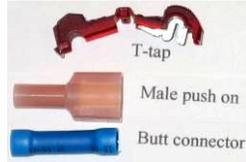


2005 and 08 Mustang install instructions of the Sequential / Chase Unit.

Meter4it Eng.

Updated: 2/8/08

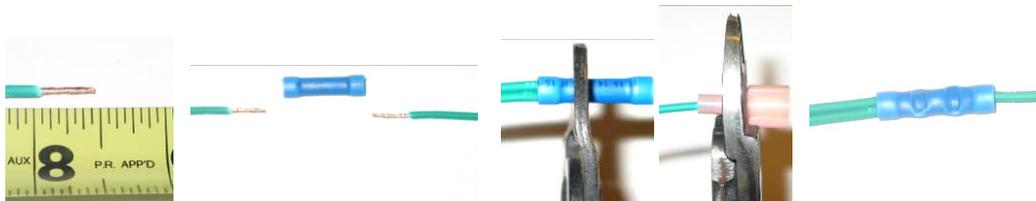
Intro to connectors and tools used to install this kit;



The three types of connectors used in this kit.



For cutting and stripping wire you can use special wire cutters to your basic pocket knife;



How to install Butt connectors and Male push on connectors:

Strip wire (or wires if more than one) about a half inch. Twist the copper strands together then insert into connector and crimp with wire crimpers. Please look at pictures above for examples.



How to install T-tap connectors:

Place wire into the "V" opposite side of the metal "V". Now fold the T-tap over and squeeze together with pliers until T-tap locks and stays together. **NOTE: The T-tap will pierce the wires insulation making contact with the wire inside.**

Verify content of kit:

- 1- Unit with wiring harness
- 1- Red power wire with 15 amp fuse
- 2- Light sockets
- 1- Color instruction
- 10- T-taps
- 9- Male push on connectors
- 6- Butt connectors
- 2- Velcro for mounting



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

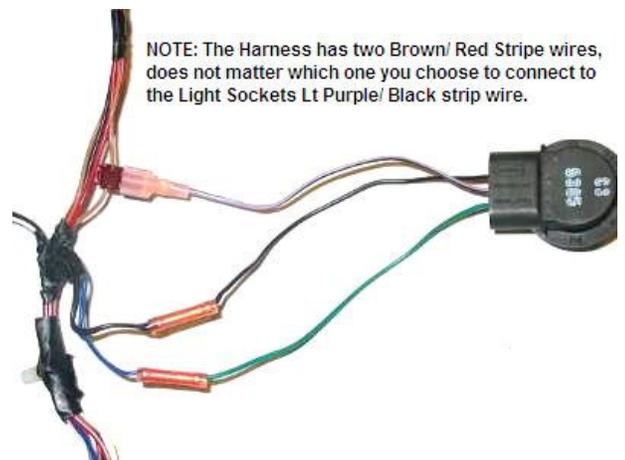
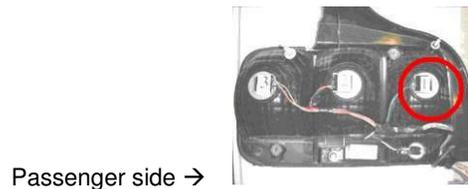
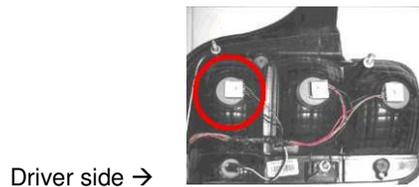
2005 and 08 Mustang install instructions of the Sequential / Chase Unit.

A) Preparation:

Make sure all turn signal lights work before beginning installation. If you have a light that's burned out replace it because it could be misleading later on and cause trouble shooting issues. Inside of the trunk remove rear trim panel to expose taillight wires and retaining nuts. Remove the three 11mm nuts on each taillight, unplug each Grey plug, then remove taillight from car, and place them on a workbench for light socket replacement.

Reason why inboard light sockets needs to be replaced is because this light functions only as a running light and so did not have the need for the extra wire for the turn signal. By replacing the light socket we will have this wire for the turn signal as well as the running light.

NOTE: The taillight wiring harness is the same for both Left and Right sides. Connecting the new light socket is the same on both sides.



B) Connecting New light socket; Same for both sides.

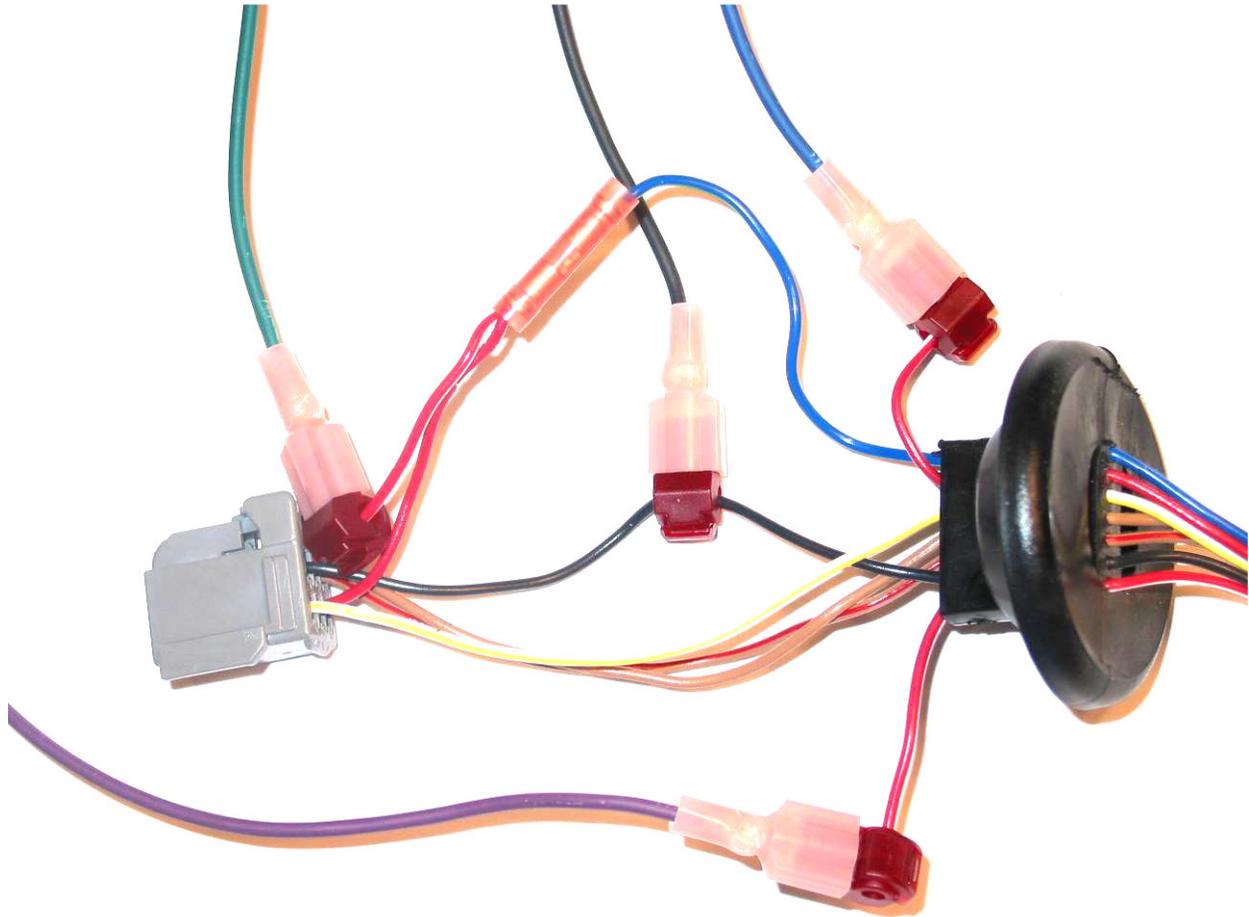
- 1) Locate the light socket that is closest to the license plate. This socket has two **Black** wires and one **Blue/ Green stripe** wire. Cut all three wires about an inch away from the light socket, place light bulb in new light socket and discard old light socket. Now strip all three wires on the Harness. **NOTE: Some harnesses only have one Black wire.**
- 2) Connect the two **Black** wires (harness) to the **Black** wire from the new light socket together using a **Butt connector**.
- 3) Connect the **Blue/ Green stripe** wire (harness) to the **Green** wire (light socket) using a **Butt connector**.
- 4) Connect the **Brown/Red** stripe wire (harness) to the **Lt Purple/ Black** stripe wire (Light socket) using **T-tap and MALE PUSH ON connector**. **NOTE: Harness may have two Brown/ Green stripe wires, use either one.**
- 5) Remove the black tape between the Grey plug and the Black rubber grummet exposing the wires so connection can be made after placing taillights back in car.
- 6) Do this for the other side and then install taillights back on car, the rest of the connections will be made between the Grey plug and the Black rubber grummet.
- 7) Continue to inside trunk connections.

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B) Inside trunk connections;

Driver side:

Overview: Connect unit to Driver side taillight, inside the trunk using the wires between the Grey plug and the Black rubber grummet.

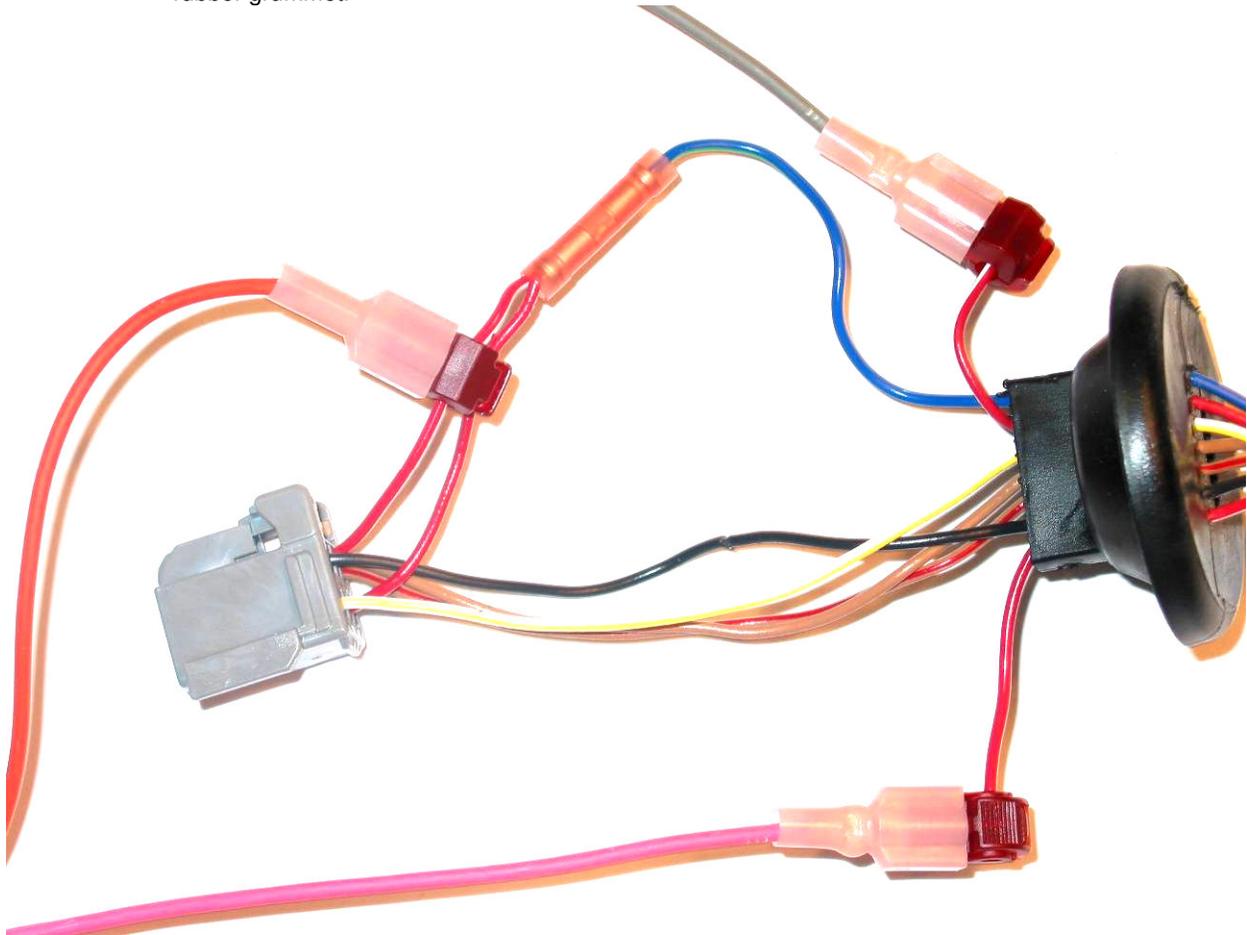


1. Reconnect the Grey plug to main harness. Now with the hazard lights flashing cut one of the Red/ White stripe wires halfway between the Grey plug and the Black rubber grummet. Note which light stopped flashing. **Note: it will be either the middle or the outboard light that will stop flashing.**
2. From step 1, if it was the middle light that stopped flashing then do steps A and B below, if not then skip step 2 and jump to step 3.
 - (a) Using a **T-tap and MALE PUSH ON connector**, connect the **Red/ White stripe** wire that was cut above and still connected to the Black rubber grummet to the **Blue** wire (unit).
 - (b) Locate the other **Red/ White stripe** wire that was not cut and cut this wire halfway between the Grey plug and the Black rubber grummet. Using a **T-tap and MALE PUSH ON connector**, connect the **Red/ White stripe** wire still connected to the Black rubber grummet to the **Purple** wire (unit).
3. If you did steps A and B then jump to the step 4 now, if not then from step 1, if it was the outboard light that stopped flashing then do steps C and D below.
 - (c) Using a **T-tap and MALE PUSH ON connector**, connect the **Red/ White stripe** wire that was cut above and still connected to the Black rubber grummet to the **Purple** wire (unit).
 - (d) Locate the other **Red/ White stripe** wire that was not cut and cut this wire halfway between the Grey plug and the Black rubber grummet. Using a **T-tap and MALE PUSH ON connector**, connect the **Red/ White stripe** wire still connected to the Black rubber grummet to the **Blue** wire (unit).
4. Cut the **Blue/ Lt Green stripe** wire (Harness) flush with the Grey plug. Connect this wire to the **Two Red/ White stripe** wires on Grey plug together using the **Butt connector**. **NOTE: Cutting the Blue/ Lt Green stripe wire flush to the grey plug will make the wire longer and easier to connect to the Two Red / White stripe wires.**
5. Now connect one of the **Red/ White stripe** wires on the Grey plug to the **Green** wire (unit) using a **T-tap and MALE PUSH ON connector**.
6. Now connect the Black wire (Harness) to the Black wire (unit) using a **T-tap and MALE PUSH ON connector**.
7. Reconnect the Grey plug (harness) if unplugged into its original connection point; this side is done, on to Passenger Side.

2005 and 08 Mustang install instructions of the Sequential / Chase Unit.

Passenger Side:

Overview: Connect unit to passenger side taillight, inside the trunk using the wires between the Grey plug and the Black rubber grummet.



- 1) Reconnect the Grey plug to main harness. Now with the hazard lights flashing cut one of the Red/ White stripe wires halfway between the Grey plug and the Black rubber grummet. Note which light stopped flashing. **Note: it will be either the middle or the outboard light that will stop flashing.**
- 2) From step 1, if it was the middle light that stopped flashing then do steps A and B below, if not then skip step 2 and jump to step 3.
 - (a) Using a **T-tap and MALE PUSH ON connector**, connect the **Red/ White stripe** wire that was cut above and still connected to the Black rubber grummet to the **Grey** wire (unit).
 - (b) Locate the other **Red/ White stripe** wire that was not cut and cut this wire halfway between the Grey plug and the Black rubber grummet. Using a **T-tap and MALE PUSH ON connector**, connect the **Red/ White stripe** wire still connected to the Black rubber grummet to the **Pink** wire (unit).
- 3) If you did steps A and B then jump to the step 4 now, if not then from step 1, if it was the outboard light that stopped flashing then do steps C and D below.
 - (c) Using a **T-tap and MALE PUSH ON connector**, connect the **Red/ White stripe** wire that was cut above and still connected to the Black rubber grummet to the **Pink** wire (unit).
 - (d) Locate the other **Red/ White stripe** wire that was not cut and cut this wire halfway between the Grey plug and the Black rubber grummet. Using a **T-tap and MALE PUSH ON connector**, connect the **Red/ White stripe** wire still connected to the Black rubber grummet to the **Grey** wire (unit).
- 4) Cut the **Blue/ Lt Green stripe** wire (Harness) flush with the Grey plug. Connect this wire to the **Two Red/ White stripe** wires on Grey plug together using the **Butt connector**
- 5) Now connect one of the **Red/ White stripe** wires on the Grey plug to the **Orange** wire (unit) using a **T-tap and MALE PUSH ON connector**.
- 6) Reconnect the Grey plug (harness) if unplugged into its original connection point; this side is done, Continue on to Running Power Wire and Mounting Unit.

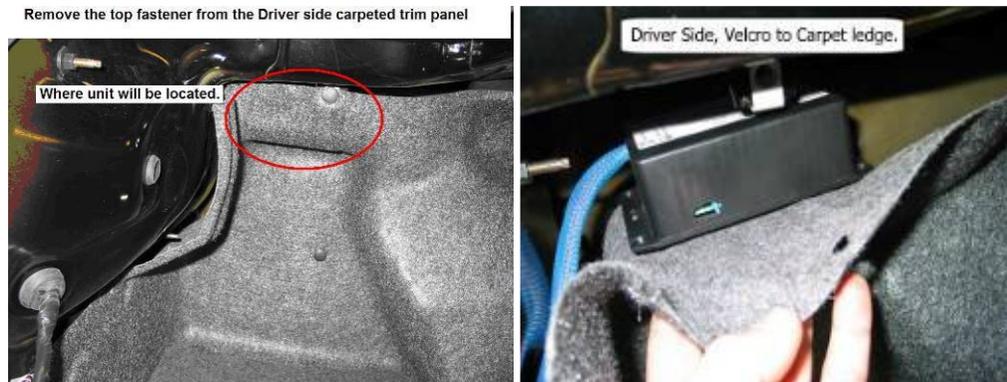
2005 and 08 Mustang install instructions of the Sequential / Chase Unit.

C) Running Power Wire and Mounting Unit:

Overview; The Red power wire will be connected to the Unit (Red wire), the Unit will be mounted, then the Red power wire will be routed from the Unit (trunk) to the passenger side (between the wheel wells, then forward to the passenger side fuse box (behind kit panel).

NOTE: If you have an alternative power source you can connect to it as long as you use the fuse included in the kit.

1. Connect the Red wire (unit) to the supplied Red power wire with fuse using a **MALE PUSH ON connector**.
2. Remove the top fastener from the Driver side carpeted trim panel (inside trunk). Pull this towards you to expose the ledge molded into the carpeted trim panel. Using the Velcro mount the Unit to this ledge with the wires pointing towards the taillights and the Blue jumper towards the inside of the trunk.



3. With trunk carpet removed (spare tire will be exposed) route the Red power wire behind and forward of the driver side carpeted panel to the driver side wheel well. Now cross over to the passenger side wheel well following the factory wiring harness.
4. Fold the passenger side back seat down. Run the Red power wire from the trunk into the passenger compartment by pushing the wire down between the passenger side rear seat bottom and side trim panel to hide the wire.



5. Remove the round plastic trim retainer below the back seat and near the carpet (passenger side) so Red power wire can be routed behind and to the scuff plate (threshold).



6. Remove the scuff plate (threshold) and continue Red power wire to passenger side kick panel. **NOTE: To remove the scuff plate all you have to do is pull up starting from one corner working your way to the other side.**
7. **NOTE: Because Ford made it so hard to remove the Fuse box cover I recommend removing the kick panel.** The kick panel has no screws just retainers. First pull inboard at the front of the panel to free it, now pull toward the back of the car starting close to the scuff plate working your way up until the kick panel is free. Remove the Fuse box cover. Route the Red power wire behind the kick panel and out the fuse cover opening. **NOTE: To remove the fuse cover plate you have two retainers (tabs), one toward the front and one toward the back. You have to pull them away from each other to free the cover.**

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8. With fuse box cover removed. You will notice an unused fuse located closes to the Grey relay. Refer to picture. Plug the brass terminal from the Red power wire into the empty fuse slot that is closest to the Grey relay. Please refer to picture, if you plug into the other slot, the unit will not work because this slot has no power. Before installing the fuse cover you will need to cut a "V" or "U" shape notch in it to allow the Red power wire to pass through.
9. Reinstall fuse box cover, kick panel, scuff plate, and trunk carpet.
10. At this point all wires should be connected. Test, Calibrate, change between patterns, and reinstall taillights.

D) Test, Calibrate, change between patterns, and reinstall taillights:

Overview; Test operation of Sequential/ Chase lights, calibrate if needed, 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 close.

Test:

1. A quick and easy way to test both side 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 then look at Trouble Shooting "The light pattern is incorrect".
 - (b) With **Sequential** mode selected the lights should start out form 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 lights 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.

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

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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.

E) 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 volt meter or test light that 12 volts is present at the fuse.** You can remove the fuse cover and probe the top of the fuse or test at connection point at unit (RED wire). If no power then verify you install the brass terminal into the correct fuse slot, refer to step 8.
- 2) **Check fuse that was part of the kit. If blown then replace with new 15 amp fuse.** The most likely problem is a wire that has shorted out. To narrow the search you can unplug the Grey and Pink wires (passenger side) and the Blue and Purple wires (driver side). Now with new fuse installed turn on the Hazard lights. You should hear the unit clicking (relays), this is good. Now plug the Grey, Pink, Blue, and Purple wires in one at a time observing when the fuse blows (Relays will stop clicking). Follow the wire that caused the fuse to blow. Most likely cause is a wire that was pinched between the body and taillight while tightening the nuts for the taillight. **NOTE: If wire was pinched, some times it will not show up until months down the road. Please be wire location when installing taillights.**

The light pattern is incorrect:

- 1) If **driver side** then swap the Blue and the Purple wires.
- 2) If the **passenger side** then swap the Grey and the Pink wires.

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

Sincerely, Gary M

Meter4it Eng.

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