



Please consider if this is the right product for your application. Newer vehicles and vehicles with locking columns and or security may make installation more difficult than intended.

DISCONNECT BATTERY BEFORE INSTALLATION

It is best to avoid starting a vehicle for the first time with the Touch-N-Go. Instead get the vehicle running well with a standard ignition switch or other simple switch, this will simplify installation.

When ready to start, Touch-N-Go must be calibrated.

*Initial calibration of your Touch-N-Go: Flip DIP switch 3 & 4 up before attempting to start the vehicle. Once DIP switch 3 & 4 are up, push and hold the brake and touch the button to start the engine. Once the engine is running and the button LED is Green, Flip DIP switch 3 & 4 back down. Your Touch-N-Go is now calibrated. *See DIP switch section of directions for more details*

** The button LED will flash white / red on initial first time on, or if the battery has been disconnected. This is normal. The LED should go to a slow red glow once you have programmed the key fobs or touch the button the first time.*



Thank you for purchasing state-of-the-art electronics from Phantom-Products, LLC. We hope you enjoy Touch-N-Go 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 between Touch-N-Go unit and Starter. Touch-N-Go 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 Touch-N-Go ignition replacement system.

Button Function

You will notice icons in this section that resemble a keyed ignition. These are a representation of the equivalent key position or function state Touch-N-Go is in.



Off position: Button will glow red in two different ways. A rapid flash, followed by a one second pause, means that security is active and Touch n Go is disabled. Touch-N-Go **will not** respond to touch input. This is because the security system (security optioned units only) has not detected the proper key fob, or the valet switch is in the on position. A slow fading red light means that Touch-N- Go is enabled and security is deactivated due to the presence of the proper key fob, or a valet switch in the off position. Touch-N-Go **will** now respond to touch inputs.

Off state (off position) is reached two ways. One way is by cycling from Accessory position, (**1st touch**) to the On position, (**2nd touch**) to Off (**3rd touch**) by briefly providing a touch input to the button. **The other way is to rapidly touch the button three times while the engine is running to shut the engine off, thus returning to Off state.**

Once engine off is triggered, accessory output stays on for ten minutes, or until the door is opened



Accessory position: Button will have a blue glow. Accessory output will be activated. Anything connected to accessory output (Brown wire) will be supplied with + 12 volts.

1st Touch Accessory output “active state” is reached by touching the button briefly (with no brake input, foot not on brake pedal) while button is slowly glowing red (showing Touch-N-Go is enabled, but off). Button will give visual indication of received input by switching to a blue glow, and only power consumers connected to Accessory output will turn on, such as your vehicles radio for example.



Ignition position: Button will have a teal glow. Ignition output (Pink wire) will be activated in addition to accessory output (Brown wire). Anything connected to these two outputs will be supplied with +12 volts.

2nd Touch Ignition output “active state” is reached by touching the button briefly (with no brake input, foot not on brake pedal) while button is glowing blue (showing Touch-N-Go is in Accessory “active state”). Button will give visual indication of received input by switching to a teal glow, and all power consumers connected to Ignition and Accessory outputs 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.



Off position: Button will have red glow. All outputs are now off.

3rd Touch Off state is now reached by touching button briefly after Ignition output is activated. ***Off position can also be reached once engine is running by rapidly touching the button three times.***



Start position: Button will have violet glow. Starter output will be activated (Purple wire). Starter solenoid will be supplied with +12 volts for three seconds; or until engine run is determined. In addition to Start output being activated, Ignition output will also be activated, or stay active depending on the “active state” of Touch-N-Go.

Place foot on brake and touch anytime Briefly touch the button, ***there is no need to hold finger on the button.*** Touch-N-Go will automatically start the engine. Starter and Ignition outputs are now activated. Button will have violet glow while the engine is cranking.

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 green glow indicating an engine run condition. ****If engine needs more than the three seconds provided for automatic starting to run, the user can choose to hold finger on the Touch-N-Go button for up to ten seconds. This will allow the starter to crank longer as needed. *Please note, the user will then have to remove finger once engine starts to prevent starter from staying engaged while running.****

Warning flash: In the event of a blown fuse, the button will flash red and blue quickly. The only other condition that will cause this flash is when an over current condition is reached. If this is the case and no fuse is blown the channel with too much draw will be shut off temporarily.

A rapid red flash happens when there is another type of over current fault and Touch-N-Go is in danger of overheating. It will turn off the affected output channel. The output will re-activate once the temperature / current draw is within safe limits for at least 30 seconds.

If these conditions occur repeatedly, we recommend the use of a high current bypass relay. In this case the output channel affected will be used to activate a relay, which can handle the higher load (20 amps or higher continuous.)

4 status LED's

- LED 1 – Accessory over-current indication
- LED 2- Ignition over-current indication
- LED 3 – Start over-current indication
- LED 4 – System over-temperature indication

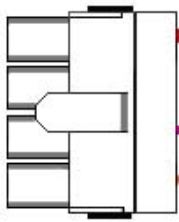
There are 4 LED lights located on the side of the Touch-N-Go box. They will light up to show problems with the Touch – N-Go and should be used to diagnose any problems. If any of the LED lights are illuminated it is best to shut Touch-N-Go off, and find the source of the condition, a melted or shorted wire for example.

Fuses

The two 30 amp fuses on the side of the case are connected to the power input wire. Check them in the event of the Touch-N-Go not operating.

Wire instructions

(Power Harness)

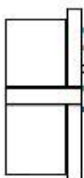


- PIN 1 RED 10 AWG +12 volts (Input)
- PIN 2 BLANK
- PIN 3 PINK 12 AWG + 12 volts Ignition (output)
- PIN 4 Brown 12 AWG + 12 volts Accessory (output)

(Button Harness)

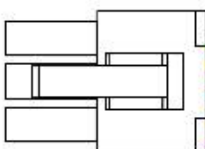


(8 Pin Input / Output Harness)



- PIN 1 LIGHT BLUE 20 AWG Brake signal +12 volt (input)
- PIN 2 GREY 20 AWG Enable -12 Volt ground (input)
- PIN 3 WHITE 20 AWG Door switch -12 Volt ground (input)
- PIN 4 GREEN 20 AWG Secondary button -12 Volt ground (input)
- PIN 5 DARK BLUE 20 AWG Dimmer 0-12 Volt (input)
- PIN 6 BLANK
- PIN 7 BLANK
- PIN 8 BLANK

(6 Pin power connector)



- PIN 1 BLACK 16 AWG Ground -12 Volts (input)
- PIN 4 GREEN 16 AWG Lock Ground -12 Volts (output)
- PIN 2 YELLOW 16 AWG Optional 1 Grounded Output
- PIN 5 BLUE 16 AWG UnLock Ground -12 Volts (output)
- PIN 3 ORANGE 16 AWG Optional 2 Grounded Output
- PIN 6 PURPLE 16 AWG Start +12 Volts (output)

DISCONNECT BATTERY BEFORE INSTALLATION

POWER HARNESS

LARGE RED WIRE: This is the power wire. Connect as directly as possible to the +12 volts side of the battery. It supplies power to Touch-N-Go.

PINK WIRE: This is the ignition output wire. It will supply +12 volts to anything that is connected to it when the Touch-N-Go is in ignition on mode (2nd touch, ignition on mode, teal glow), run mode (green glow), and crank mode (violet glow during cranking). 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. **installer may choose to use relay part # A50 to add a second ignition output that will turn off during cranking, but will otherwise be on any other time ignition output is activated (during ignition on mode, and run mode. This is for consumers that user will not want on during accessory mode or during engine starting (cranking), but does want on during ignition mode. See wiring diagram.)**

BROWN WIRE: This is the accessory output wire. It will supply +12 volts to anything that is connected to it when Touch-N-Go is in accessory on mode (1st touch, accessory on mode, blue glow) and run mode (green glow). 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

Alternatively called display harness, this harness is pre-terminated for connection to touch sensitive button input. It will also be used to connect accessory harnesses to, such as optional L.E.D. harness if secondary button input is used. If secondary button input is used, touch sensitive button should be disconnected.

8 PIN INPUT / OUTPUT HARNESS

Light Blue Wire: This wire connects to the brake light switch. It requires a +12 volt input. 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. If 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. This is the “open” side of the switch. The blue wire should be connected to this side. When the brakes are depressed, the Touch-N-Go 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 +12volts at all times.*

Grey wire: Enable wire. When grounded (- 12 volts applied) this wire will override the security feature. It should be

connected to one leg of the toggle switch provided (see Toggle Switch for more information). The other leg of the switch should be connected to ground.

White Wire: This wire connects to the open side of a door pin switch that will provide a -12 volt ground input when the door is open, and no connection when the door is closed. The Touch n Go 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 Touch-N-Go module receives the ground input (door open) it will turn off the accessory output wire. The Touch-N-Go module also uses this wire for other functions and should be connected for proper operation.

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!**

Green wire: This wire is a -12 volt ground input wire. This wire is an optional input used only if the supplied touch sensitive button is not used. This wire allows for connection to any normally open momentary switch (such as an engine start switch from a new vehicle). The same full functionality is retained if this option is used. Follow instructions for touch button operation. One terminal of the switch should be connected to ground, and the normally open side of the switch should be connected to the green wire. ****Touch sensitive button should be left unconnected if this wire option is used. An auxiliary L.E.D. display is available through Phantom - Products that will give the same visual light signals for simulated key positions as the touch button.****

Dark Blue Wire: Not used, please disregard item on the following diagram. Use DIP switch 2 to dim the button LED. See above DIP switch diagram for further details.

Toggle switch: The toggle switch acts as an override for security. One leg of the switch should be connected to the **grey** (enable) wire coming from the Touch-N-Go unit, and the other leg of the switch should be connected to 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 Touch-N-Go. The toggle switch can also be used as a valet switch or simple security measure. *If no security is used*, (a “by request only” feature), the toggle switch must be turned off (disconnected from ground) in order for Touch-N-Go to work. Adversely, the toggle switch can be left on to act as a simpler security measure. **It is advisable to mount the switch in a hidden location away from plain sight.**

6- Pin power harness

Black wire: This wire connects to -12 volt chassis ground. A good clean (bare metal) ground should be made for this wire, free of paint or any other obstruction

Green wire: Lock wire. This wire provides a single negative -12 volt pulse to lock motor. ***This wire should never be connected directly to a lock motor, but rather to a relay coil.*** This wire will provide a -12 volt ground pulse for roughly one second when the lock icon is pressed on the key-fob. If automatic operation is chosen, (dip switch 1 pushed up / on) this wire will provide a -12 volt ground pulse anytime the key-fob goes from being in range to out of range.

Blue wire: Unlock wire. This wire provides a single negative -12 volt pulse to lock motor. ***This wire should never be connected directly to a lock motor, but rather to a relay coil.*** This wire will provide a -12 volt ground pulse for roughly one second when the unlock icon is pressed on the key-fob. If automatic operation is chosen ,(dip switch 1 pushed up / on) this wire will provide a -12 volt ground pulse anytime the key-fob goes from being out of range to in range.

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 yellow 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.

Yellow Wire: Optional output I. Button I on the remote will control output 1 (yellow wire), this wire is a switched ground, normally “open” and then grounded when the button on the remote is pressed, the output will stay grounded while the button is pressed and for 0.6 seconds after the button on the remote is released. Do not to connect anything that draws more than 10A to this circuit. Most low load devices such as door poppers, trunk releases, etc. can be connected directly as long as they can take a switched ground. Connect the positive end of the device they wish to control to power and the negative end to the yellow output wire. If the device is grounded through its body then this will not work as the device would constantly run. In cases where switched ground won’t work, you should use a relay and connect one side of the coil (86 on a normal relay) to 12V and the other side (85) to our output. Then then can connect their device however they need to the relay (12V to 30 and there device to 87 if they want switched power).

Orange Wire: Optional output II. Button II on the remote will control output 2 (orange wire), this wire is a switched ground, normally “open” and then grounded when the button on the remote is pressed, the output will stay grounded while the button is pressed and for 0.6 seconds after the button on the remote is released. Do not to connect anything that draws more than 10A to this circuit. Most low load devices such as door poppers, trunk releases, etc. can be connected directly as long as they can take a switched ground. Connect the positive end of the device they wish to control to power and the negative end to the yellow output wire. If the device is grounded through its body then this will not work as the device would constantly run. In cases where switched ground won’t work then you should use a relay and connect one side of the coil (86 on a normal relay) to 12V and the other side (85) to our output. Then then can connect their device however they need to the relay (12V to 30 and there device to 87 if they want switched power).

ANTENNA HARNESS

The antenna is a square black box with a prewired connector. Mount antenna in desired location. The range of the security system recognizing the key-fob will depend on where the antenna is mounted. The closer to the glass the antenna is placed, the longer the range. Plug into connector on the side of the Touch-N-Go unit that contains the dip switches. Even if the antenna is located under center console (for example) it should still have sufficient range.

4-way DIP switch

DIP switch 1: This switch is for the automatic (passive) arming and disarming function. When the switch is off, the lock / unlock wires will only connect to ground when the lock / unlock buttons on the key-fob are pressed. If the switch is flipped up, (turned on) the lock wire will automatically connect to ground when the key-fob goes from being in range to out of range and the unlock wire will automatically be connected to ground when the key-fob goes from being out of range to in range.

DIP switch 2: Enable color change. When DIP switch 2 is flipped up / on, it enables the user to change the color of the mode that the Touch n Go is currently in. For example, if the Touch-N-Go is in Accessory mode, the color set for that mode is blue from the factory. If the user should wish to change that color and/or brightness follow these steps.

1. With DIP switch 2 off, bring Touch-N-Go to desired mode by touching the touch input button. (Accessory for example)
2. Next turn DIP switch 2 on, then place a finger on the touch button and watch the color of light cycle. When the desired color is displayed remove finger.
3. To adjust brightness push in brake pedal, place finger on the touch button and remove finger when desired brightness is achieved.
4. Then turn the DIP switch to off. This will save the color and or brightness. Repeat steps above for any other mode color where a change is desired.

DIP switch 3: Key-fob learning mode. From the factory this switch is left off and the key-fobs that come with the unit are already coded to it. In the event that a key-fob needs to be learned by the Touch-N-Go, (lost key-fob being replaced for example) it will be necessary to:

1. Flip this DIP switch to up / on.
2. Then press the lock button on one of two key-fobs (two maximum), Make sure the remote indicator light glows blue when button is pressed. Then press the lock button on the second key-fob.
3. Next turn the DIP switch to off, the key-fobs should now be learned.

DIP switch 4: This switch is used for factory purposes only and should always be left in the down / off position.

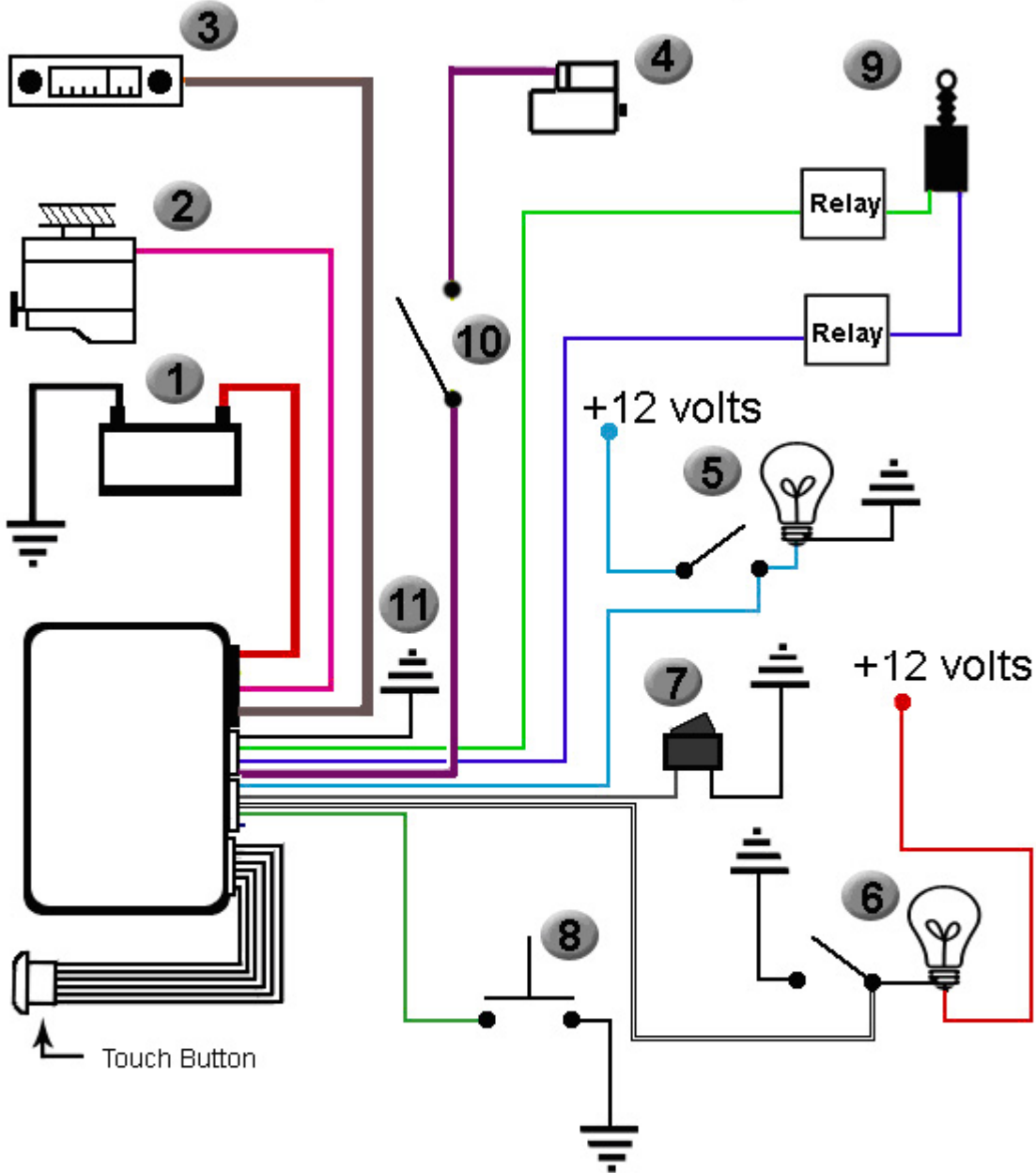
Initial calibration of your Touch-N-Go: *Flip DIP switch 3 & 4 up before attempting to start the vehicle. Once DIP switch 3 & 4 are up, push and hold the brake and touch the button to start the engine. Once the engine is running and the button LED is Green, Flip DIP switch 3 & 4 back down. Your Touch-N-Go is now calibrated.*

Key-Fob active antenna:

There is a black whip antenna coming out of the Touch-N-Go enclosure. This is the key fob active antenna. Keep it free from sharp edges. Try to mount Touch n Go in a location that allows the antenna to be free, and away from being surrounded by metal for best range.

Initial calibration of your Touch n Go: Flip DIP switch 3 & 4 up before attempting to start the vehicle. Once DIP switch 3 & 4 are up, push and hold the brake and touch the button to start the engine. Once the engine is running and the button LED is Green, Flip DIP switch 3 & 4 back down. Your Touch n Go is now calibrated. *See DIP switch section of directions for more details

STANDARD WIRING



LEGEND FOR STANDARD WIRING ON NEXT PAGE

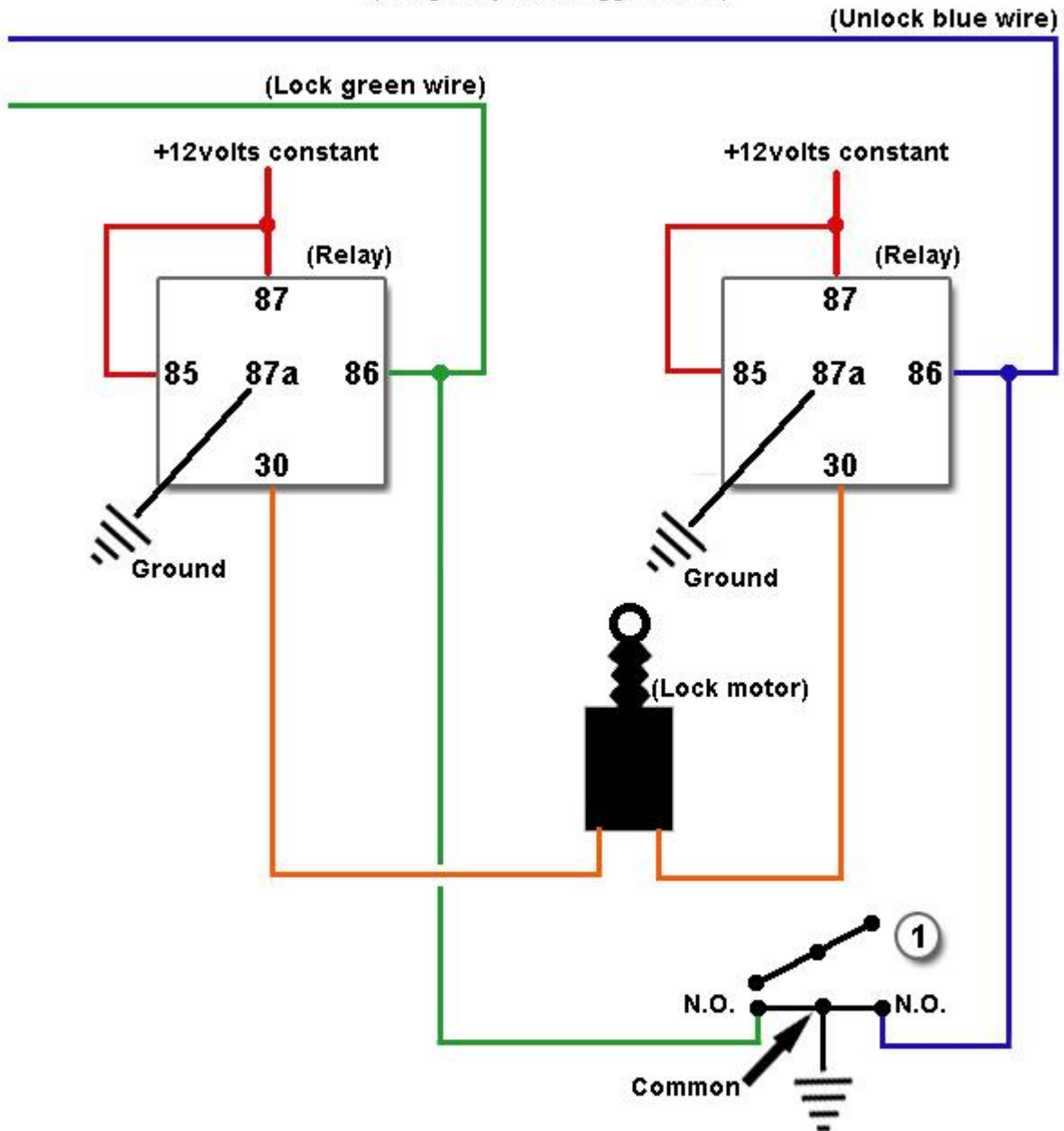
*Initial calibration of your Touch n Go: Flip DIP switch 3 & 4 up before attempting to start the vehicle. Once DIP switch 3 & 4 are up, push and hold the brake and touch the button to start the engine. Once the engine is running and the button LED is Green, Flip DIP switch 3 & 4 back down. Your Touch n Go is now calibrated. *See DIP switch section of directions for more details*

LEGEND FOR STANDARD WIRING DIAGRAM

- 1 Vehicle 12 volt battery
- 2 Ignition output: Engine coil, E.C.M., Fuel pump, etc.
- 3 Accessory output: Radio, multimedia devices, etc.
- 4 Starter output: Neutral safety switch / starter
- 5 Brake light input (+): Brake light switch, bulb etc.
- 6 Dome light input (-): Dome light switch, bulb etc.
- 7 Enable input (-): Valet toggle switch
- 8 Secondary button input (-): any normally open momentary switch *optional!*
- 9 Lock / unlock output (-): Relays, and door lock motor
- 10 Neutral safety switch
- 11 Ground: Ground symbol / battery ground -12 volts

Wiring for security lock / unlock wires

(using relays and toggle switch)



Toggle switch with two normally open contacts and common terminal connected to ground.

Relay wire colors are examples only. Refer to numbered terminal location

Further installation notes

Upon installing Touch-N-Go 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.

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.

90 Day Limited / Conditional Warranty

Phantom-Products, LLC. (Phantom) promises to the original purchaser to repair or replace (at Phantom's election) with a comparable reconditioned model any Phantom unit (hereafter the "unit"), excluding without limitation remote transmitters, the associated sensors and accessories, which proves to be defective in workmanship or material under reasonable use during the first 90 days from the date of purchase, provided the following conditions are met: the unit was purchased from an authorized Phantom dealer, the unit was professionally installed and serviced; the unit will be professionally reinstalled in the vehicle in which it was originally installed; and the unit is returned to Phantom shipping prepaid with a legible copy of the invoice or other dated proof of purchase bearing the following information: consumer's name, telephone number and address; the authorized dealers name, telephone number and address; complete product description, including accessories; the year, make and model of the vehicle and vehicle engine type. All components including with limitation the controller, remote transmitters and the associated sensors and accessories, carry a ninety-day warranty from the date of purchase of the same. **ALL PRODUCTS RECEIVED BY PHANTOM FOR WARRANTY REPAIR WITHOUT PROOF OF PURCHASE WILL BE DENIED.** This warranty is non-transferable and is automatically void if: the original unit's date code or serial number is defaced, missing or altered; the unit has been modified or used in a manner contrary to its intended purpose; the unit has been damaged by accident, unreasonable use, neglect, improper service, installation or other causes not arising out of defects in materials or construction. The warranty does not cover damage to the unit caused by installation or removal of the unit. Phantom, in its sole discretion, will determine what constitutes excessive damage and may refuse the return of any unit with excessive damage

LIMITED WARRANTY TERMS:

- 1) This warranty covers the Touch-N-Go controller only against malfunctions due to defective parts or assembly workmanship of the unit. The warranty is only extended to the original customer. It does not cover labor, towing, loss of earnings, per diem expenses, substitute transportation, or any other claims of any other nature whatsoever. Phantom's liability under this warranty is limited to replacing or repairing damaged and/or defective parts. No labor incurred in the installation, repair, removal, diagnostic or performance of any task on the unit is covered, or refunding the amount of any other repairs. Repair, replace, or refunding option is at the sole discretion of Phantom.
- 2) The unit can fail due to no fault of Phantom. Systems, parts, and accessories related to, but not a part of the unit, can fail during or after the unit installation, causing malfunctions, damage or even failure, to the unit, wiring, starter, battery, electrical components or other vehicle related items. We cannot predict such failures and neither can we guarantee such failures.
- 3) The Purchaser must prepay shipping charges for the return of the component. Items returned freight collect will be refused and returned at Purchasers expense
- 4) Warranty is voided if payment has been neglected and/or if there is outstanding

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