

1996 - 2004 Mustang Install Instructions

Sequential / Chase Unit Partial Plug-N-Play Kit

Meter4it Eng.

Updated: 10/15/09

Verify content of kit:

- 1- Unit with wiring harness
- 1-Electronic flasher
- 1- Color instruction
- 2- Velcro for mounting
- 1-Driver taillight harness
- 1- Passenger taillight harness



Basic tools required for install:

- Common screwdrivers
- Phillips screwdriver
- 11mm wrench or socket
- Knife
- Flashlight
- Electrical tape

NOTE: Although I have tried to be as detailed as possible using text and supporting pictures, I still recommend an installer that has basic automotive wiring skills.

Make sure all turn signal lights work on your vehicle before beginning installation. If you have a light that's burned, replace it now or it could be misleading later on and cause trouble shooting issues.

Preparation:

- 1) Inside of the trunk, start by removing the rear most plastic and carpeted trim panels that cover the taillight wires and retaining nuts.

NOTE: Locations are marked below in green.

Passenger side



Trunk latch



Driver side



- 2) Remove 1 retainer (each side) that holds the top part of the carpeted trim. This will allow you to gain access to the taillight bolts without having to remove the complete carpeted trim panel.

NOTE: Some models have a plastic retainer while others have a bolt.

Example of Driver side

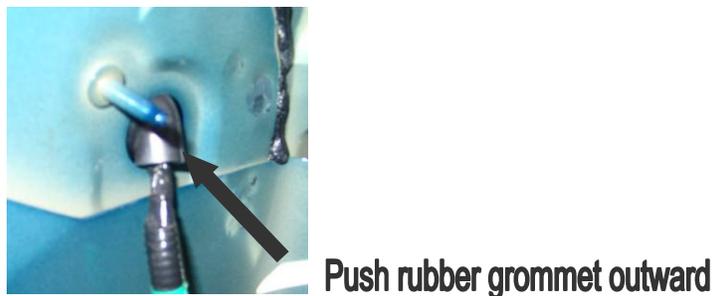


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- 3) Unplug Black taillight connectors (both driver and passenger sides).

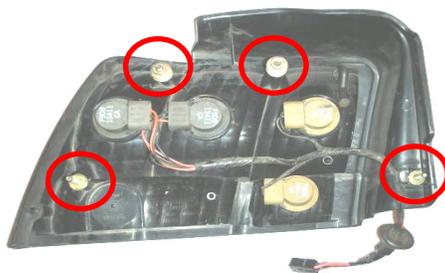


- 4) Push rubber grommet partially outward so it can be easily removed with taillight.

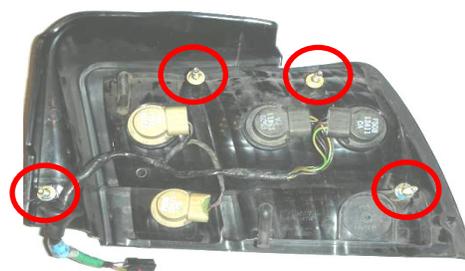


- 5) Remove the four 11mm nuts that retain the taillights to the body of the car and place on workbench.
NOTE: Green circles are the retaining nuts; Orange circles are the rubber grommets.

Passenger



Driver side



- 6) Remove the light sockets from the taillight by twisting the light socket counter clockwise then lift out.

Driver side shown



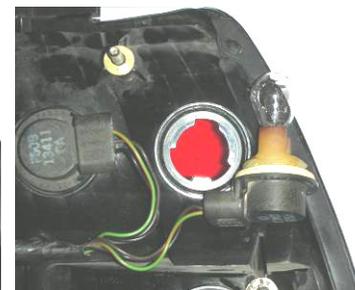
Counter clockwise to unlock



Unlocked position



Brake light Removed



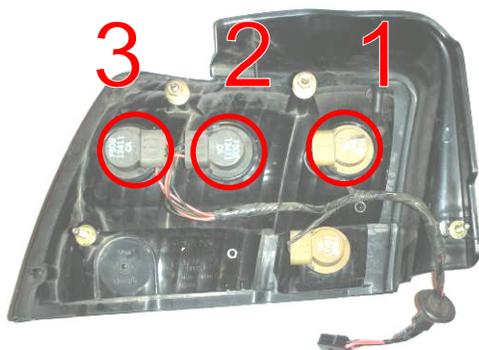
- 7) Wiring harness is attached to the taillight via plastic retainer, pull wiring harness and plastic retainer away from taillight to remove. Now remove wiring harness from taillight.

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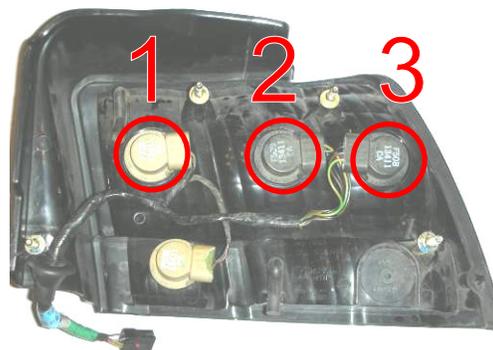
Installing Partial Plug-N-Play taillight harness:

- 1) Now transfer light bulbs from original wiring harness to the Meter4it Partial Plug-N-Play taillight harnesses (Driver and Passenger).
- 2) Identify taillight harness by looking at the Black plug. Driver side will have Green, Blue, Purple, and Black wires. Passenger side will have Orange, Grey, and Pink.
- 3) Install Meter4it Partial Plug-N-Play harnesses on to both (Passenger and Driver side) taillights in reverse order as removed making sure the number on the light sockets match each taillight pictured below and the correct harness on the correct side. **Refer to above to identify harness side!**

Passenger side



Driver side



- 4) Install taillights back onto car by first passing the connectors through the rubber grommets hole and then the taillight bolts through their holes. **Take your time and be cautious not to scratch the paint and allow any of the wires to get caught between the taillight bolts and the body of the car. Also, the bolts must line up correctly for proper fit.**
- 5) Pull the rubber grommet inward until it is fully seated in the hole.
- 6) Install the four 11mm nuts and tighten.
- 7) Plug the Black connector into the factory Black connector inside the trunk.
- 8) Repeat steps above for other side.

Installing Partial Plug-N-Play unit and running power wire:

Overview; The Sequential / Chase unit gets its power from the trunk light. The connector for the trunk light follows along the driver side trunk hinge then behind the carpeted trim panel and that is where we will tap into it for power.

NOTE: If you have an alternative power source you can connect to it as long as you use a 15amp fuse.

- 1) Remove the top fastener from the Driver side carpeted trim panel (inside trunk). Pull this toward you to expose the backside of the carpeted trim panel. Using the Velcro, mount the Unit to this ledge with the wires pointing toward the taillights and the Blue jumper upwards.
- 2) Connect the two Black connectors from the units wiring harness to the taillights Black connectors.
NOTE: Route wires along with factory wires using electrical tape to keep them from hanging free. Make sure they are fully connected and the color of the wires must match each connector or the unit will not work!
- 3) Connect the Red wire (unit) to the trunk lights wire.
 - a. Install a Scotchlok on the following wire (**for 1999 to 2004 Light Green/ Orange stripe wire**) or (**for 1996 to 1998 Light Green/ Yellow stripe wire**). This is the 12Vdc supply for the trunk/ interior lights.
 - b. Connect the Red wire from the Sequence/ Chase unit to the Scotchlok using the spade connector. **TIP: Can use other 12Vdc supply, must have a 10amp fuse!**

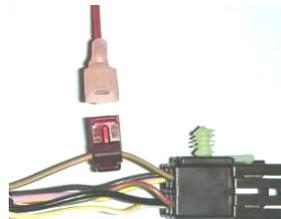
Trunk light plug



Use pliers to lock connector



Red wire from unit

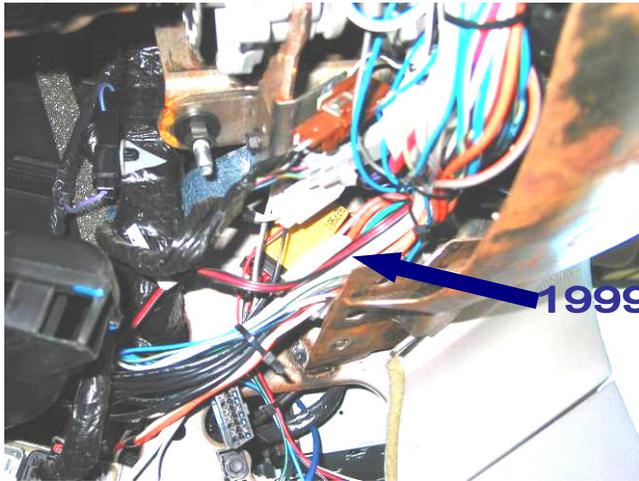


Unit plugged into power source



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- 4) Plug in the Driver side taillight and then the Passenger side taillight.
NOTE: Route wires along with factory wires using electrical tape to keep them from hanging free.
- 5) Now swap factory flasher with supplied flasher.
 - a. Locate and remove the flasher. **99-04** Driver side behind the dash panel and close to the console left of the radio. **96-98** behind the fuse panel. It is Yellow in color. Most are held in place with a clip; use a small screwdriver to release the clip. Remove flasher from the plug.
 - b. Install supplied flasher (Blue in color) in reverse order.



1999-04 pictured

Factory flasher pictured



- 6) At this point all wires should be connected. Test, Calibrate, change between patterns, and reinstall taillights.

Test, Calibrate, Change Between Patterns, and Reinstall Taillights:

Overview; Test operation of Sequential/ Chase lights, calibrate if needed and see how to change between patterns, and reinstall taillights and trim panels.

NOTE: Calibration may not be needed; I calibrate every unit when testing them trying to match the factory flashers speed. Although every flasher is different, usually I'm pretty accurate.

Test:

- 1) A quick and easy way to test both sides is to turn on the Hazard lights.
 - (a) With **Chase** mode selected (default) the lights should start out from the middle of the car and turn one on at a time (inboard, middle, then outboard), then they will turn off one at a time (inboard, middle, then outboard off). If different, look at Trouble Shooting "The light pattern is incorrect".
 - (b) With **Sequential** mode selected the lights should start out from the middle of the car and turn one on at a time (inboard, middle, then outboard), then they all will turn off. If different, then look at Trouble Shooting "The light pattern is incorrect".

Calibrate:

- 1) To calibrate the Sequential / Chase unit; turn the left turn signal on, with turn signal flashing, push the Black button (Red in this picture) inside the access hole until all three lights flash together then release. The lights will flash two to three times (all together) and then perform the selected pattern and that side is calibrated. Now, **without** pushing the Black button again, turn on the right side turn signal and it will be calibrated after two flashes and then perform the selected pattern.
- 2) At this point you are calibrated and you can select the different patterns (modes) of operations via Blue jumper. Just pull carpet back to access the jumper. Refer to pictures below.



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Change between patterns:



NOTE: Reference to access hole assumes hole is facing you, mounting flange is on the bottom side, and wire loom is to your left.

1. For **CHASE**, remove any jumper that is in a vertical orientation. To store the jumper, you can replace it in a horizontal plane on either of the two jumpers.



2. For **SEQUENCE**, place jumper on the right two pins in a vertical plane.



3. For **FACTORY** (all 3 lights together), place the jumper on the left two pins in a vertical plane.



NOTE: If changing from factory to another mode you **must** recalibrate both left and right sides. In short, the unit will be in the calibrate mode after jumper removal. All you will need to do is to let the left and then right side turn signals cycle a minimum of three times and your done.

Reinstall taillights and trim panels:

- 1) Before tightening the taillight retaining nuts please make sure you have no loose wires that can get caught between the taillight housing or nuts then tighten taillight nuts.
- 2) Install the taillight trim panel then trunk carpet.
- 3) At this point, everything should be back to normal.

Trouble shooting:

Overview: Most of the failures fall into one of the two below. If yours falls into something other, please email me with as much detail that you can. I find that any other problems are usually caused by deviating from the instructions by accident.

Unit operates in fail safe mode (inboard lights only):

- 1) **Verify with test light that 12 volts is present at the red wire.** Best test with the turn signals on and with test light you can pierce the Red wire to test.
- 2) **If not power check fuse that is located in the passenger compartment.**
 - a. **1996-98** year models check fuse number "8" 10amp fuse.
 - b. **1999-04** year models check fuse number "7" 15amps fuse.
- 3) Verify connections of the Black connectors (taillight). Make sure the colors match each side of the connectors.

The light pattern is incorrect:

- 1) Verify the order of the numbered light sockets. Number 1 must be inboard. Number 2 must be the middle. And number 3 must be outboard.

Thanks for your interest in my product. If you see any mistakes or notice something that would have been helpful for you and could help out the next customer, please email me so I can make the change!

Sincerely, Gary Murphy

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