



INSTALLATION INSTRUCTIONS

FOR PART NUMBER: 2600610100



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PLEASE READ ALL INSTRUCTIONS BEFORE STARTING INSTALLATION

Please consider if this is the right product for your application. Newer vehicles and vehicles with factory alarms, chip in key and locking columns may make installation more difficult. We recommend contacting your local remote start dealer / installer for tips or installation on these vehicles.

DISCONNECT BATTERY BEFORE INSTALLATION

It is best to avoid starting a vehicle for the first time with the **id.PUSH+**. Instead get the vehicle running well with a standard ignition switch, this will simplify installation.

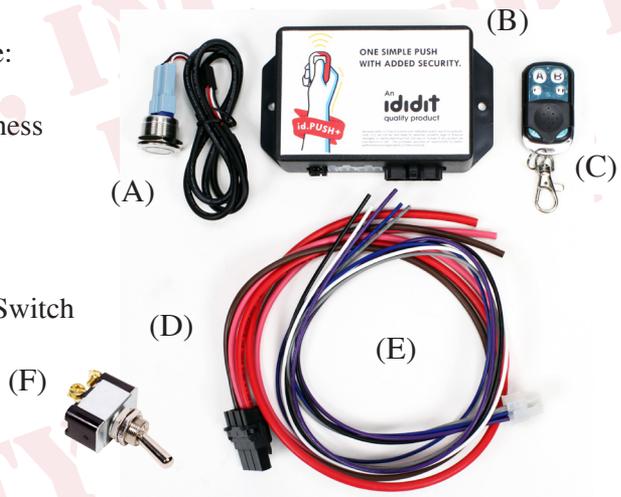
Thank you for purchasing state-of-the-art electronics from ididit, LLC. We hope you enjoy **id.PUSH+** as much as we have.

Please keep in mind that it is the responsibility of the purchaser / installer to determine if this system is right for the intended application. It is also the responsibility of the purchaser / installer to observe proper and safe installation procedures. For example; using the proper gauge of wires to make connections, and installing a neutral safety switch and or clutch switch if using a manual transmission between **id.PUSH+** unit and Starter. **id.PUSH+** was designed for the easiest possible installation, but it is still recommended that you consult a professional for assistance.

Please read and understand the manual completely before using or installing your id.PUSH+ ignition replacement system. We do not have specific installation details on vehicles. This is a universal fit system and is the responsibility of the installer to find vehicle specific wiring and information as well as details on chip in key, locking column or interfacing with any security systems, remote start systems or other electronics.

Items in your **id.PUSH+** Kit will include:

- (A) Button & Button Harness
- (B) Controller Box
- (C) Key Fob
- (D) Main Power Harness
- (E) 4 Pin Power Harness
- (F) Optional Toggle Kill Switch



Off Position Disabled:

Button will flash white off. Slow flash (long off time) **id.PUSH+** will not respond to touch input. This is because the security system has not detected the proper key fob, or the valet switch is in the on position.

Off Position Enabled:

Button will flash white off. Faster Flash (shorter time off) **id.PUSH+** will now respond to the button.

Accessory Position:

First push of the button. Button will light half of the ring white with no brake input (foot not on brake pedal) Accessory output will be activated. Anything connected to accessory output (Brown wire) will be supplied with + 12 volts. Your radio would be an example.

Ignition Position:

Second push of the button. Button will light up white. This “active state” is reached by touching after the accessory position, with no brake input (foot not on brake pedal) while button is white (showing **id.PUSH+** is in Accessory “active state”), the Pink wire will turn on and the Brown wire will turn on. This will include everything that is normally activated by turning the key to the run position. For example, these consumers might include engine control computer, fuel pump etc., in addition to what is connected to Accessory output.

Engine Run Position:

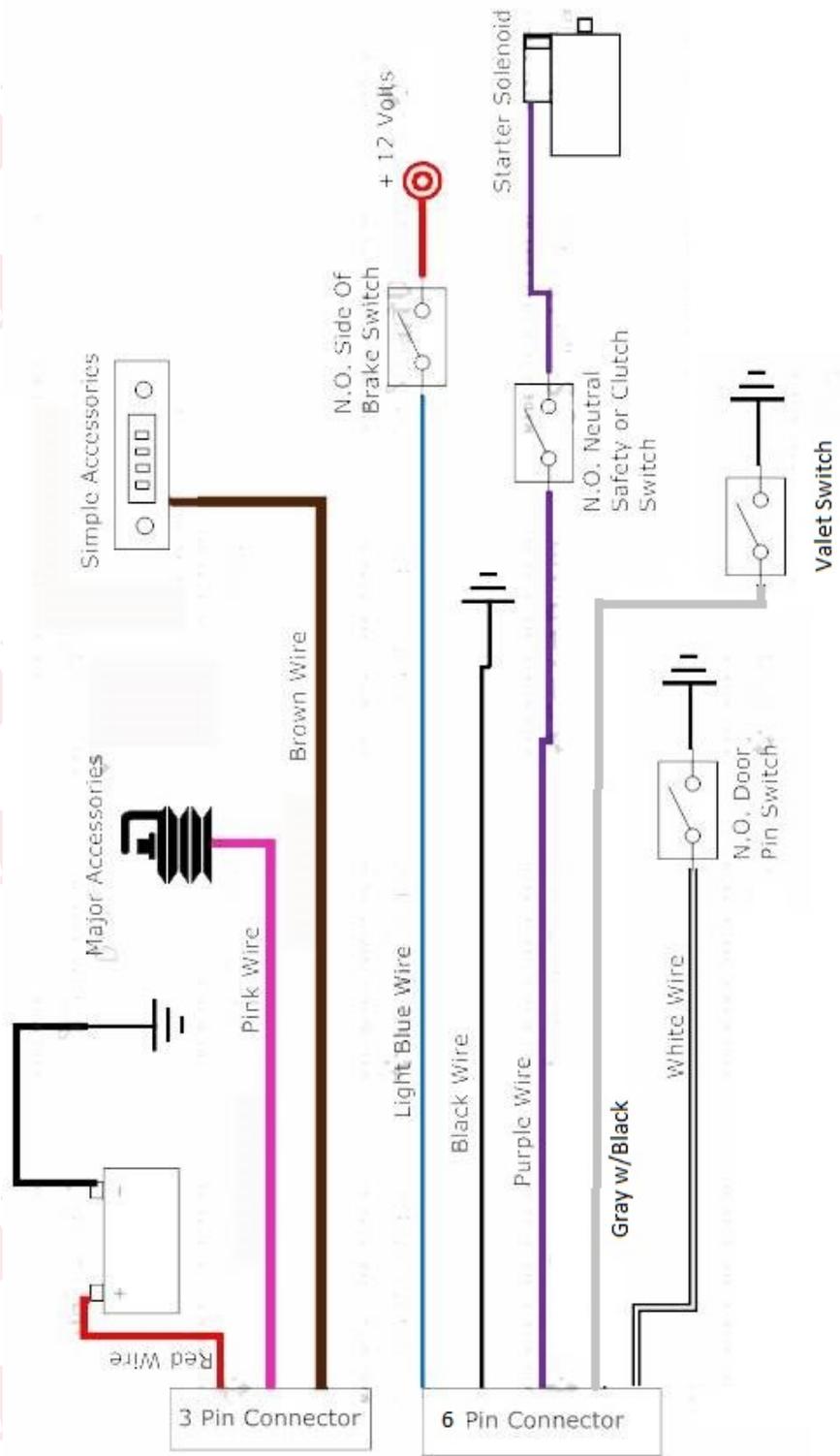
To start the engine, ensure the transmission is in park or neutral and press your foot on the brake and press and hold the button. Once engine run is detected, the starter output will automatically be turned off. Ignition output will stay on and Accessory output will be turned on simultaneously. The button will now have a solid white light glow indicating an engine run condition.

Shutting the engine off:

After the vehicle is started, just simply press the button to shut the vehicle back off.

Retained Accessories:

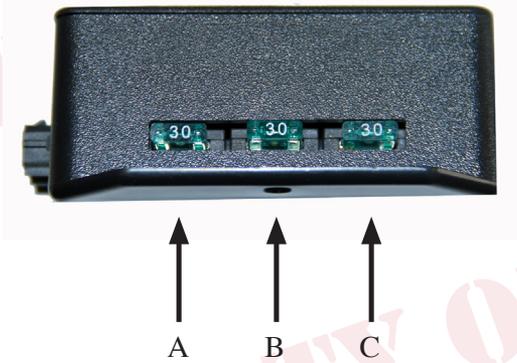
If the white wire is hooked to the door pin, the accessories (anything hooked to the brown wire) will stay live for 10 minutes or until the door is opened. If the white wire is not hooked up the retained accessory feature will be disabled and the accessories will turn off as soon as the vehicle is shut off.



Three 30 amp fuses on the side of the case. Check them in the event of **id.PUSH+** not operating.

FUSES

There are three 30 amp fuses on the side of the case.



If the fuse is blown it will light up when you try and cycle to that position.

Fuse A – Ignition Power Output

Fuse B – Accessory Power Output

Fuse C – Starter Power Output

If a fuse is blown check your wiring to the related fuse.

id.PUSH+ WIRE INSTRUCTIONS / DETAILS

Required 3 Pin Power Harness



Large Red Wire: This is the power wire. Connect directly to the battery positive terminal. It supplies power to **id.PUSH+**.

Pink Wire: This is the ignition output wire. It will supply +12 volts to anything that is connected to it when the **id.PUSH+** is in ignition on mode (2nd push, run mode and crank mode). It is important that anything that needs to stay live during cranking be connected to this wire, such as; electric fuel pump, coil, engine computer etc.

Brown Wire: This is the accessory output wire. It will supply +12 volts to anything that is connected to it when **id.PUSH+** is in accessory on mode (1st touch, accessory on mode and run mode). This output will turn off during cranking. Connections to this wire typically include radio, power windows, entertainment devices etc. **This allows for use of these devices without running items unnecessarily such as; fuel pump, engine computer and heated oxygen sensors, that could be damaged when left on for periods of time while engine is not running.**

Button Harness

This harness is pre-terminated for connection to the button

Optional Connectors:

The **id.PUSH+** Controller is designed with an optional 2 and 4 pin connector. This is to allow additional features to be added to the system as they become available for purchase.



Required 6 Pin Input / Output Harness (only 5 wires)

Black wire: This wire connects direct to chassis ground. A good clean (bare metal) ground should be made for this wire, free of paint, powder coating or any other coating.

Light Blue Wire: This wire connects to the brake light switch. Most brake switches only have two terminals. One terminal has +12 volts supplied to it at all times. The other is connected to the brake light bulbs, when tested with a test light or multi-meter, it will only show +12 volts when the brake pedal is depressed, sending +12 volts to the brake lights, turning them on. You must hook the light blue wire to the side that goes to your brake light bulbs. When the brakes are depressed, the **id.PUSH+** unit will get +12 volts via the brake switch. Some brake switches have more than two terminals, find the terminals that function as described above. *Some brake light switches only have power when ignition is on. If this is the case, re-wire the "hot" side of the brake light switch to have +12 volts at all times.* ***Never hook the blue wire direct to + 12 volts.**

White Wire: This wire connects to the open side of a door pin switch that will provide a ground when the door is open and no connection when the door is closed. The **id.PUSH+** unit has a "retained accessory" output that will keep the accessory wire activated for up to ten minutes after the engine has been turned off, or until door is opened (a convenient feature found in many new cars). When the **id.PUSH+** module receives the ground input (door open) it will turn off the accessory output wire. This is optional; if you do not want retained accessories do not hook the wire up.

Door pin switches usually have one terminal grounded and the other left open when the door is shut. When the door is opened, the open terminal is connected to ground, turning on dome lights and providing signals to other components when relevant. **In rare cases, door pin switches have +12 volts instead of ground. This will need to be changed if your car is so equipped!**

Purple Wire: This is the starter output wire. It provides +12 volts to the starter solenoid during cranking only. ***A neutral safety switch is required between the purple output wire and the starter for safety.*** This is a switch that will only allow

power to flow to the starter solenoid if vehicle transmission is in park or neutral positions. Alternatively, on a manual, this can be a switch that only allows power to flow if the clutch is depressed fully.

Gray Wire: Connect to one side of the recommended (sold separately) toggle switch and the other side of the toggle switch should be connected to a solid chassis ground.

In the event of a dead key fob battery, this switch can be turned on to de-activate security and allow full use of **id.PUSH+**. The toggle switch can also be used as a valet switch or simple security measure. The toggle switch must be turned off (disconnected from ground) in order for **id.PUSH+** to be disabled when the key fobs are out of range. **It is advisable to mount the switch in a hidden location away from plain sight.**

Once you have hooked the required 3 Pin & 6 Pin harness into your vehicle we highly suggest testing your system to ensure everything is working properly. Then you can move on to the options and additional features that the **id.PUSH+** has to offer. If you are using the **id.PUSH+** as a simple start only feature no other wiring is required.

FURTHER INSTALLATION NOTES

Upon installing **id.PUSH+** into some vehicles, certain obstacles could be in place that will complicate installation. From the late 1980's to current day, vehicles have become increasingly more complicated. They implement everything from locking columns to security systems that require coded keys. The internet provides pretty thorough information on wires, their colors, their function and where they might be found. This information is usually available and free from third party manufacturer web sites, such as alarm and remote start manufactures. Here are some suggestions for overcoming these obstacles, and what those obstacles might be. **id.PUSH+** System is recommended for off road use only.

WARNING

Installation of any component or kit should only be performed by persons experienced in the installation and proper operating of vehicle systems.

It is also the responsibility of the person installing any component or kit to determine the suitability of the components or kit for that particular application. Products are intended for off road use only. The manufacturer and distributor are not responsible for any misuse of these products. Check with your local authorities for highway laws in your area because highway laws and the enforcement of those laws vary widely.

Please check with your local DMV or vehicle department for regulations and information, manufacturer and distributor is not responsible for any legal issues regarding of any product you purchase here.

NEWER VEHICLES

More than 4 wires exist at the ignition switch: Often times all of the wires still have the same basic functions as an older ignition switch, and can be grouped together based on desired operation. The vehicle manufacturer may have done this for ease of assembly.

Locking steering column: Locking steering columns are managed in two ways: Mechanically, usually with a spring loaded pin that locks the wheel when the keyed ignition is in off position, and electronically with a motor. You could simply leave the key in the factory ignition, and turn it to the unlock position or disarm the locking mechanisms. You may even choose to cut the head of the key off so it is less conspicuous, leaving only the actual shaft part of the key.

Depending on your level of mechanical inclination, you can disarm the mechanical column lock by removing the pin / locking mechanism. Or you can install a column with no key tumbler in it.

If the car uses an electric motor to lock, it is possible to disarm it also. Check the two wires going to the motor that activate it. It will use a positive wire and a ground wire, it is possible to independently hook the wires to ground and a keyed power source, so the column unlocks after the accessory or ignition power has been turned on. You must observe and maintain the correct polarity that the vehicles security system uses to activate the motor. It must also be disconnected from whatever device may be controlling it.

If you are not comfortable doing this, check with a qualified body shop or alarm installation shop as they need to access these components regularly and may be able to help.

Chip in key: If you have a chip in the key, it may be visible where the exposed metal part of the key is, or it may be contained inside of the plastic portion of the key. Once again, you can leave the key in the factory ignition. You can also purchase a third party “Factory Security Bypass Module.” These are available from manufactures of remote start and alarm systems, and can be found at qualified alarm installation shops or online. They should contain detailed instructions about installation in the particular vehicle covered and also the quickest route for disarming the factory alarm.

Need Further Assistance?

ididit has been serving the rodding community since 1986 and we take pride in our outstanding customer service. If you need further assistance, feel free to call us at (517) 424-0577 during our normal business hours. You can also email us at tech@ididit.com. Go to www.ididit.com/contact-us for hours of operation.