Installation Guide

2011-2016 Select Ford Trucks/SUVs

KLEINN SKU# - RSFD1

Ford (Standard Key)									
Edge	11	12	13	14					
Expedition					15	16	17		
Explorer	11	12	13	14	15				
F-150	11	12	13	14					
F-250	11	12	13	14	15	16			
F-350	11	12	13	14	15	16			
F-450	11	12	13	14	15	16			
F-550	11	12	13	14	15	16			
Flex			13	14	15	16	17	18	19
Lincoln (Standard Key)									
MKX	11	12	13						

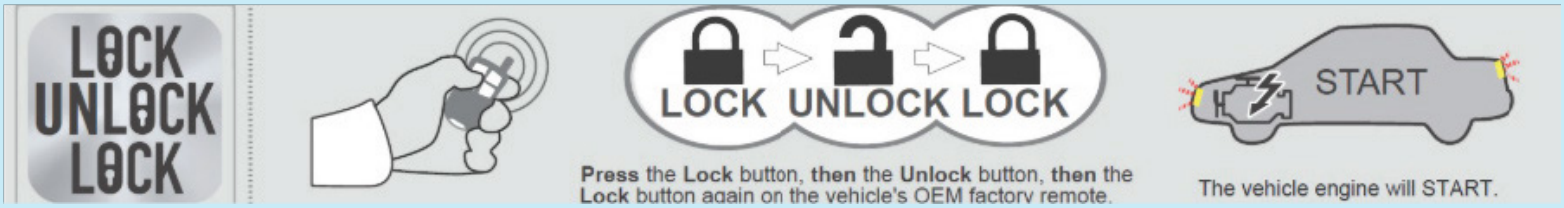
*For automatic transmission vehicles only

- This remote start will monitor the vehicle door lock circuit and is activated by pressing Lock>Unlock>Lock on your OEM remote Key FOB.
- This is a pre-wired "plug and play" kit. No wire to wire connections are required.
- We have already loaded the correct firmware into the remote start module.
- Program the module to your vehicle when the installation is complete in Step 3 of this guide.
- **YOU MUST HAVE 2 MASTER KEYS FOR PROGRAMMING!**

Cloned keys will not work.
(See page 6 for Clone test)

Introduction:

This remote start will monitor the vehicle lock circuit and use the pulses to activate the remote starter.
Remote Starter Activation: Press Lock>Unlock>Lock on your OEM remote to start the vehicle.



Check out our extended range RF Remote or Smartphone Control upgrade kits

Click Here for Upgrade Options

Disclaimer:

Neither the manufacturer nor the distributor of these components are responsible for damages of any kind either indirectly or directly caused by the components, except for the replacement of the components in case of manufacturing defects. This guide is subject to change without notice.

Parts Required:

- **EVO-ALL Module (71.49 min-C1, D1, D1.1, D1.6, H2)**
- **THAR-FORT1 Configured for 80 Bit Fort 180 T-Harness**
- **FORT40 OBD T-Harness (OBDT1) T-Harness**

Installation Video:

Use this video for reference on location and as an overview **ONLY**. There are important Notes in the install guide that are not shown in the video. To avoid confusion, follow the programming step by step in this guide. Click or Copy & Paste the link below.

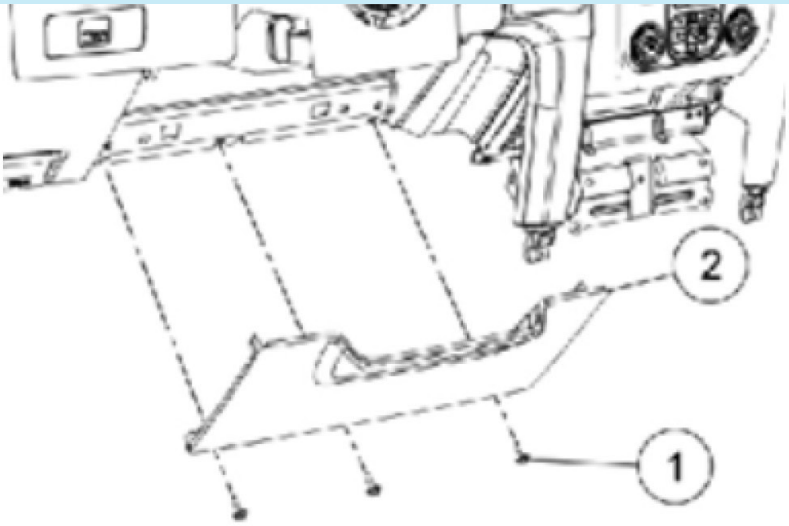
https://www.youtube.com/watch?v=Ze9Lr-Vo6EQ&t=4s

STEP 1: Prepare the Vehicle

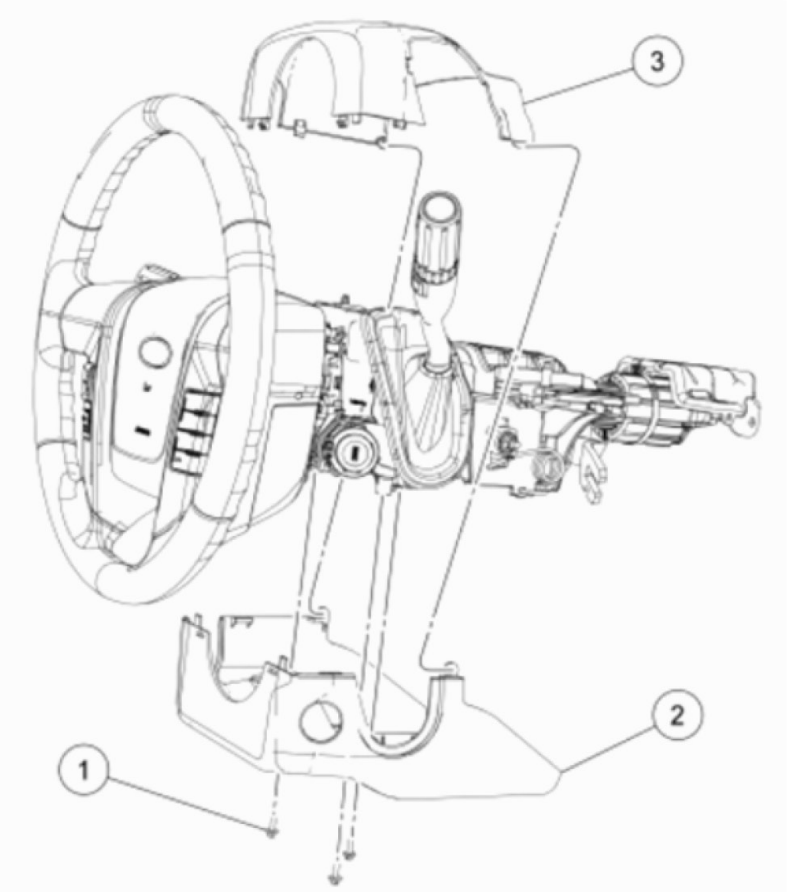
This remote start kit is a **PLUG & PLAY INSTALLATION TYPE**. This kit uses a plug-in T-Harness which eliminates any hardwired "wire-to-wire" connections that are typically required. The physical attachment of this product will require only plug-in connections. Simply plug the T-Harness into the vehicle, then program the module and the remote starter will be ready for use.

- Any vehicle panels required to gain access to the needed plugs outlined in this Tip Sheet will need to be removed. The bulk of the installation typically takes place in the driver's side under dash area. You may need to access the passenger side under dash area for some vehicles. Refer to the Wire Diagram for the locations that need to be accessed in the vehicle. Remember the order that you remove the panels.
- Wait to mount the remote start component(s) in the vehicle until after you have completed the wiring and have tested the system. Keep in mind where you plan to mount the component(s) when routing your wires to avoid having to unplug after programming. The component(s) can be mounted to a rigid wire bundle under the dash using zip ties. Look for an open and convenient location in the vehicle that will fit the component(s). Pay attention to moving parts like the pedals, e-brake and steering column. Be sure to route your wiring away from those areas. It is best to route your wires along with the vehicles factory wires, as this is typically a safe location and it keeps the install neat.
- If your T-harness has loose wires with no plugs at the end they will not be needed for standard installation in this application. Tape up any extra wires or tuck them away with the T-harness and isolate them so they are not in the way.

1. Remove the 3 screws and the steering column opening cover.

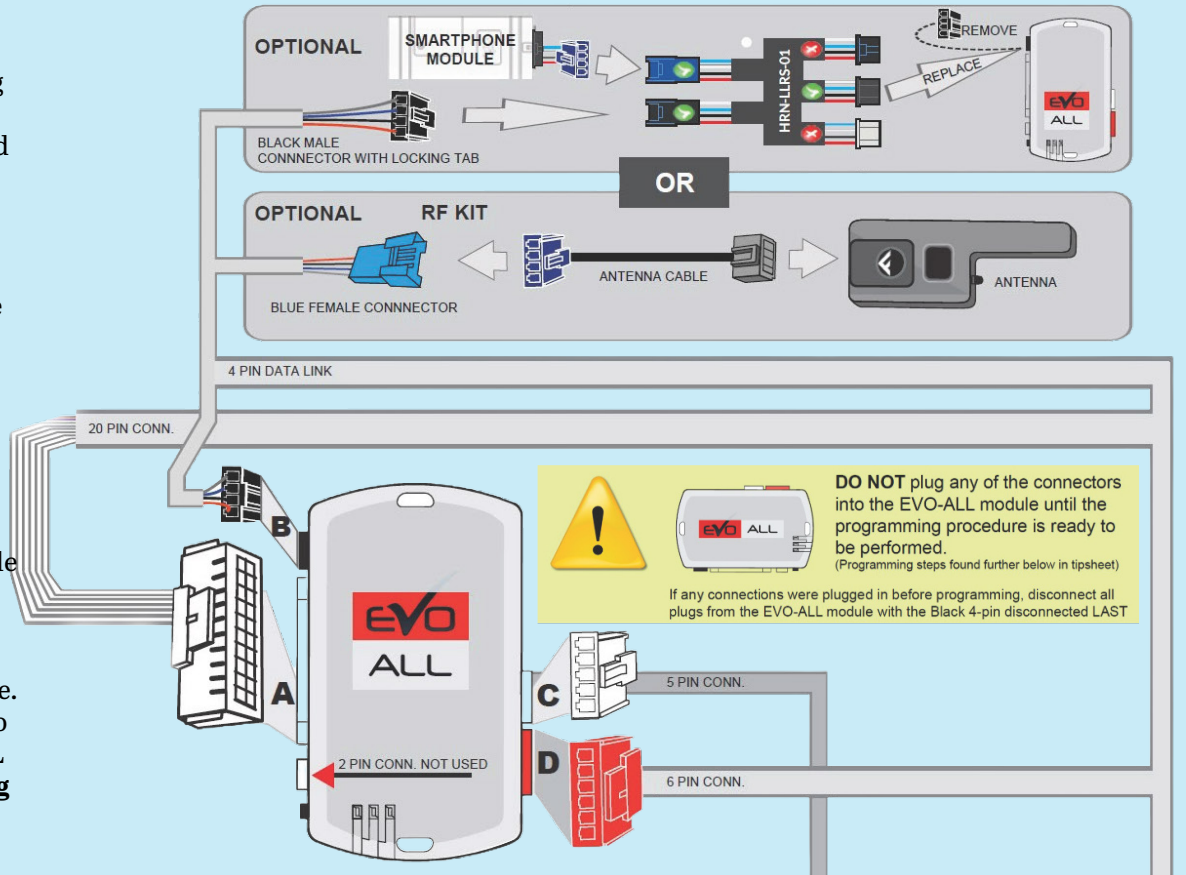


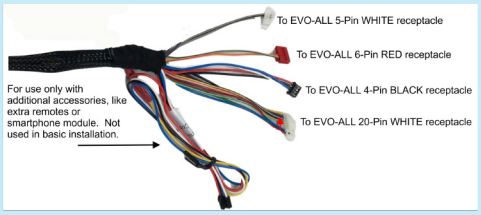
2. Remove the 3 screws from the lower steering column shroud and then remove the lower steering column shroud.



Step 2: System Wiring Diagram

1. Access the two plugs under the steering column: The ignition plug towards the back of the key cylinder assembly and the immobilizer plug at the front (see pictures below).
2. Carefully disconnect the connectors and insert the male plugs from the T-harness in their place. Then plug the vehicle connectors in to the T-harness female connectors.
3. Next, plug the OBDII connector from the vehicle into the OBD2 T-harness, mount the new OBD2 connector.
   a. Wiring is now complete. You will have 4 plugs to connect to the EVOALL module - but **don't plug them in yet**. That is done during the programming process.





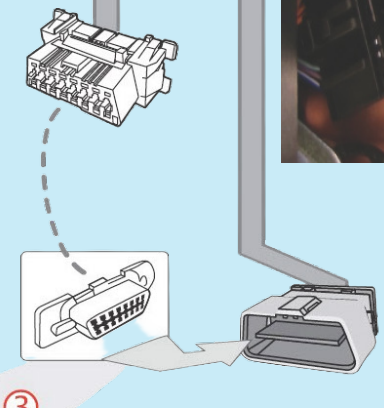


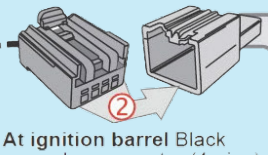
MPC- FORT1

MPC FORD OBD

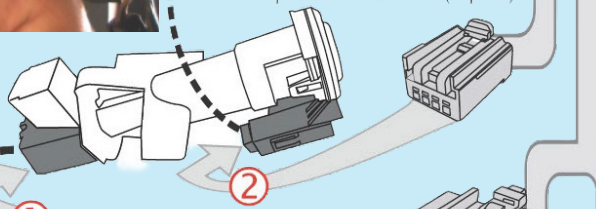




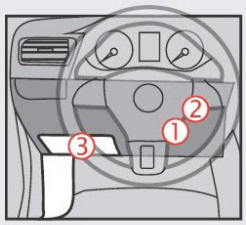


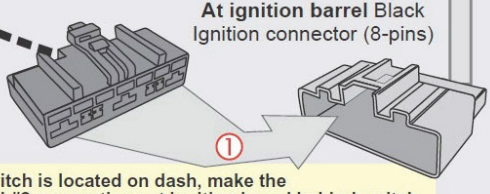


At ignition barrel Black Transponder connector (4-pins)



Front View.
16-Pin OBD-II Connector.
At Under Dash Driver Side.

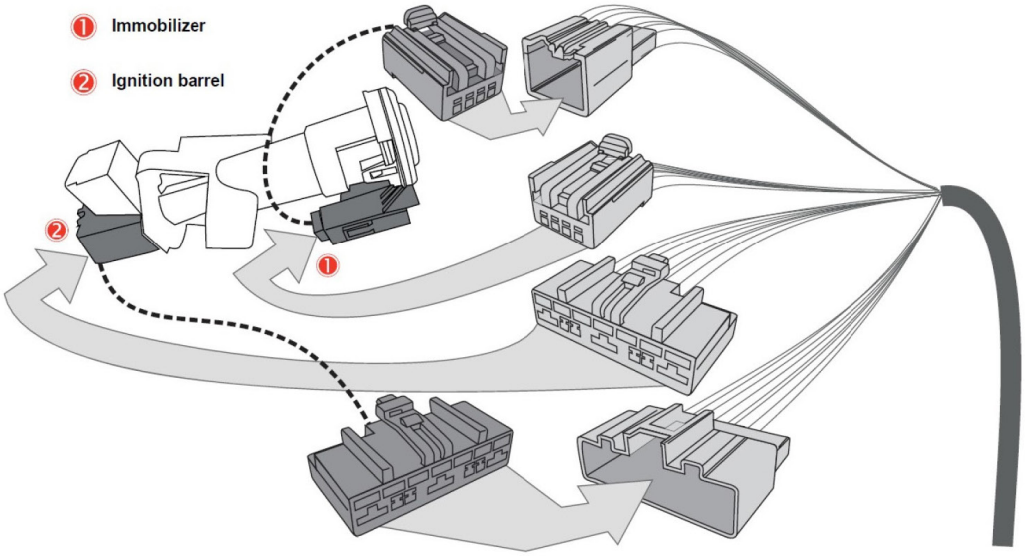




At ignition barrel Black Ignition connector (8-pins)

If Ignition key switch is located on dash, make the T-Harness #1 and #2 connections at ignition barrel behind switch.

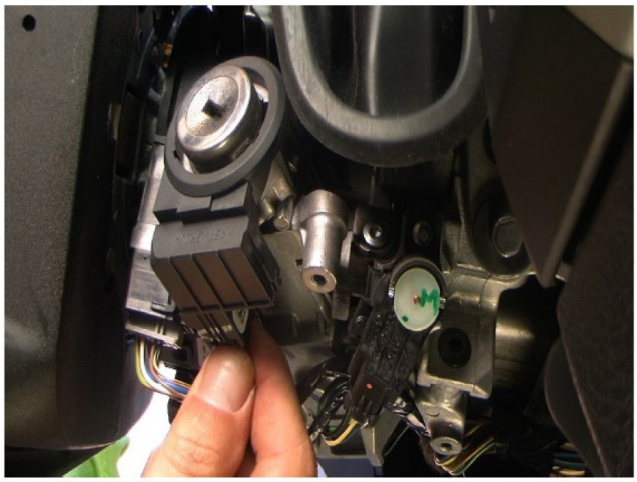
Step 2.1: THAR FORT1 T-Harness Connections



Locate the ignition key cylinder. In some vehicles it is located in the steering column and in others in the dash. There are two plugs that need to be pluuged in here.

- The smaller plug is the immobilizer connector and needs to be plugged in first.

Unplug the 4-pin plug located at the tip of the key cylinder and plug it into teh female end of the T-Harness. Then plug the male end of the 4-pin plug from the T-Harness into the emply immobilizer connector as shown below. Make sure the plug is tight and secure.



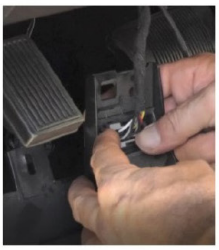
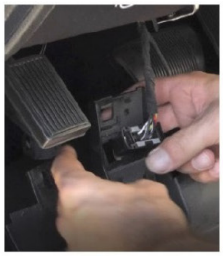
- The larger plug is the ignition connector and needs to be plugged in.

Unplug the larger 7-pin pluglocated at the end of the key cylinder and plug it into the female end of the T-Harness. Then plug the male end of the 7-pin plug from the T-Harness into the empty ignition connector as shown below. Make sure the plugs are tight and secure.

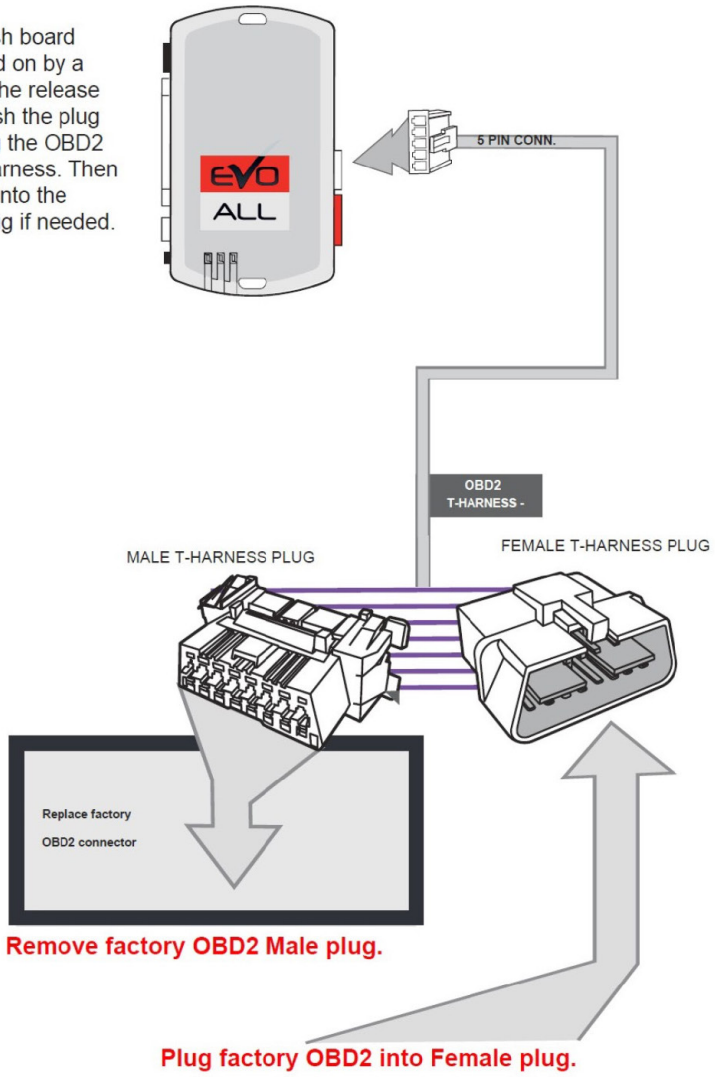




Step 2.2: OBD T-Harness Connection.

Locate the OBD2 plug under the dash board near the hood release lever. It is held on by a clip on each side of the plug. Press the release tabs on the sides of the plug and push the plug back through the housing. Then plug the OBD2 plug into the Female end of the T-Harness. Then plug the Male end of the T-Harness into the mounting slot so you can use the plug if needed.



Connections are complete, now move to program the module to the vehicle.




DO NOT plug any of the connectors into the EVO-ALL module until the programming procedure is ready to be performed.
(Programming steps found further below in tipsheet)

If any connections were plugged in before programming, disconnect all plugs from the EVO-ALL module with the Black 4-pin disconnected LAST

Programming Tips - Cloned Key Test



This test can be done on Ford trucks to determine whether the keys are master keys or cloned keys as long as the key sense module in the truck is good (See Keysense Test Below the cloned key test).

CLONED KEY TEST

Lets make sure you have 2 Master Keys with Unique RFID codes required to program new keys and modules.

1. with the module completely unplugged from the harness,
2. Put Key #1 in the barrel and turn to the on/run position, count 3 seconds or 3 door chimes as a timing tool then turn Key #1 off. (Within 5 seconds, go to the next step)
3. Turn Key #2 on, wait 3 secs or door chime counts and remove Key #2, you now only have 5 seconds to insert Key #1.
4. Insert Key #1 for the second time, you should hear and see the power door locks in the vehicle cycle (lock and unlock) on their own.

IMPORTANT as soon as you turn key 1 to ignition on the second time, you will hear and see the power door locks cycle (lock and unlock) on their own. If the locks cycle, you have Master Keys, if not then either the timing was wrong, the key sense module is intermittently not working, or you have cloned keys. If you have cloned keys, a dealer or locksmith with a Ford scan tool can either make you a new key or program the keys you have so that they each have their own RFID code stored in the trucks computer.

If your door locks did not cycle when you put key one back in the second time and you believe they are Master Keys, try the keysense test below.

KEYSENSE TEST

This test is simple, when the key is in the ignition or in the on position as you are performing the programming, leave the door open, you should hear the door chimes when the key is in the barrel and in the on position, if you don't or if it comes and goes, put pressure inwards towards the barrel when turning the key s on and off during the programming process, it is crucial that the module see key sense for the programming to be successful.

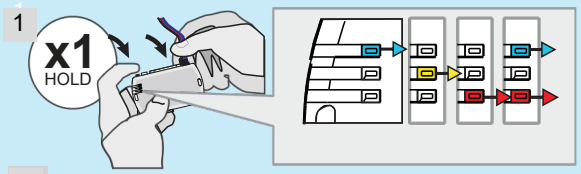
Programming Notes
When you perform the programming, make sure to follow the steps showing to leave the red connector unplugged during programming but remember to plug it back in after programming is successful.

STEP 3: Programming

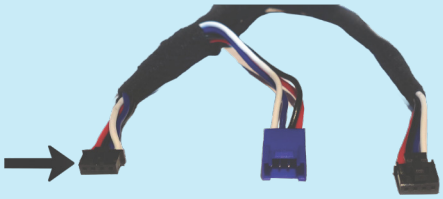
Before starting the programming sequence, make sure that none of the connectors are plugged into the EVO-ALL. Instructions for programming the EVO-ALL are below. Here are a few important tips to help you avoid common mistakes:

- While holding the button down on the EVO-ALL (Step 1 in the programming instructions), insert the 4 pin black plug WITHOUT the locking tab into the EVO-ALL black receptacle. **The LED's will alternate colors, release on Red and Blue.**

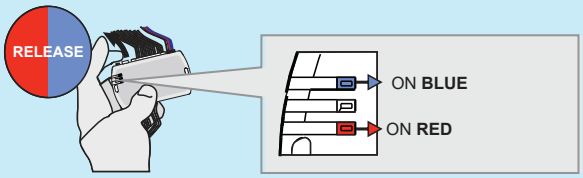
1



Press and **HOLD** the programming button While **holding** the button, insert the **4-PIN Black connector without the Locking Tab** into the **EVO ALL Module**

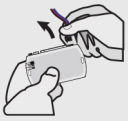


2

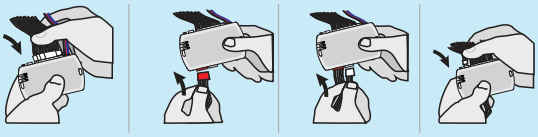


Release the programming button when the LED's are **RED AND BLUE**.

If the LED are not solid BLUE and RED disconnect the 4-Pin connector (Data-Link) and go back to step 1.



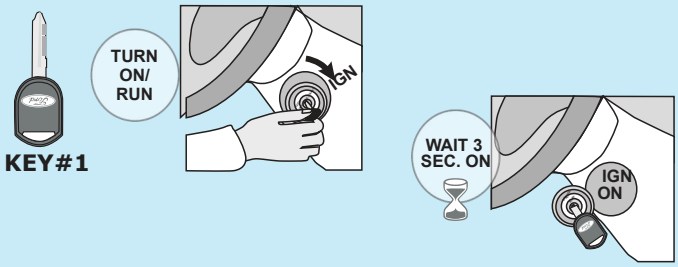
3



Insert the 2 WHITE connectors ONLY
LEAVE THE RED 6 PIN UNPLUGGED

NOTE: (Red plug will be plugged in AFTER the programming is complete in Step 9 .)

4

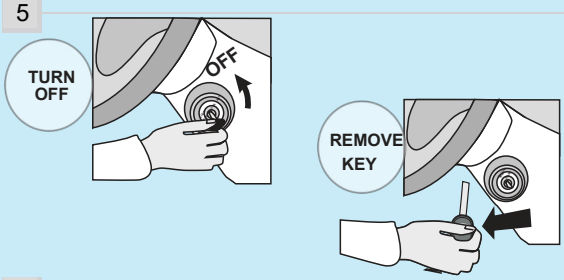


Turn the **1st** functional key to the Ignition **ON/RUN** position putting physical inward pressure on the key while turning.

Wait a FULL 3 seconds or count 3 door chimes

You must wait the full 3 seconds!

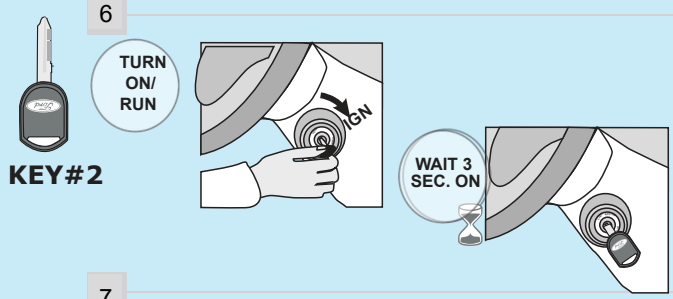
5



Turn the key to the OFF position and **remove** the key from the barrel.

(Move to the next step within 5 seconds)

6

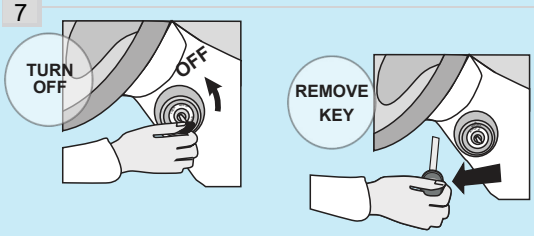


Turn the **2nd** functional key to the Ignition ON/RUN position continuing to press inward pressure on the key.

Wait a FULL 3 seconds or count 3 door chimes

You must wait the full 3 seconds!

7



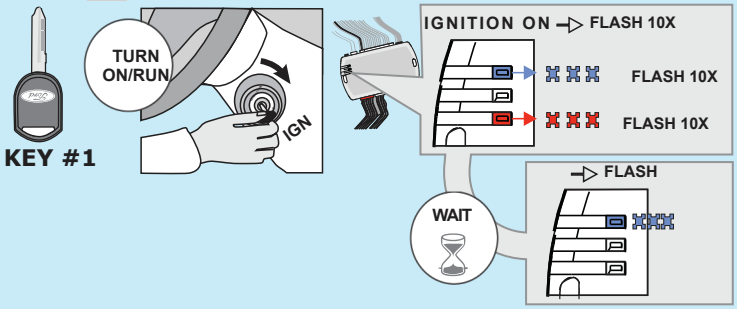
Turn the key to the OFF position and **remove** the key from the barrel.

(Move to the next step within 5 seconds)

5 sec. max

CONTINUED NEXT PAGE

8

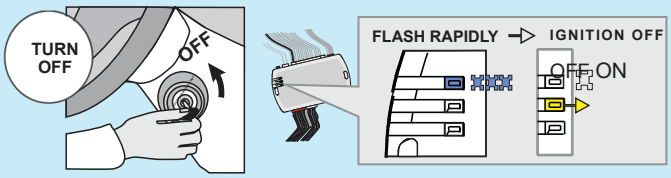


Re-insert the **1st** key and turn to the Ignition ON/RUN position. The RED will flash a few times followed by blue flashes.

Wait ↳The ***BLUE LED will flash rapidly.*** CAN-Bus programmed.

NOTE: If the timing was done right, your door locks will lock and unlock when key 1 is turned on in this step, if not, unplug everything and refer to the cloned key/key-sense test on page 4.

9



Turn the Ignition to the OFF position.

*The **BLUE LED will turn off.***

Now plug in the **RED Connector** to the EVO-ALL and test with the hood and doors closed.

***NOTE 1:** If the ignition comes on when you plug in the **RED** plug, Unplug the **BLACK** plug and plug it back in, the ignition should be off, now test the remote starter.*

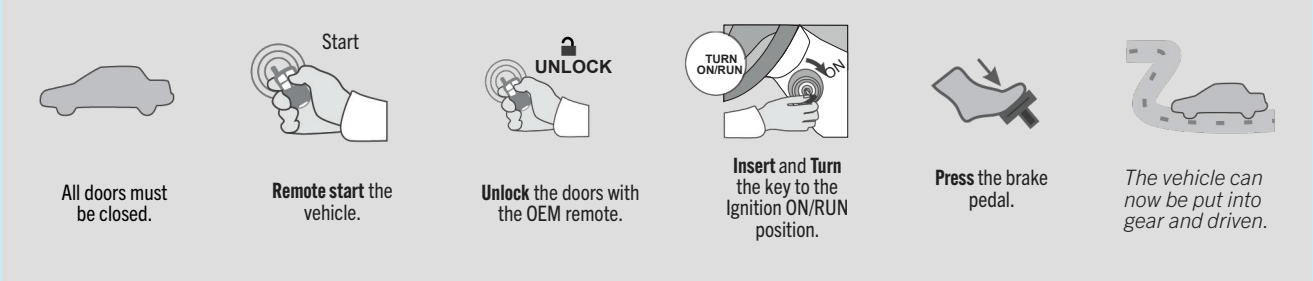
NOTE 2:** If the alarm goes off when you remote start, activate with **UNLOCK>LOCK>UNLOCK>LOCK

NOTE 3: If the remote starter does not activate, look for 1-5 red flashes, if it flashes red 5 times, the module sees the hood open, unplug & jump the hood pin wires or replace hood pin switch.

The module is now programmed.

Step 4: Test the System

Close all doors and the hood. Using your OEM remote control press **LOCK>UNLOCK>LOCK** with each press approximately 1 second apart. After a few seconds the dash lights will turn on. About 20 seconds later the vehicle will start. Let it run for a few minutes, then unlock the door with your OEM fob, enter the truck, and step on the brake. The engine should shut down. Testing is complete. If the module programmed right, the blue led on the EVO will flash once when lock is pressed, and twice when unlock is pressed, if not, the module is not programmed, start over from step 1.



Step 5: Close it Up

Now gather up all of your wiring and neatly bundle it together using zip ties or electrical tape. Find a secure place to put the remote start module and use zip ties to secure it. **Make sure that the remote start wires are not near any moving parts on the steering wheel, pedals or emergency brake!** Re-Install any panels that were removed to gain access to key switch in reverse order they were removed. ENJOY!

If you have any installation questions or problems, call for tech support
Or Email: info@kleinn.com

520.579.1531

Copyright 2024 Kleinn Automotive Accessories