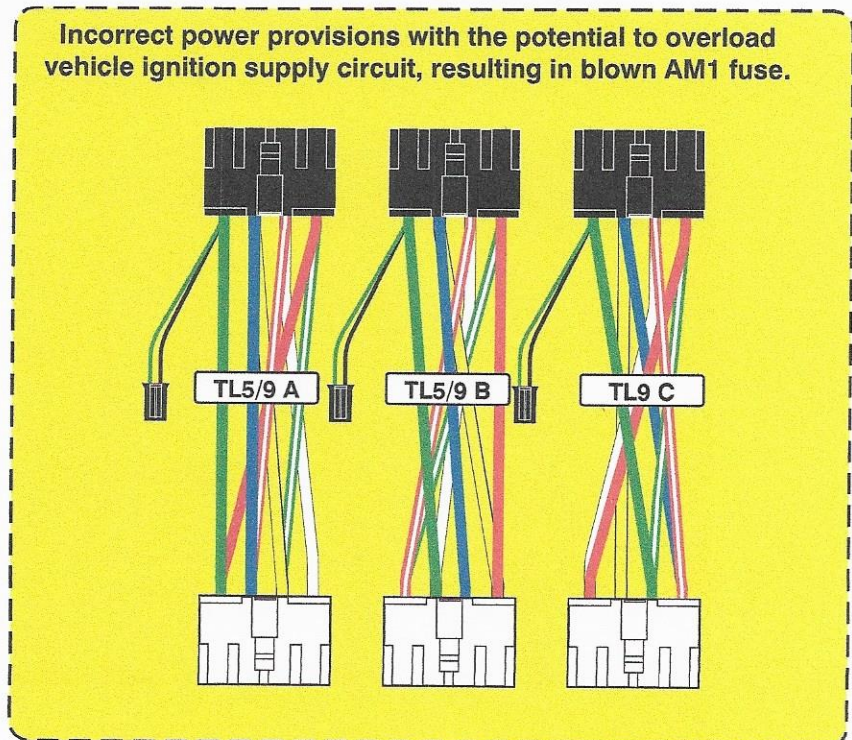


Figure 2: Supplied CN1 Harness Adapters



Make	Model	Year	Install	CAN	Lights	SIL	Trunk	I/O Changes
DL-TL9					Park / Auto			Green White/Blue
Scion	iM 80 bit H Key	2016	Type 3/C	OBD-II	A / A	FBX/28		
Toyota	Corolla 80 bit H Key	2014-16	Type 3/C	OBD-II	A / A	FBX/28		START 2
Toyota	RAV4 80 bit H Key	2013-15	Type 3/C	OBD-II	A / A	PKP/13	SW/4	

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 to the OBD source connector, the BCM source is not used.

I/O Changes:

CM900S/900AS I/O Changes:

START2: Set feature option 1-6-2 (starter output 10A max), If issues arise disarming the OEM alarm during remote start, set option 1-01 to 2.

CM7000/7200 I/O Changes:

START2: Move CM jumper 3 to Starter position, If issues arise disarming the OEM alarm during remote start, set option 1-01 to 2.

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.

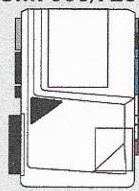
TPMS: OEM RS control (3X Lock Start) feature requires interrupting the listed TPMS ignition circuits located in the driver

kick panel 20-pin connector. In the Sequoia, the wire is **lt. blue**, pin #8, in the black connector, in the Tundra the wire is **pink**, pin #13, in the white connector. Connect as illustrated.

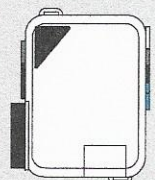
- FT-DAS Required for manual transmission.
- BOTH Red & Red/White MUST be connected with high current application.

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)

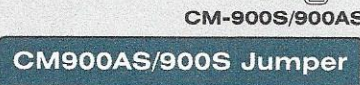
CM7000/7200



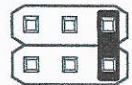
Cut loop for A/T



CM-900S/900AS



CM900AS/900S Jumper



START

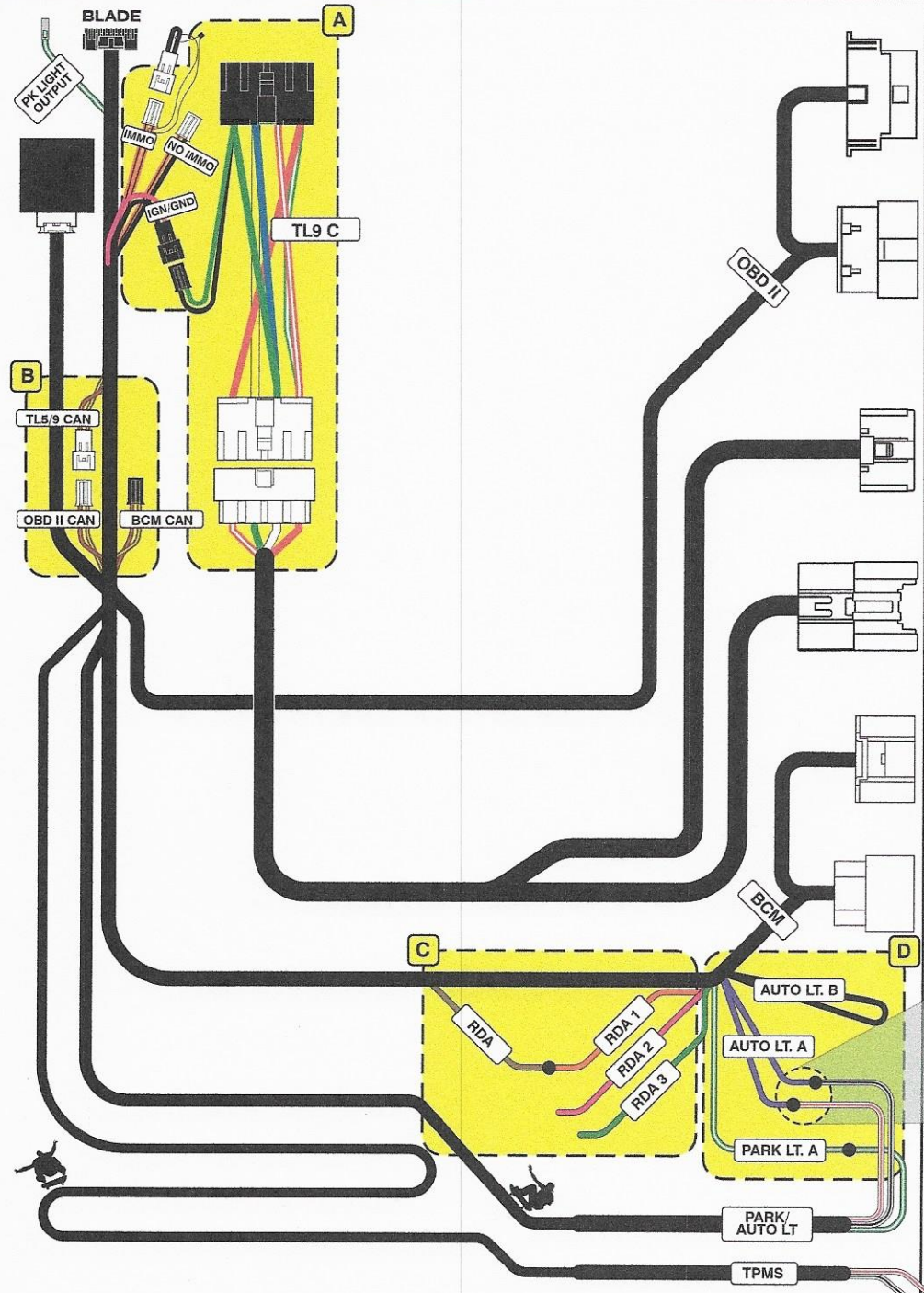
ACC

IGN1



FTI-TLK1 Type 3C1 - 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 3C1 installs require CAN jumper to be connected to the OBD-II source connector. Secure unused BCM connector for safety.
- C** Door lock control for this install requires connecting provided **RDA** 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** 3X Lock start feature requires an interrupt of the TPMS ignition circuit, RAV4 wire is **tan**, pin #13, in the passenger kick, iM and Corolla the wire is **blue**, pin #28, in the 40-pin fuse box connector.



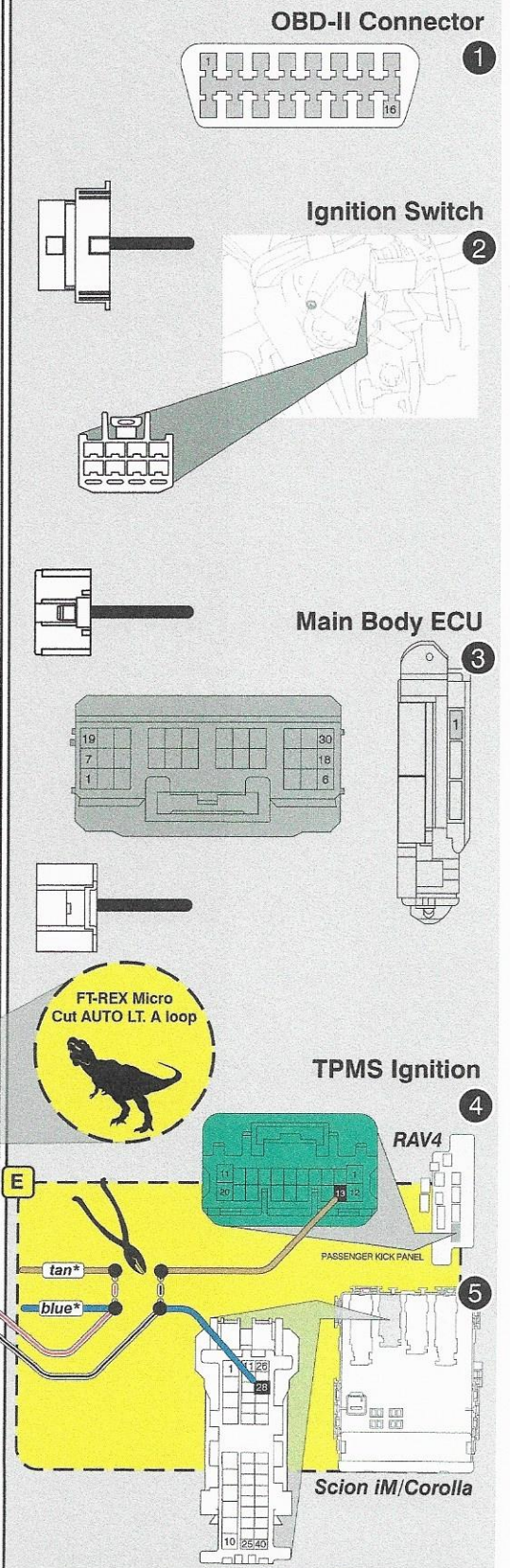
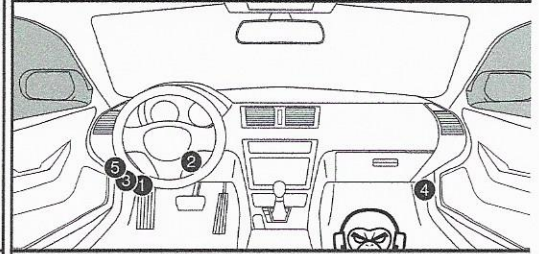
* CONNECTION REQUIRED ONLY IF 3X LOCK CONTROL IS DESIRED AND VEHICLE IS EQUIPPED WITH TIRE PRESSURE MONITORING SYSTEM (TPMS).

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



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

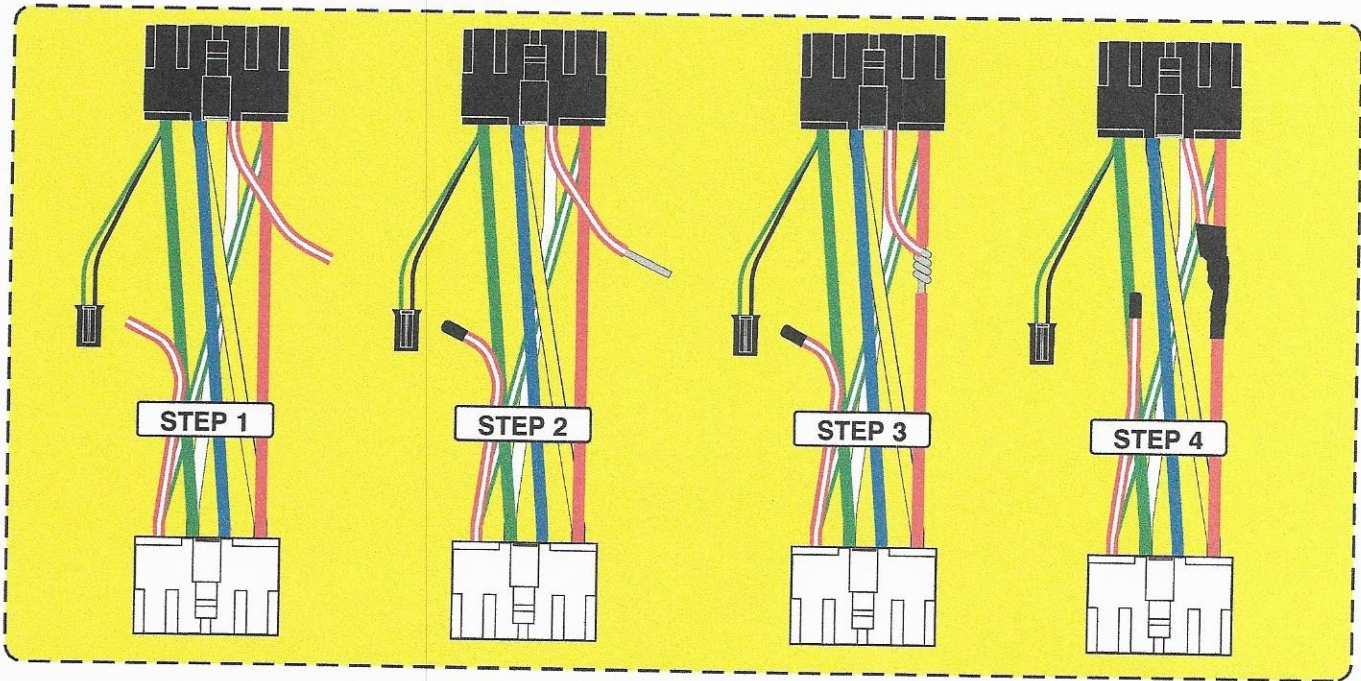
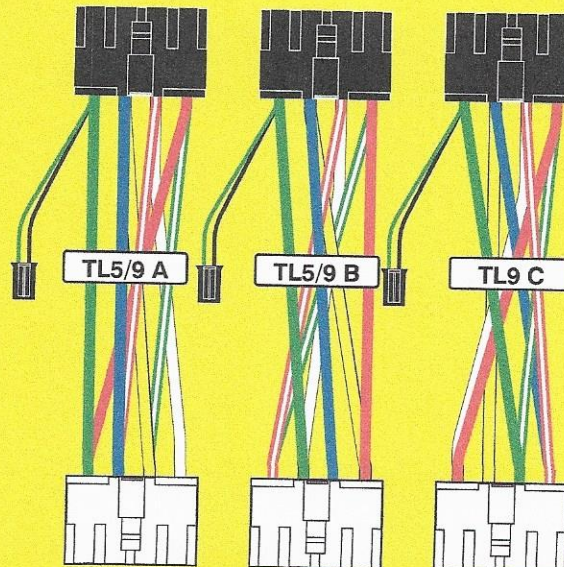


Figure 2: Supplied CN1 Harness Adapters

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



FTI-TLK1 Type 3C2 - Vehicle Coverage & Preparation Notes

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

Make	Model	Year	Install	CAN	Lights	*SIL	Trunk	I/O Changes
DL-TL9					Park / Auto			Green White/Blue
Toyota	CH-R 80 bit H Key	2018-19	Type 3/C	BCM	A / B	*FBX/36		
Toyota	Highlander 80 bit H Key	2017-18	Type 3/C	BCM	A / B	*NOTE	SW/4	START 2
Toyota	Tacoma 80 bit H Key	2018-19	Type 3/C	BCM	A / B	*BCM/33		START 2

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

Firmware: Covered vehicles use **BLADE-AL(DL)-TL9**, flash module before installation.

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 to the BCM source connector, the OBD source is not used.

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 2** wires, secure the unused **RDA 1 & RDA 3** connections for safety.

TPMS: OEM RS control (3X Lock Start) feature requires interrupting the following TPMS ignition circuits:

- * CH-R - Driver kick panel junction box
- * Tacoma - BECU, driver side dash
- * Highlander - See detailed notes below

I/O Changes:

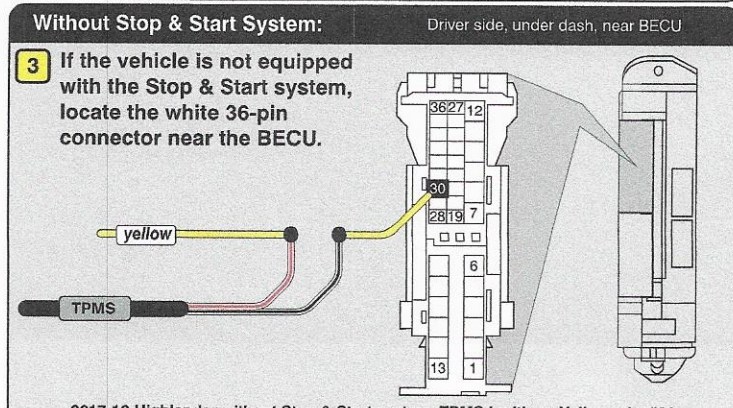
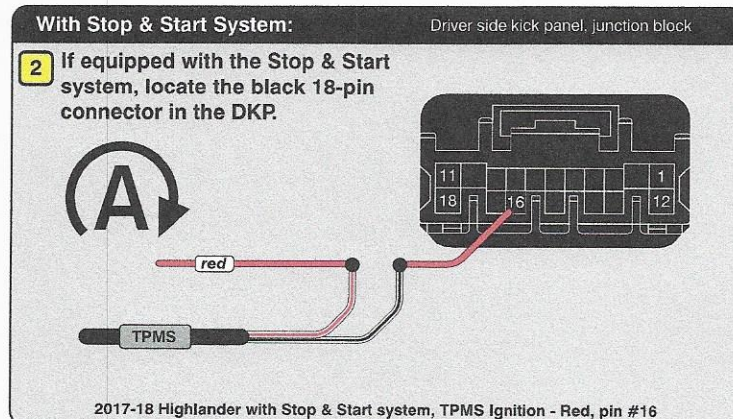
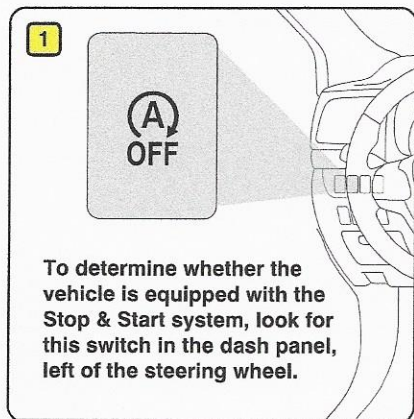
CM900S/900AS: START2: Set feature option 1-6-2 (starter output 10A max) If issues arise disarming the OEM alarm during remote start, set option 1-01 to 2.

CM7000/7200: START2: Move CM jumper 3 to Starter position. If issues arise disarming the OEM alarm during remote start, set option 1-01 to 2.

- * CH-R - Driver kick panel junction box
- * Tacoma - BECU, driver side dash
- * Highlander - See detailed notes below.

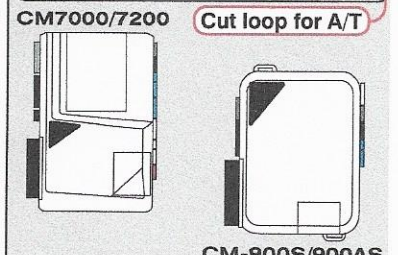
Okay, now get to work... Right after you read below. Twice.

*** CONNECTION REQUIRED ONLY IF 3X LOCK CONTROL IS DESIRED AND VEHICLE IS EQUIPPED WITH TIRE PRESSURE MONITORING SYSTEM (TPMS).**



- 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"/>	Starter
Trunk	<input type="checkbox"/>	<input type="checkbox"/>	Ignition
Starter	<input type="checkbox"/>	<input type="checkbox"/>	Accessory (Default)
Parking Light (Default)	<input type="checkbox"/>	<input type="checkbox"/>	



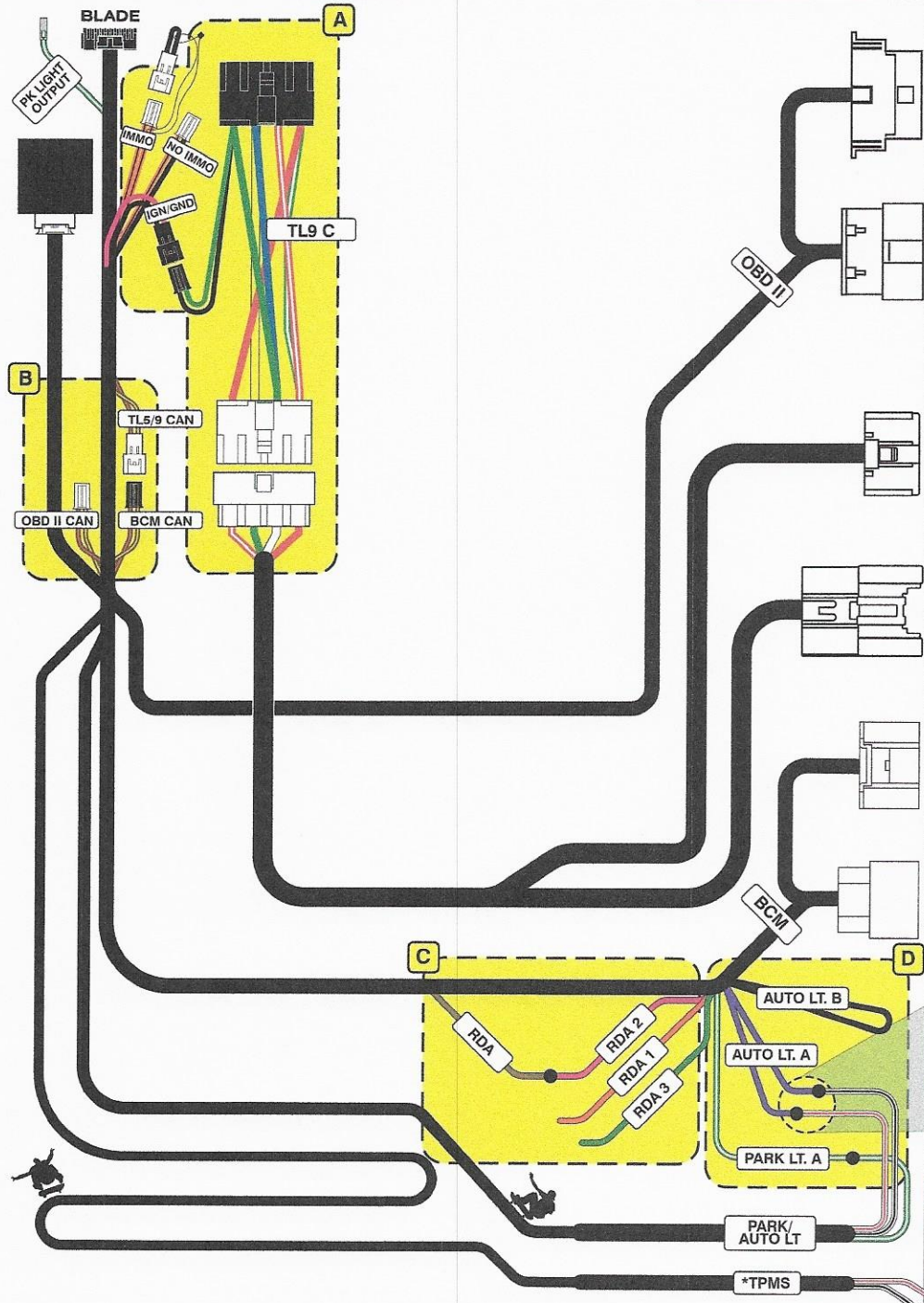
CM900AS/900S Jumper

START
ACC
IGN1



FTI-TLK1 Type 3C2 - 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 3C2 installs require CAN jumper to be connected to the BCM source connector. Secure unused OBD-II connector for safety.
- C** Door lock control for this install requires connecting provided RDA wire to RDA 2 connection, secure unused RDA 1 & 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** 3X Lock start requires interrupting the TPMS ignition circuit, CH-R wire is *lt. blue*, pin #36, driver kick, Tacoma wire is *lt. green*, pin #33, 36-pin BECU connector, and Highlander info is on coverage page.



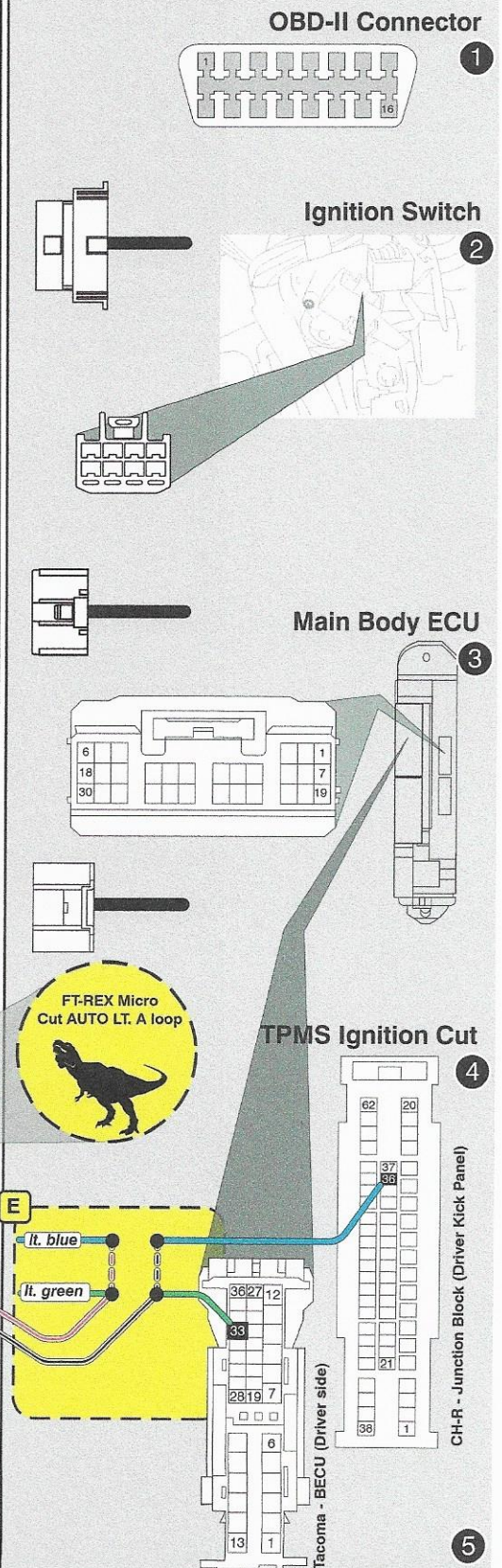
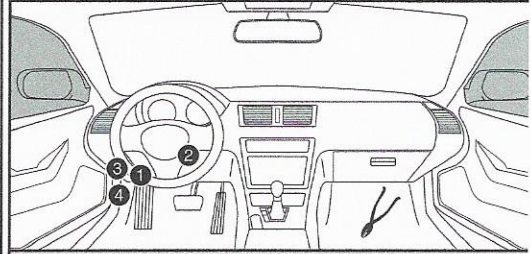
* CONNECTION REQUIRED ONLY IF 3X LOCK CONTROL IS DESIRED AND VEHICLE IS EQUIPPED WITH TIRE PRESSURE MONITORING SYSTEM (TPMS).

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



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

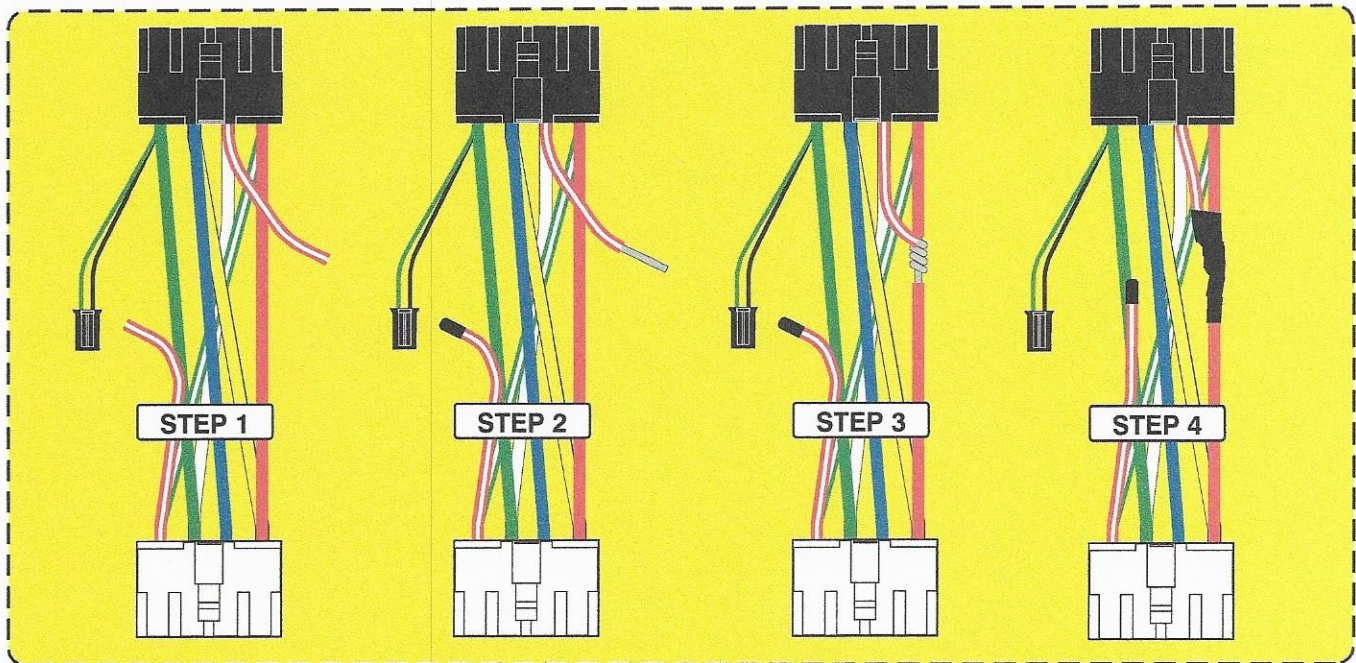
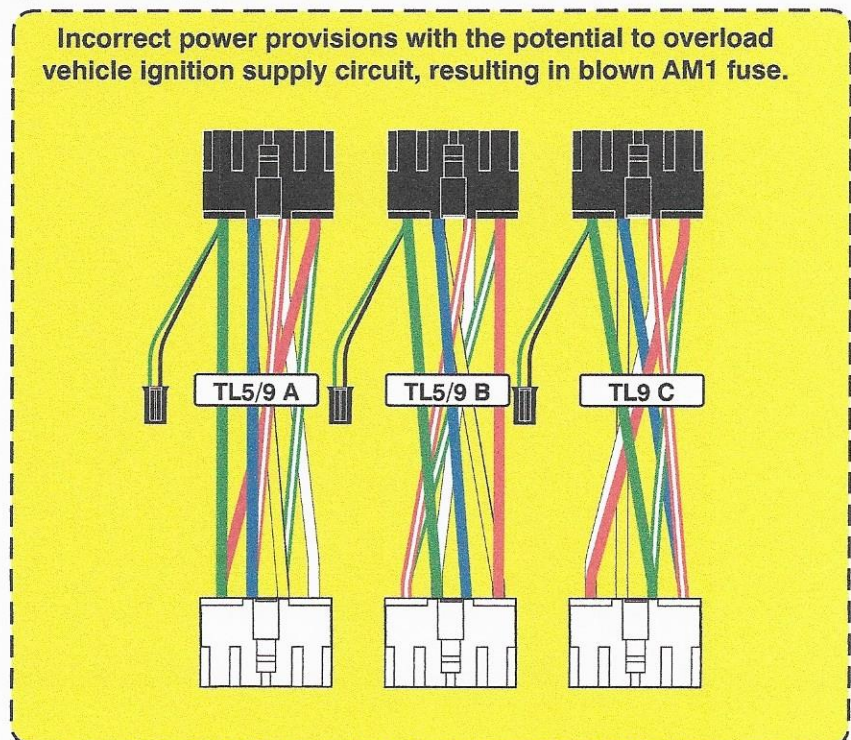


Figure 2: Supplied CN1 Harness Adapters



FTI-TLK1 Type 3C3 - Vehicle Coverage & Preparation Notes

Make	Model	Year	Install	CAN	Lights	TPMS	Trunk	I/O Changes
DL-TL9					Park / Auto			Green White/Blue
Toyota	Highlander 80 bit H Key	2014-16	Type 3/C	OBD-II	A / B	BCM/30	SW/4	START 2
Toyota	Tacoma 80 bit H Key	2016-17	Type 3/C	OBD-II	A / B	BCM/33		START 2

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.

I/O Changes:

CM900S/900AS I/O Changes:

START2: Set feature option 1-6-2 (starter output 10A max).

Locks: Configure unlock before and lock after start, set option 1-01 to 2.

CM7000/7200 I/O Changes:

START2: Move CM jumper 3 to Starter position

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

CAN: Covered vehicles require the CAN source connection to the OBD source connector, the BCM source is not used.

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 following positions:

* Highlander - BECU 36-pin connector, pin #30

* Tacoma - BECU 36-pin connector, pin #33

Connect as illustrated.

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	(+)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

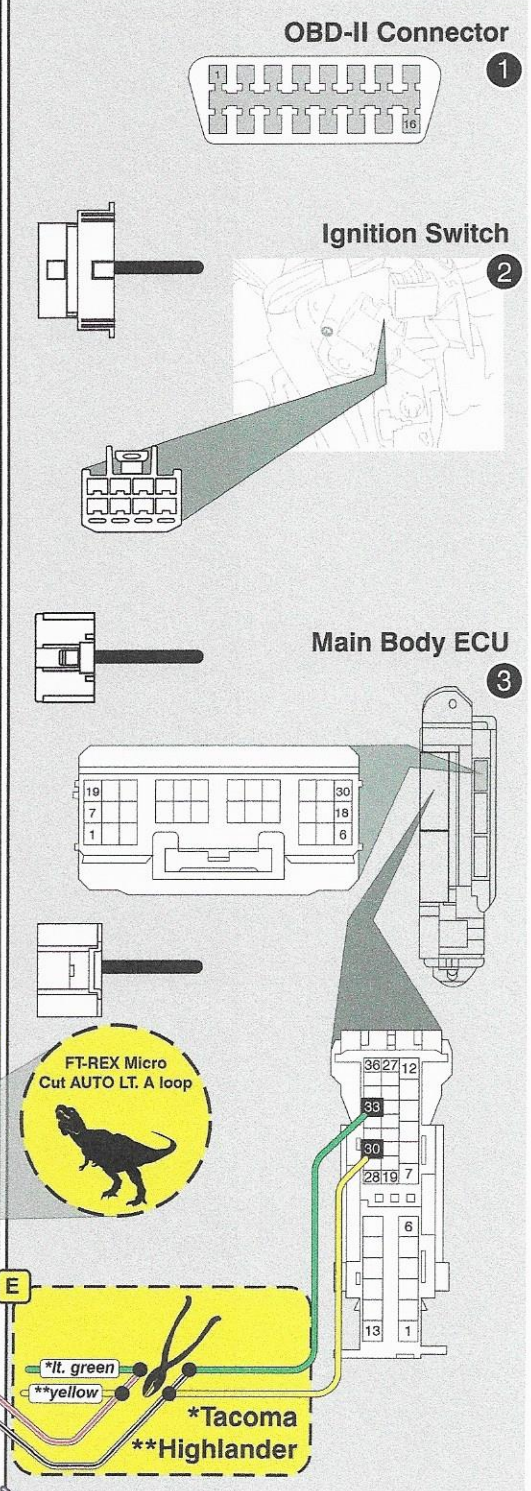
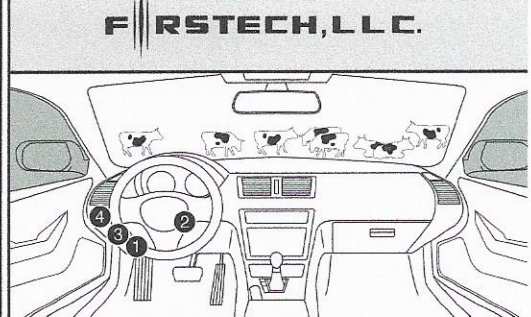
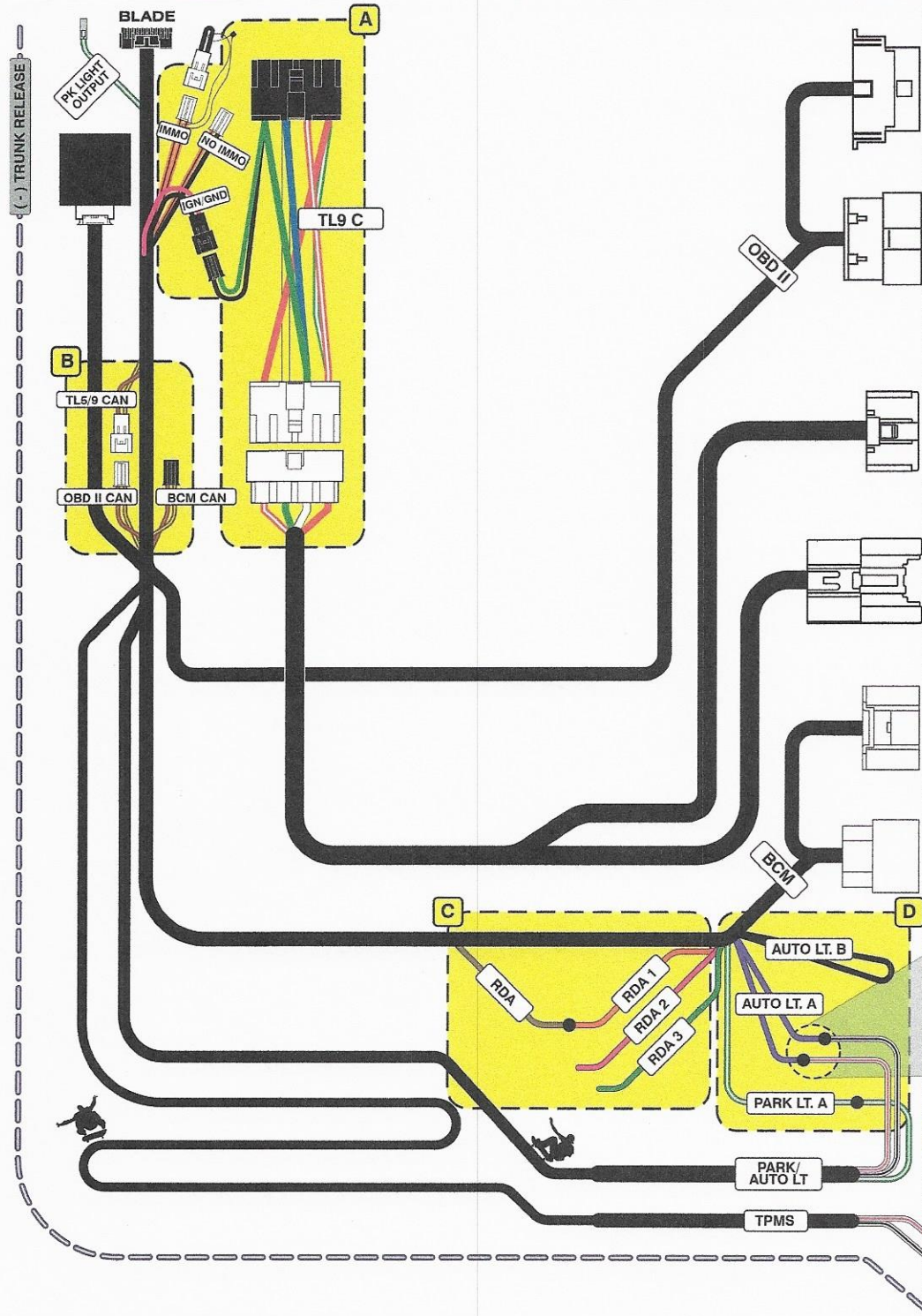
CM900AS/900S Jumper

START
ACC
IGN1



FTI-TLK1 Type 3C3 - 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 3C3 installs require CAN jumper to be connected to the OBD-II source connector. Secure unused BCM connector for safety.
- C** Door lock control for this install requires connecting provided RDA 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 TPMS IGN at the BECU white 36-pin connector, pin #30, yellow (Highlander), or pin #33, lt. green (Tacoma). Connect required wire 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

FTI-TLK1 Type 3C3

Support 1-800-888-8888

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

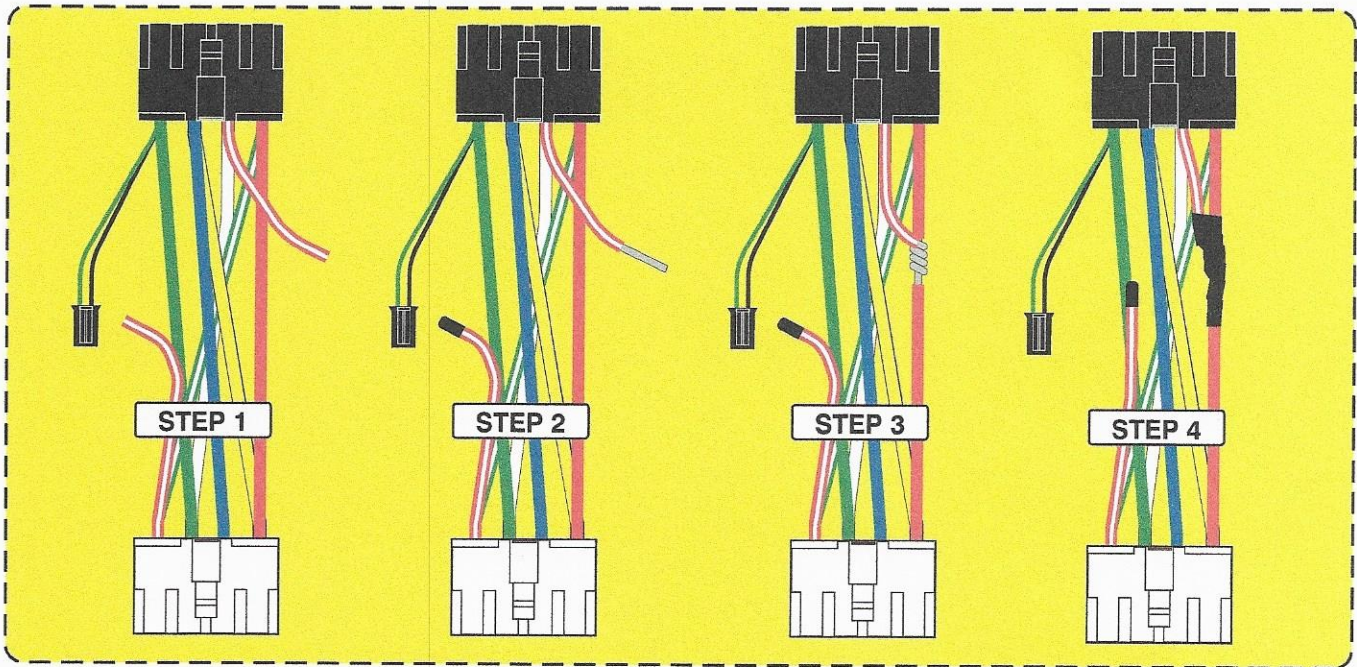
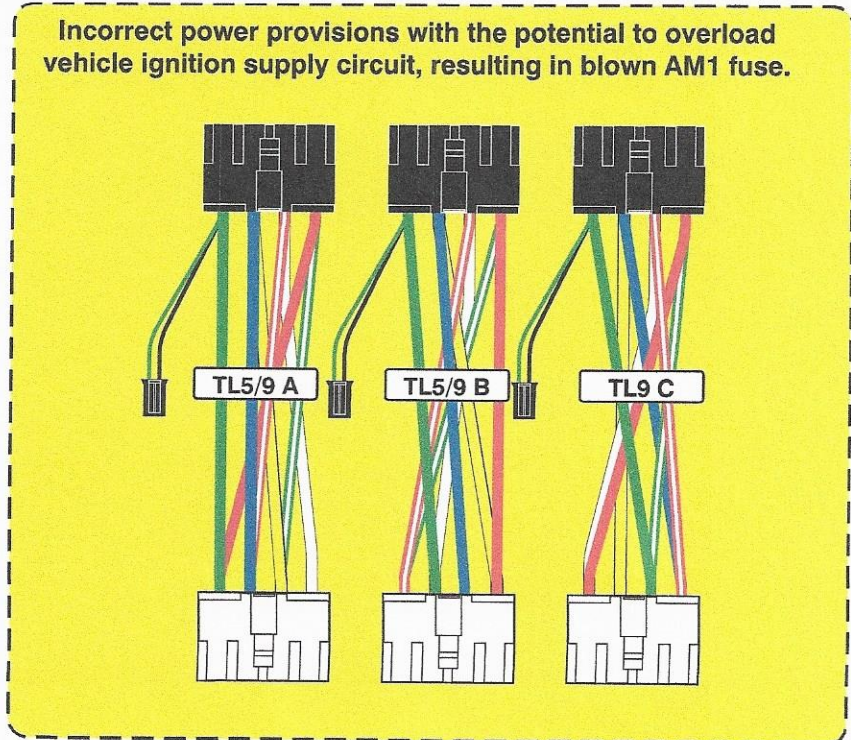


Figure 2: Supplied CN1 Harness Adapters



Make	Model	Year	Install	CAN	Lights	TPMS	Trunk	I/O Changes
DL-TL9					Park / Auto			Green White/Blue
Toyota	Corolla iM 80 bit H Key	2017-19	Type 3/C	BCM	A / A	FBX/28		

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 **TYPE C CN1 adapter**, *using any other adapters will result in malfunction and damage.*

CAN: Covered vehicles require the CAN source connection to the BCM source connector, the OBD source is not used.

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 40-pin connector of the dash fuse box, pin #28, connect as illustrated.

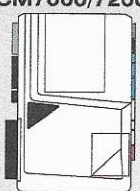
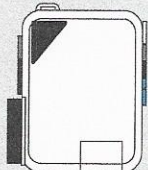
If issues arise disarming the OEM alarm during remote start, set option 1-01 to 2.

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

CM900AS/900S Jumper

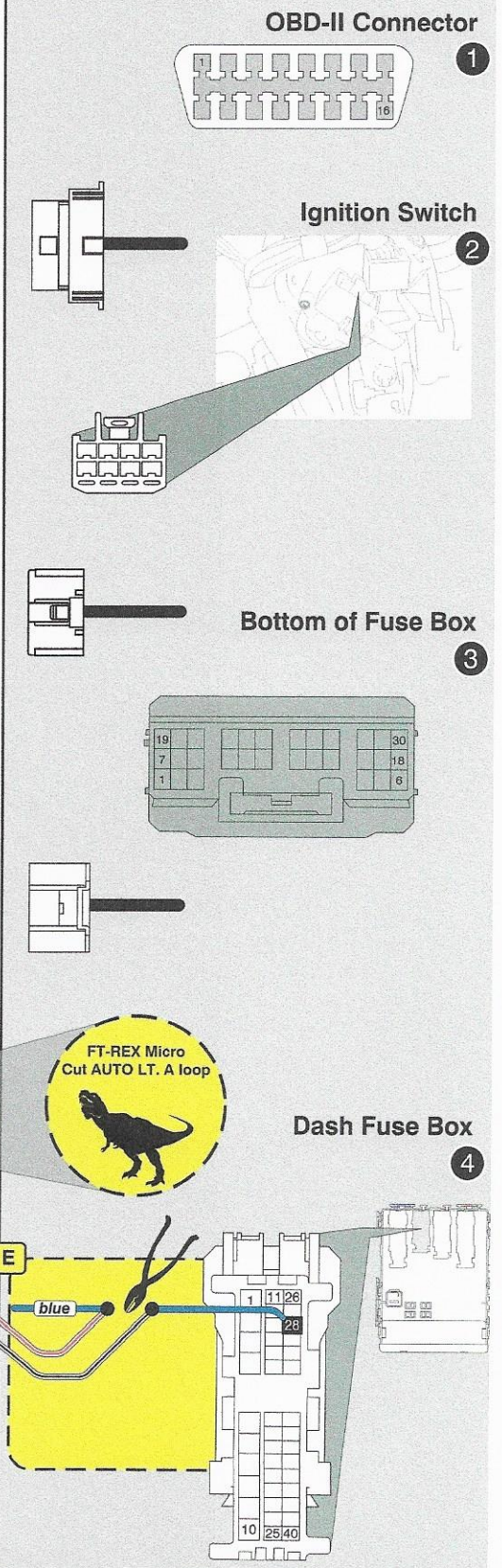
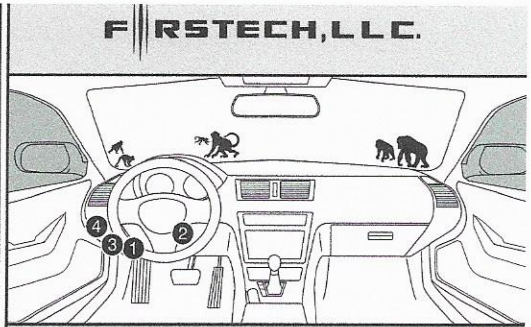
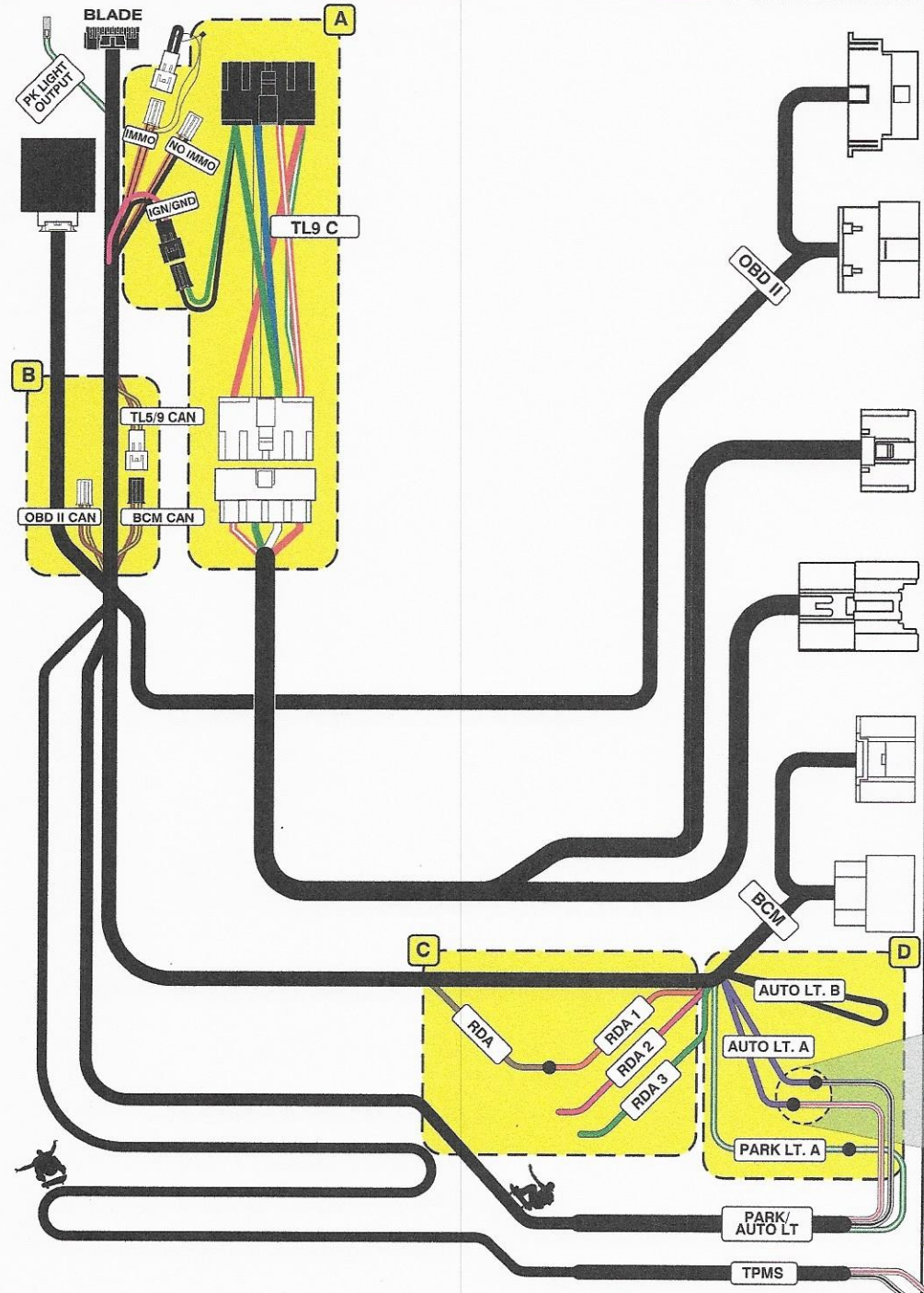


START
ACC
IGN1



FTI-TLK1 Type 3C4 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 3C4 installs require CAN jumper to be connected to the BCM source connector. Secure unused OBD-II connector for safety.
- C** Door lock control for this install requires connecting provided RDA 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 blue TPMS IGN power, pin #28, white connector, located in the dash fuse box. 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

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

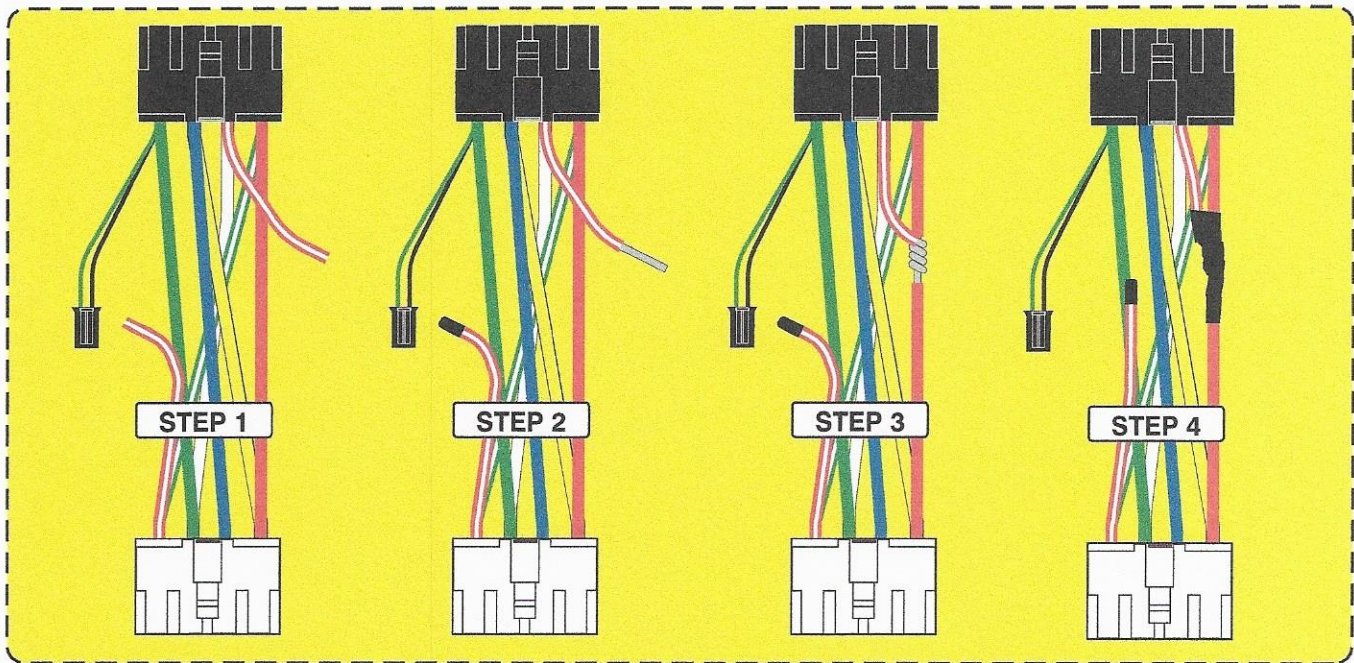
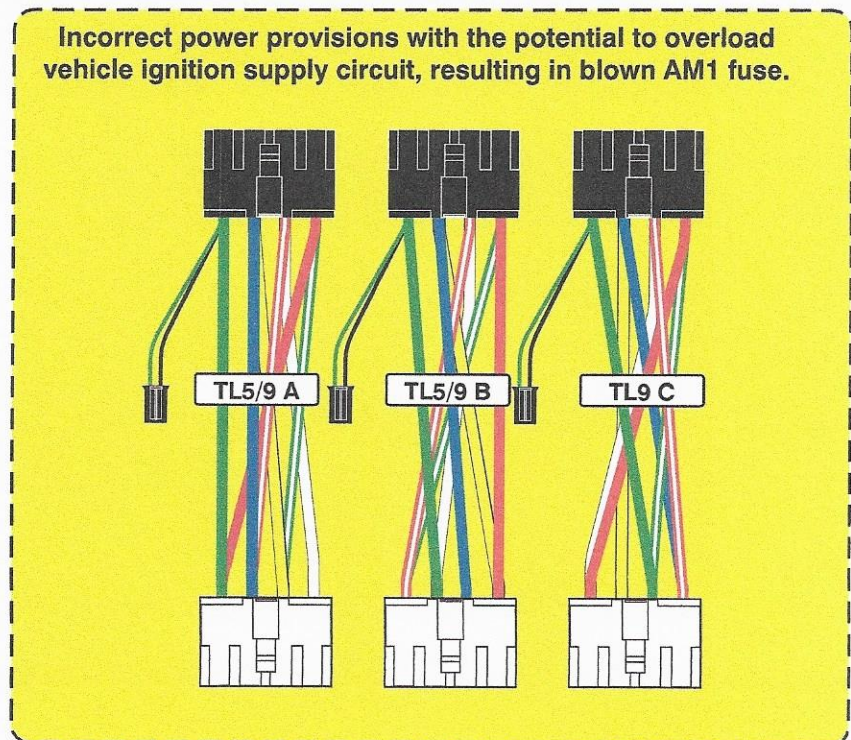


Figure 2: Supplied CN1 Harness Adapters



Make	Model	Year	Install	CAN	Lights	TPMS	Trunk	I/O Changes
DL-TL9					Park / Auto			Green White/Blue
Toyota	Sequoia 80 bit H Key	2018-19	Type 3/B	BCM	A / B	DKP/8		START 2
Toyota	Tundra 80 bit H Key	2018-19	Type 3/B	BCM	A / B	DKP/13		START 2

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

CAN: Covered vehicles require the CAN source connection to the BCM source connector, the OBD source is not used.

Lights: Type A parking lights require a connection between the **green/white** wires in the **park/auto** and **BECU** harnesses. Type B auto lights require cutting the violet **AUTO LT. B** 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 2** wires, secure the unused **RDA 1 & RDA 3** connections for safety.

TPMS: OEM RS control (3X Lock Start) feature requires interrupting the listed TPMS ignition circuits located in the driver kick panel 20-pin connector. In the Sequoia, the wire is **lt. blue**, pin #8, in the black connector, in the Tundra the wire is **pink**, pin #13, in the white connector. Connect as illustrated.

I/O Changes:

CM900S/900AS: START2: Set feature option 1-6-2 (starter output 10A max) If issues arise disarming the OEM alarm during remote start, set option 1-01 to 2.

CM7000/7200: START2: Move CM jumper 3 to Starter position.

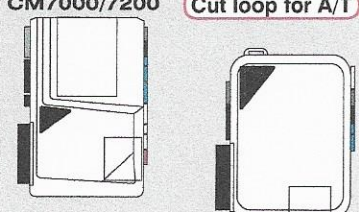
If issues arise disarming the OEM alarm during remote start, set option 1-01 to 2.

Okay, now get to work...

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

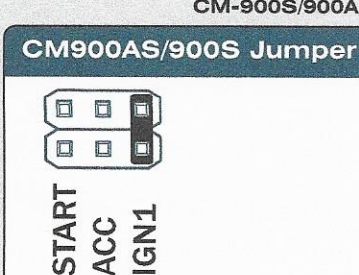
Jumper Setting			
Parking Light	<input type="checkbox"/>	<input type="checkbox"/>	(+)Door Trigger In
Accessory	<input type="checkbox"/>	<input type="checkbox"/>	(-)Door Trigger In (Default)
Ignition (Default)	<input type="checkbox"/>	<input type="checkbox"/>	
Trunk	<input type="checkbox"/>	<input type="checkbox"/>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

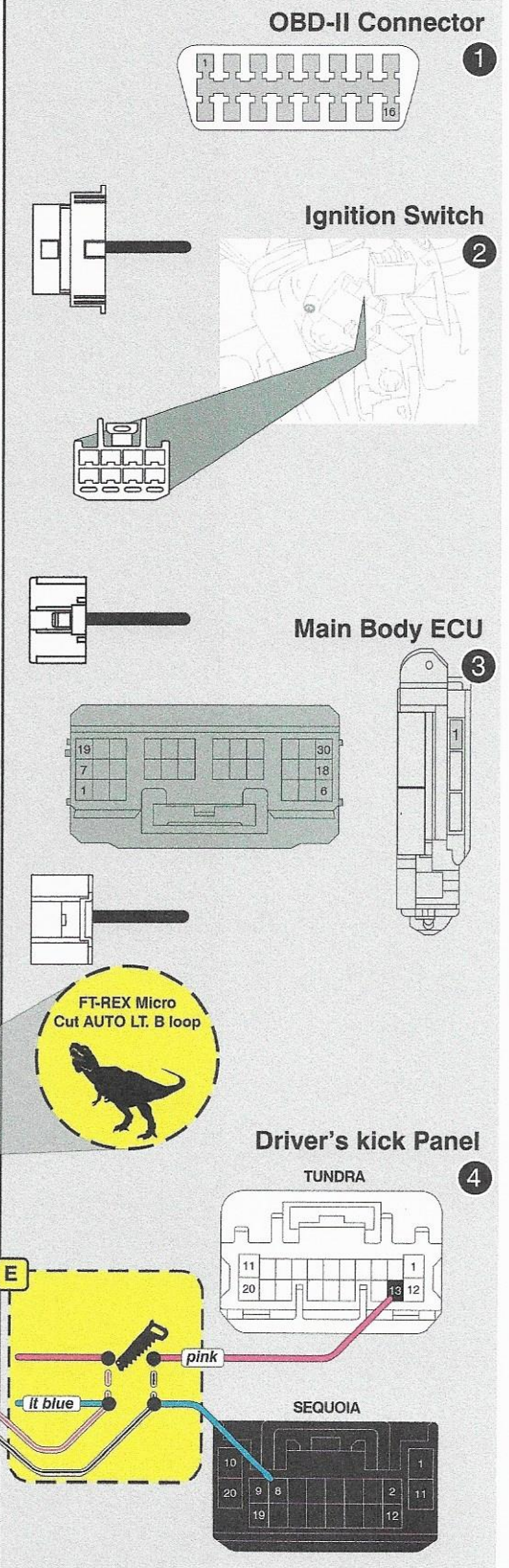
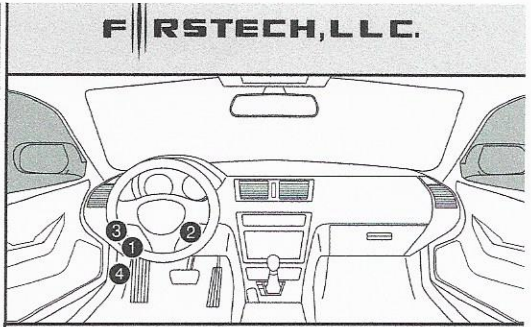
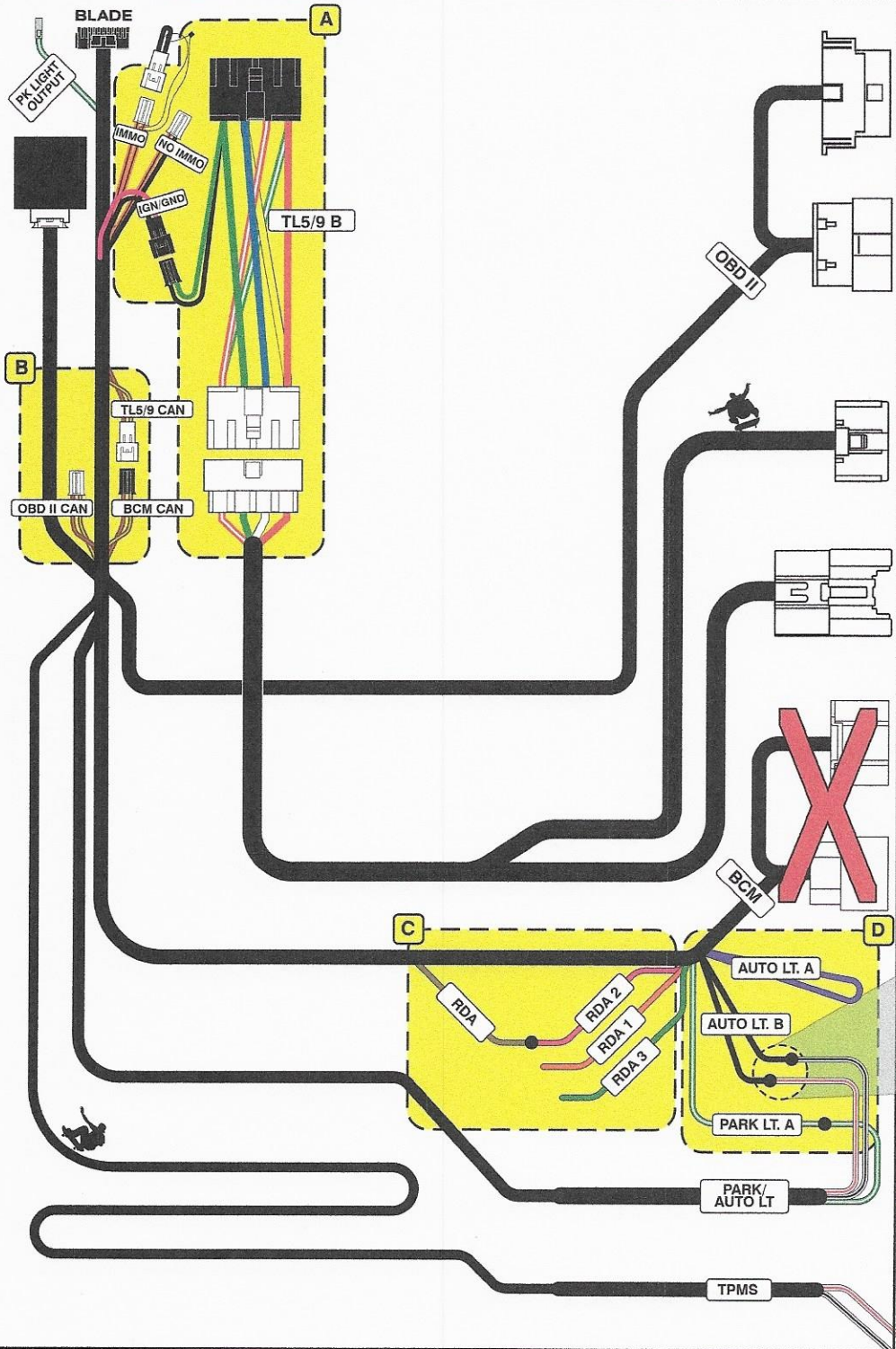
CM900AS/900S Jumper



START
ACC
IGN1



- A** Use TL 5/9 B CN1 adapter, any other adapter will result in malfunction and damage. Jumper connected to IMMO for equipped vehicles, if not equipped, connect to NO IMMO before programming. IGN/GND connection required.
- B** Type 3B3 installs require CAN jumper to be connected to the BCM source connector. Secure unused OBD connector for safety. The harness 30-pin connector is also not used in this install, make no connections with that connector.
- C** Door lock control for this install requires connecting provided RDA wire to RDA 2 connection, secure the unused RDA 1 & 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. B loop and connect as illustrated.
- E** 3X lock start requires interrupting the TPMS ignition. Sequoia the wire is *lt. blue*, pin #8, black 20-pin connector (DKP), Tundra the wire is *pink*, pin #13, white 20-pin connector (DKP). 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

FTI-TLK1 Type 3B3

Support: 1-800-828-8888, 575-222-...

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

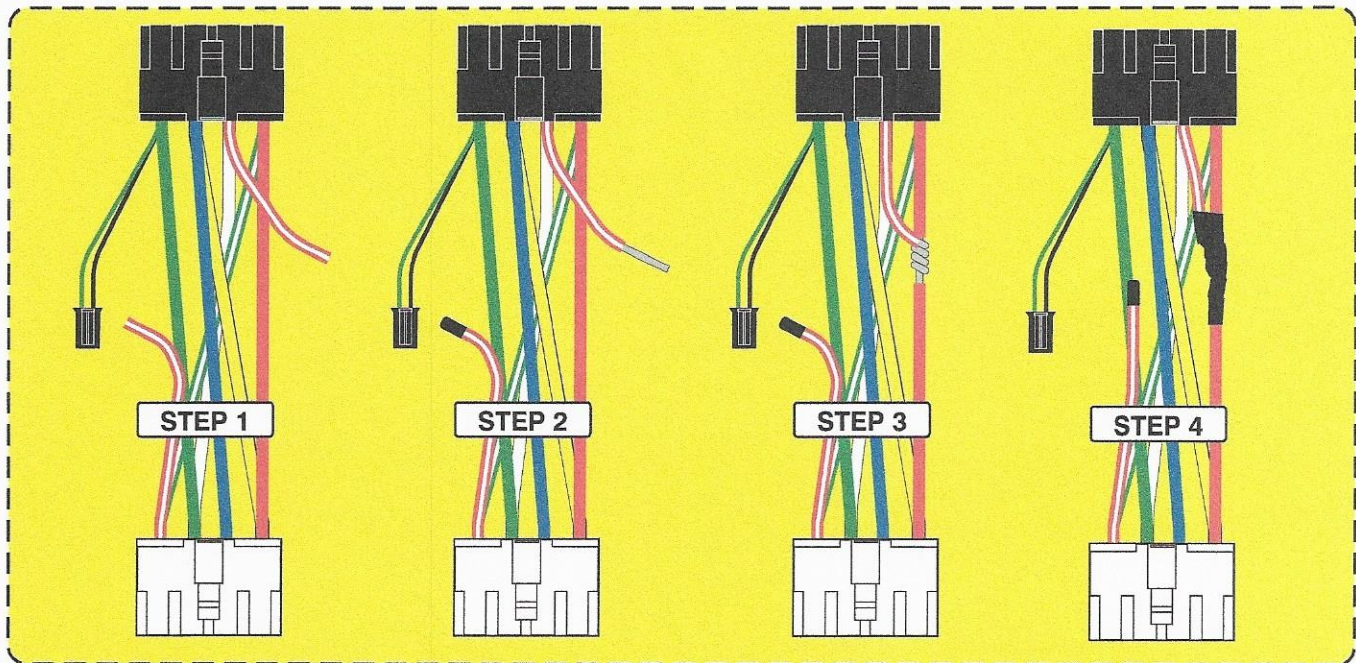
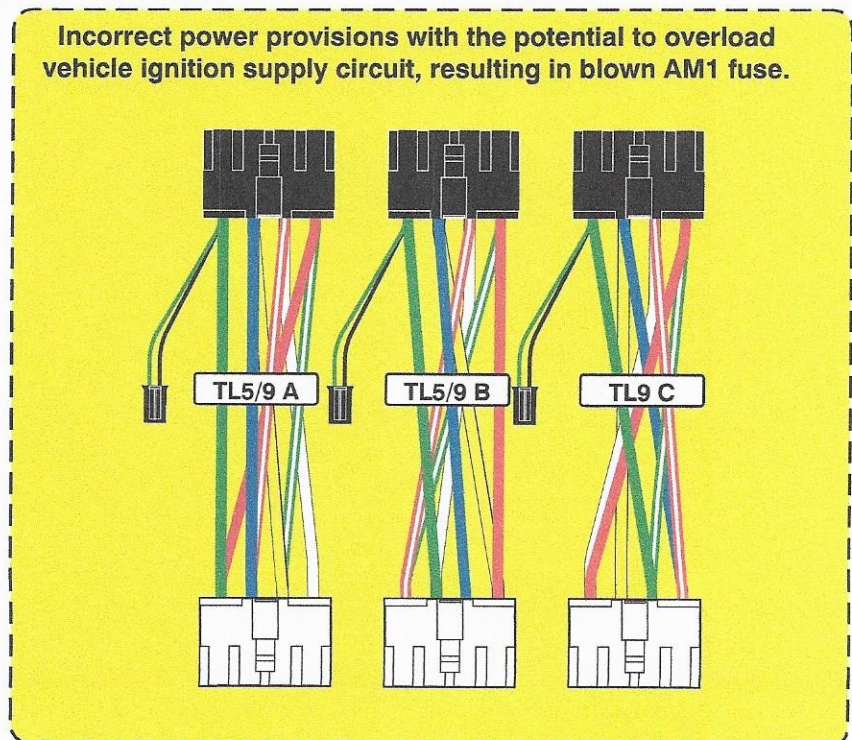


Figure 2: Supplied CN1 Harness Adapters



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

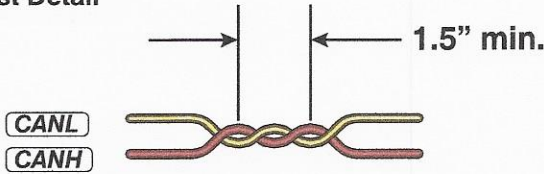
Hey! Read this stuff before you start the installation...

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

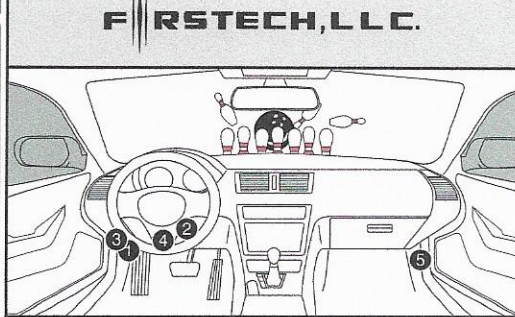
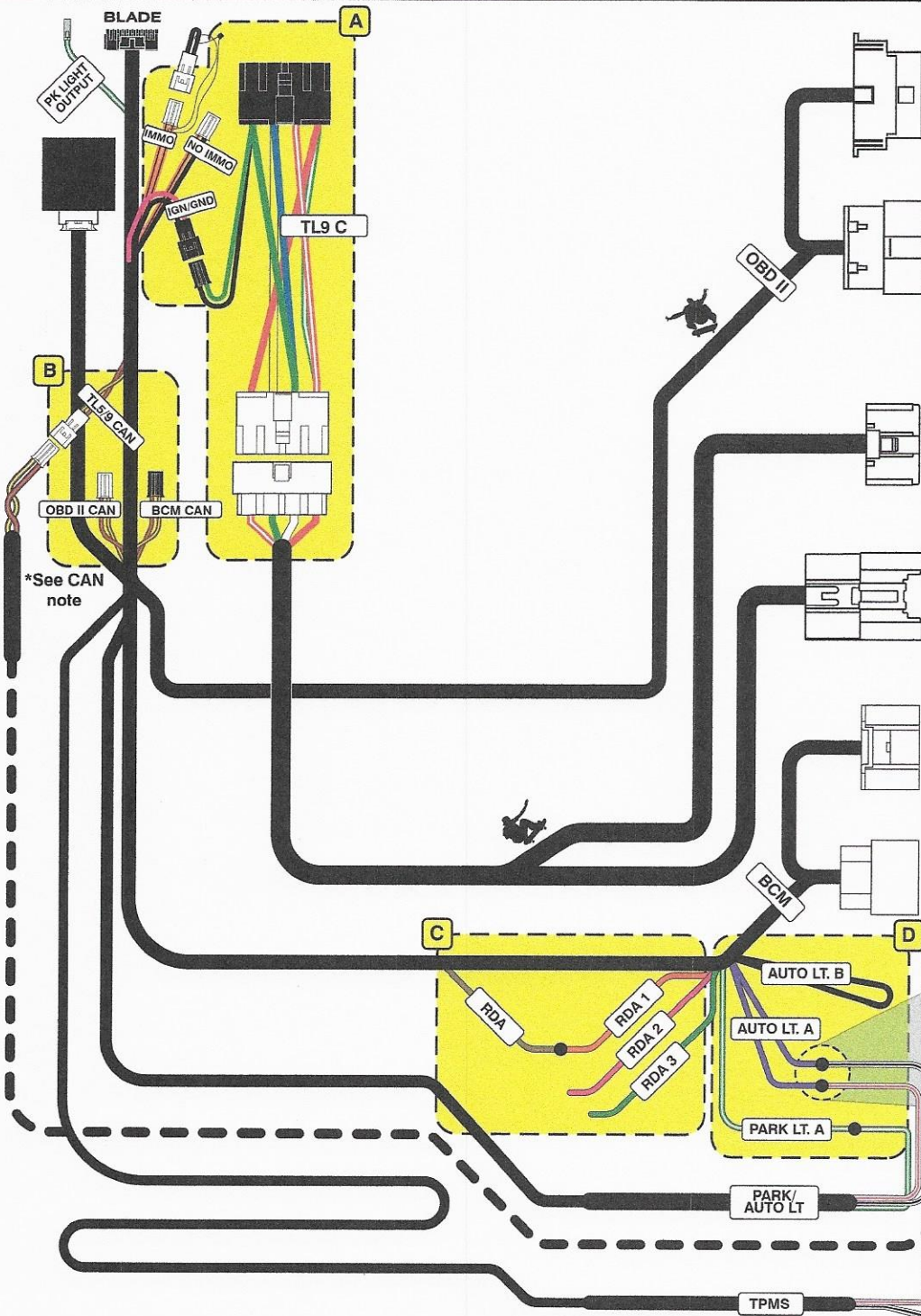
CM900AS/900S Jumper

START
ACC
IGN1



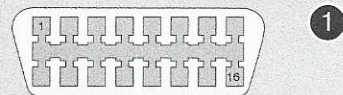
FTI-TLK1 Type 3C5 - Installation Notes & Wiring Diagram

- 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.



FIRSTECH, L.L.C.

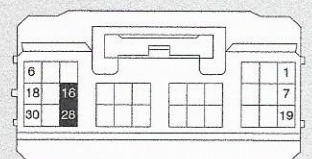
OBD-II Connector



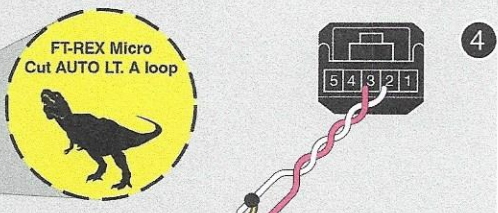
Ignition Switch



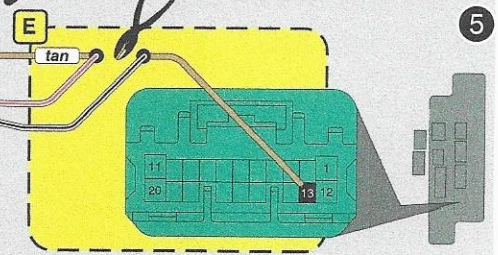
Below Fuse Box



Steering Sensor Connector



Passenger Kick Panel



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