

INSTALLATION GUIDE

SS0002

VEHICLE ANTI-THEFT SYSTEM

**FORD EXPLORER, TAURUS, F SERIES TRUCKS,
DODGE CHARGER, DURANGO AND RAM TRUCKS**

Pro-gardTM
PRODUCTS LLC.

STRONG. RELIABLE. SECURE.

SS0002 - Ford Hardwire Instructions

I. Line Location

- A. Remove kick panel and/or steering wheel column to allow for easy access.
- B. Locate ignition switch connector, then identify 3 main ignition lines:
 - KEY-SENSE (which should output 12V when the key is simply inserted into the key cylinder). See Table 1
 - ACC-RUN (which should output 12V when the key is first turned to activate vehicle accessories). See Table 1
 - RUN-START (which should output 12V when the key is turned to start then run the vehicle). See Table 1
- C. Locate a constant 12V power supply that can handle a 20A circuit, but nothing greater. The main power line heading into the ignition connector should be used. It can be identified by a thicker gauge wire that has a constant 12V output. See Table 1
- D. Locate an area on the vehicle chassis where the SS0002 will eventually have the ground wire attached. It is not recommended that the SS0002 ground wire be shared with any other component, so common ground wires should be avoided.
- E. Locate a brake light line that gives a 12V output when the brake is pressed. If equipped, the Center High Mount Stop Lamp (CHMSL) is the best option, as it is typically independent of turn signals or hazard lights. See Table 2
- F. Locate the shift lock actuator line, typically underneath the steering wheel column. One of the wires should have a 12V output when the brake pedal is pressed. See Table 2
- G. The SS0002 provides an optional feature allowing the trunk release button to be disabled. If this feature is desired, then locate the trunk latch button and identify the line that gives a 12V output when the trunk latch button is engaged. See Table 2
- H. Once all of the aforementioned lines have been identified, disconnect the battery and wait 20 minutes for any stored capacitance to discharge.

II. Line Cutting & Splicing

- A. Cut the KEY-SENSE ignition wire, and strip both ends. Attach the WHITE/BLACK wire from the SS0002 harness to the end of the KEY-SENSE wire that is heading towards the ignition switch. Attach the YELLOW wire from the SS0002 harness to the end of the KEY-SENSE wire that is heading away from the ignition switch. See Figure 1
- B. Cut the ACC-RUN ignition wire, and strip both ends. Attach the ORANGE wire from the SS0002 harness to the end of the ACC-RUN wire that is heading towards the ignition switch. Attach the WHITE wire from the SS0002 harness to the end of the ACC-RUN wire that is heading away from the ignition switch. See Figure 1
- C. Cut the RUN-START ignition wire, and strip both ends. Attach the YELLOW/WHITE wire from the SS0002 harness to the end of the RUN-START wire that is heading towards the ignition switch. Attach the GREEN wire from the SS0002 harness to the end of the RUN-START wire that is heading away from the ignition switch. See Figure 1
- D. Cut the shift lock actuator line, and strip both ends. Attach the YELLOW wire from the SS0002 SHIFT DISABLE harness to one end of the shift lock actuator line. Attach the YELLOW/BLACK wire from the SS0002 SHIFT DISABLE harness to the other end of the shift lock actuator line (polarity/orientation is irrelevant for this circuit). See Figure 1
- E. If the optional SS0002 trunk disable feature is going to be used, then cut the trunk latch actuator line and strip both ends. Attach the BLUE wire from the SS0002 TRUNK DISABLE harness to one end of the trunk latch actuator line. Attach the BLUE/WHITE wire from the SS0002 TRUNK DISABLE harness to the other end

of the trunk latch actuator line (polarity/orientation is irrelevant for this circuit).

- F. Splice the GREEN/WHITE wire from the SS0002 harness into the CHMSL brake light line (T-tap).
- G. Splice the RED wire from the SS0002 harness into the constant 12V ignition power supply (T-tap).
- H. If there is a desire to use the optional SS0002 gunlock output wire, then simply attach the BROWN SS0002 wire to the gunlock timer input wire (see gunlock timer installation manual for details). If this feature is not needed, simply cap off the BROWN wire with heat shrink or another type of wire insulator.

III. Testing

- A. Reconnect the battery.
- B. Test SS0002 for full functionality:

SS0002 unit test:

1. Start vehicle.
2. Turn SS0002 toggle switch on (red LED illuminated).
3. Turn key to off and remove from ignition switch. Vehicle should keep running.
4. Turn SS0002 toggle switch off (red LED not illuminated). Vehicle should shut down.

SS0002 brake pedal override:

1. Start vehicle.
2. Turn SS0002 toggle switch on (red LED illuminated).
3. Turn key to off and remove from ignition switch. Vehicle should keep running.
4. Depress brake. Vehicle should shut down.

SS0002 gun lock override:

1. Start vehicle.
2. Turn SS0002 toggle switch on (red LED illuminated).
3. Activate momentary switch for gunlock. Gunlock should disengage for 8 seconds, before reengaging.
4. Turn key to off and remove from ignition switch, and immediately activate momentary switch for gun

lock. Gunlock should disengage for 8 seconds, before reengaging. After that, the gunlock should not be able to disengage anymore until the key is reinserted back into the ignition.

SS0002 trunk disable override:

1. Start vehicle.
 2. Turn SS0002 toggle switch on (red LED illuminated).
 3. With keys in ignition, activate the trunk release latch. Trunk should release.
 4. Close trunk.
 5. Remove keys from ignition. While vehicle is still running, try activating the trunk release hatch. Trunk should not release.
- C. After successful test verification, it is recommended that the SS0002 module be mounted securely to a solid location in or around the steering column. A ¾" hole will need to be drilled in order to mount the SS0002 toggle switch, preferably in a location where the toggle switch will be in plain view on a cosmetically friendly surface. Harnesses should be coiled and secured away from any sharp metallic edges.

Figure 1

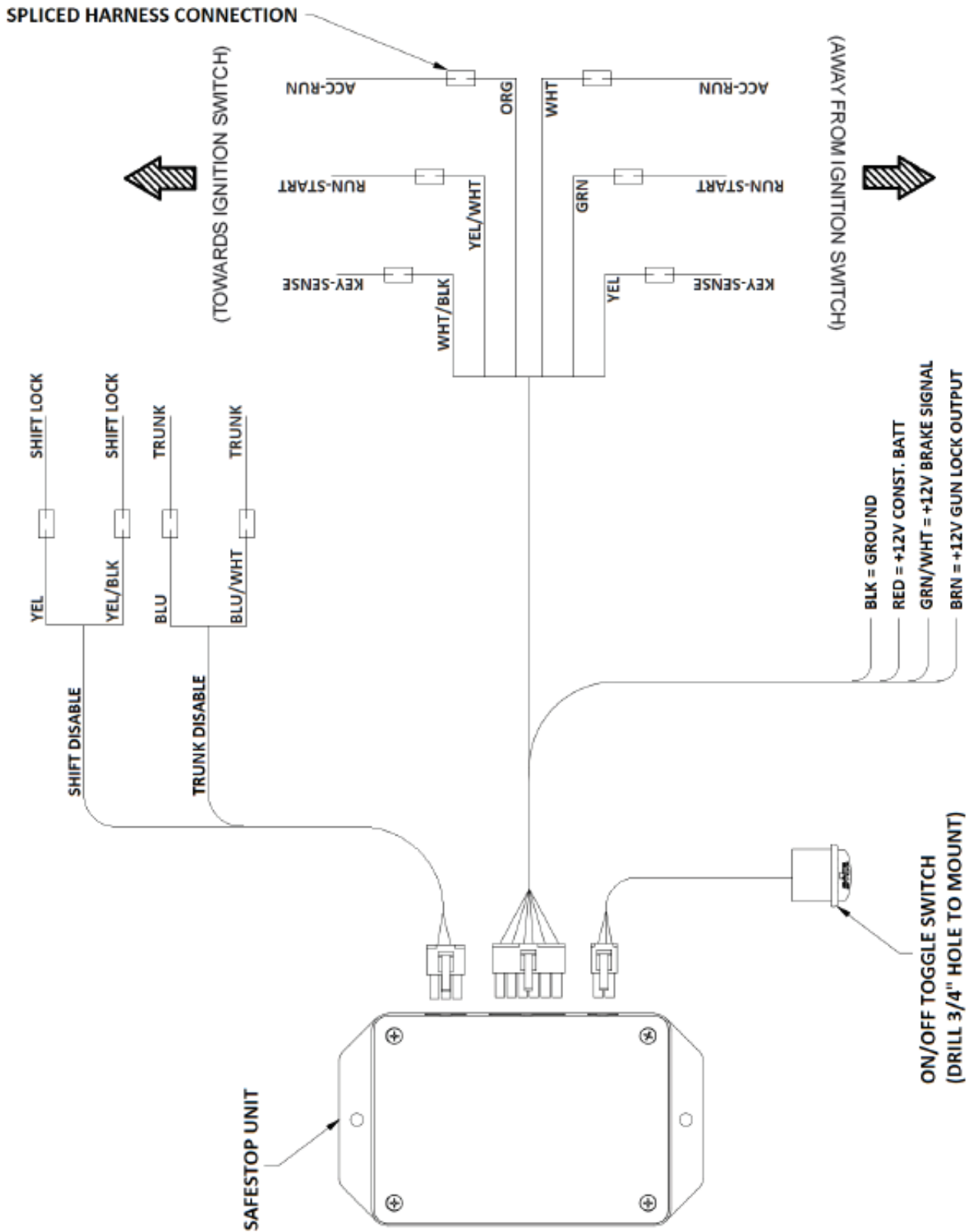


TABLE 1 – FORD IGNITION

MODEL	YEAR	ACCESSORY/RUN		RUN-START		KEY SENSE		12V COSTANT POWER	
		PIN #	WIRE COLOR	PIN #	WIRE COLOR	PIN #	WIRE COLOR	PIN #	WIRE COLOR
Explorer	2006-2010	6	VIO/GRN	1	WHT/ORG	5	BLU/GRY	4	VIO/RED
Explorer	2011-2015	6	VIO/GRN	1	WHT/ORG	5	BLU/GRY	4	GRN/RED
Explorer	2016-2017	6	VIO	1	WHT/ORG	5	BLU	4	YEL/RED
Taurus	2008-2009	6	VIO/GRN	1	WHT/ORG	5	BLU/GRY	4	RED
Taurus	2010-2012	6	VIO/GRN	1	GRN/VIO	5	BLU/GRY	4	BLU/RED
Taurus	2013-2017	6	VIO/GRN	1	WHT/ORG	5	BLU/GRY	4	YEL/RED
F-Series	2011-2016	6	VIO/GRN	1	WHT/ORG	5	BLU/GRY	4	GRN/RED
F-Series	2017	6	VIO/GRN	1	WHT/ORG	5	BLU/GRY	4	YEL/RED

TABLE 2 – FORD BCM

MODEL	YEAR	SHIFT DISABLE			TRUNK DISABLE			BRAKE LIGHT SIGNAL		
		CONNECTOR	PIN #	WIRE COLOR	CONNECTOR	PIN #	WIRE COLOR	CONNECTOR	PIN #	WIRE COLOR
Explorer	2006-2010	C2280C	24	VIO/WHT	C2280B	26	VIO/GRY	C2280E	28	BRN/RED
Explorer	2011-2015	C2280B	49	BLU/ORG	C2280C	23	BRN	C2280D	14	BRN
Explorer	2016-2017	C2280B	46	BLU/ORG	C2280E	1	BRN	C2280E	13	BRN
Taurus	2008-2009	C2280C	23	BLU/ORG	C2280C	20	BRN	C2280B	40	VIO/WHT
Taurus	2010-2012	C2280C	23	BLU/ORG	C2280C	20	BRN/YEL	C2280B	40	VIO/WHT
Taurus	2013-2014	C2280B	49	BLU/ORG	C2280F	2	BLU/ORG	C2280D	14	VIO/BRN
Taurus	2015-2016	C2280B	49	BLU/ORG	C2280C	4	BRN/YEL	C2280D	14	VIO/BRN
F-Series	2011-2016	C2280B	49	BLU/ORG	N/A	N/A	N/A	C2280D	14	BRN
F-Series	2017	C2280B	46	BLU/ORG	C2280E	14	BRN/YEL	C2280E	13	BRN