



## **Please read all instructions before starting installation.**

We know that reading instructions is not a fun use of your time, but we promise that if you take the time to thoroughly read through this packet, your overall experience will be much better. 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. If you are installing this product in a vehicle that is under construction we highly recommend using a traditional key tumbler or similar device to get the engine started and running correctly before attempting to use the Touch N Go. It may also be tempting to “loosely” install the Touch N Go to see how it works, we discourage anything other than firmly crimped or soldered connections when performing the installation. The Touch N Go is equipped with built in circuit protection, but any damages done to the unit by short circuiting, overcurrent conditions, or bad connections is not covered under warranty.

***Proudly designed and manufactured in the USA.***

- *Touch-N-go is recommended for off road use only*



**Please read and understand the manual completely before using or installing your Touch-N-Go ignition replacement system.** This product is designed to fit a wide variety of vehicles and applications, for that reason we do not have specific installation details on individual 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.

A basic overview on how the Touch N Go system works: The Touch N Go is designed to be a replacement for a traditional key tumbler type of starting system with the added features of keyless entry, 2 additional remote functions, and built in security. It performs the same functions as a key tumbler, (off, accessory, on, start, run). The touch sensitive button uses technology that senses a density change on the surface of the button, because of that, it will react to your finger, but it will also react to moisture (water) and for that reason we do not advise using the touch sensitive button for applications that are exposed to the elements. If you feel this may pose a problem we can help you select an alternative type of button, such as our XD series, for your installation. Also bear in mind that the control box is not water proof and must be installed in a secure and dry location to avoid failure. The Touch N Go system is programmed to record vehicle voltage as a way to protect itself from under/overcurrent conditions. If the system is installed in a vehicle that is under construction and subject to constant fluctuations in battery voltages due to charge/discharge cycles that are not normally seen in typical driving it may trigger the system to lock down to avoid damage. This is why we highly recommend not using the Touch N Go until the vehicle is ready to be driven.

The Touch N Go has a built-in security system that is activated/deactivated using the key fobs. It does not have any type of audible alarm or the ability to operate one. The fobs are equipped with a RF chip that is programmed to the unit. When the remotes are within range, the system will be active and able to start the vehicle. Once the remotes are out of range, and 60 seconds have elapsed, the system will go into security mode and disable the start button. The distance required for an in/out of range signal will vary by vehicle. Some may need to be within 10 feet to pick up signal and others can still be in range at 50 feet. There is no way to alter the signal range other than by trying different locations for the security antenna. There is also a valet switch included in the kit to use as a back up security enable/disable device should you choose not to use the fobs or in the event you loose or damage a fob. We highly recommend installing this switch. Pressing the Lock or Unlock button on the remotes will also turn the security on or off if desired.

The Touch N Go start sequence follows a very specific chain of events in order to safely start the vehicle. Once the required connections have been made the system is able to be used to start the engine. The Touch N Go will need to have the security requirement satisfied and the button will be in the solid Red state. Place your foot onto the brake pedal and touch the start button. This can also be done from the accessory state(button Blue) but not from the fully On state(button Teal). To shut the vehicle off, quickly touch the button 3 times in a row.

Items in your Touch n go Kit will include:



Touch N Go Main control box. This needs to be mounted in a dry, secure location that you can access easily if need be for programming changes.



Standard touch sensitive button with harness.

Optional: XD series button with harness. (not included in standard Kit)



Multifunction Key Fob with antenna

Valet switch to manually enable/disable security



Main power harness

4 pin system harness

\*Both of these are required for the system to operate.



10 pin harness for wiring add on accessories enabled by key fob.

6 pin accessory harness

\* These harnesses are optional and not required for Touch N Go to function.



**RED 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 has not detected the proper key fob, or the valet switch is in the on position. A slow fading or solid red light means that Touch-N-Go is enabled and security is deactivated due to the presence of the proper key fob, or the valet/toggle switch in the off position. Touch-N-Go **will** now respond to touch inputs. Vehicle can be started from this position by depressing the brake pedal and touching the button.



**BLUE Accessory position:** (1<sup>st</sup> Touch without foot on the brake) The button will have a blue glow. Accessory output will be activated. Anything connected to accessory output (Brown wire) will be supplied with + 12 volts. Your radio would be an example. Vehicle can also be started from this position by depressing the brake pedal and touching the button.



**TEAL Ignition position:** (2<sup>nd</sup> Touch without foot on the brake) The button will have a teal glow. This “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 (The Pink Wire) and Accessory (the Brown Wire) 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. Vehicle cannot be started from this position.



- Touch the button a 3<sup>rd</sup> time and you are now in Off Position again and the button should have a Red Glow.

**To shut the engine down once the engine is running you must rapidly touch the button three times to reach the off position (red).**

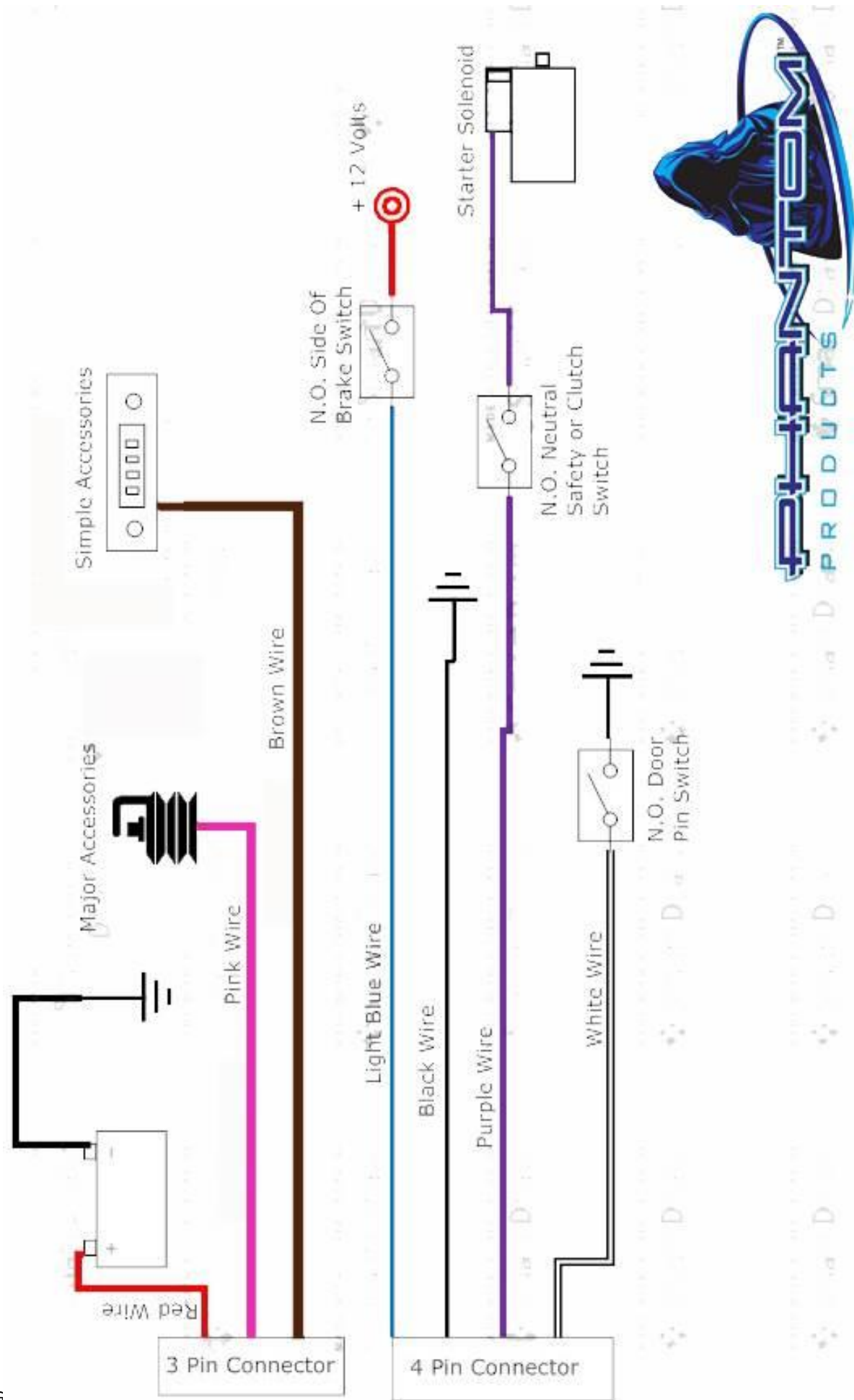
**VIOLET Crank position:** (Foot on Brake while touching the button) The Button will have violet glow. The Starter output is now activated (Purple wire). The Starter solenoid will be supplied with +12 volts for three seconds; or until engine run is determined. You can achieve this position by holding your finger on the button until your engine has started. Once engine start is achieved take finger off the button.



**GREEN Engine Run position:** (Now you can release your foot off the brake) 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.



**Remember the Red, Blue, Teal, Green are only default colors on the Touch n go button. You can customize your button to any color of the rainbow in any position you choose. Refer to the Dipswitch section to learn more.**





## Button warning flashes:

● / ● In the event of a blown fuse in the Touch-N-Go controller the button will flash red and blue quickly and the specific fuse will light up when you try to cycle to that position, see below. 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.

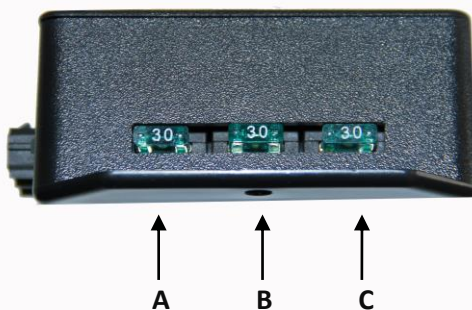
● / ● A rapid red flash happens when there is a type of over current fault and Touch-N-Go is in danger of overheating. It will turn off the affected output channel. The output will re-activate once the current draw is within safe limits for at least 30 seconds. Typically you have items pulling too much current hooked directly to Touch-N-Go, such as; fans, air pumps, servo motors, hydraulic pumps, etc... Always use a separate relay and adequate wire size when hooking large accessories up to your wiring.

○ / ● A rapid white /red flash happens when the unit is first hooked to 12 volts or the battery has been cycled off or the battery voltage is very low. This is a normal flash and does not attention unless this is due to you battery voltage being too low. If this is the case, please charge your battery. This flash can also happen if your key fob battery is dead, or the fob is no longer programmed to the control box.

Three 30 amp fuses on the side of the case. Check them in the event of Touch-N-Go 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.

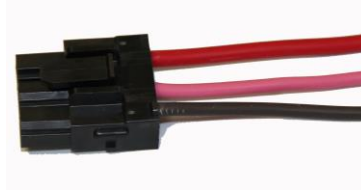
**Fuse A – Ignition Power Output**

**Fuse B – Accessory Power Output**

**Fuse C – Starter Power Output**

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

## Touch-N-Go Wire Instructions / Details



### Required 3 Pin Power Harness

**LARGE RED WIRE:** This is the main power wire. Connect it directly to the battery positive terminal. It needs to supply constant power to the Touch-N-Go. \*Note\* If you plan on mounting the main control box in a location that needs more than 4 feet of wire to connect to the battery you will need to increase the wire gauge to allow for enough battery voltage to supply the box. For example: It may be necessary to jump to a 4 gauge wire if you are mounting the control box in the trunk and the battery is under the hood.

**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 (2<sup>nd</sup> 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.

**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 (1<sup>st</sup> 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. (see optional 6 pin harness page for details)

### Security Antenna & Harness

The security antenna is a slim 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 the harness into the white connector on the side of the Touch-N-Go unit that contains the dip switches. See Fig. 1. Please note that if you do not plug this antenna in, the unit will not be able to pick up the fobs, and lock/unlock the security automatically.

Figure 1





### **Required 4 Pin Input / Output Harness**

**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. This must be connected before trying to start the engine and will need to receive a +12 volt input from the brake light switch **only** when the brake pedal is depressed. Most brake switches only have two terminals. One terminal has +12 volts supplied to it at all times. The other terminal 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 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.* \* **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 Touch n Go unit has a “retained accessory” output that will keep the accessory wire (brown) 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. 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.

- Once you have securely connected the required 3 Pin & 4 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 Touch-N-Go has to offer. If you are using the Touch-N-Go as a simple start only feature no other wiring is required. However we recommend that you read through the options and review the dip switch page.



## Optional outputs and controls (Touch-N-Go is equipped with 30 amp internal relays)

The 10 pin harness is only for the key fob button functions, such as: Lock, Unlock, Opt. I & Opt. II

\* These items are not needed for Touch-N-Go to function as a start system. We recommend installing the optional wires after you have Touch-N-Go functioning and starting your vehicle.

### Optional 10 Pin harness wiring when using Lock/Unlock buttons in the interior

\*If you are using only the key fobs for lock/unlock skip to the next page\*

- Most common door locks are controlled by reversing polarity on the ground side of the lock / unlock solenoid. When using the Key Fobs with interior lock/unlock switches you will connect the Green/Black & Blue/Black to ground, then connect the solid Green to the lock signal input wire of the solenoid and the solid Blue to the unlock signal input wire of the solenoid. (Green/White & Blue/White wires will not be used). Essentially you are connecting the Green and Blue wires to the same wires connected to each side of your interior switches so that when you are pressing either lock/unlock it is supplying the same ground input signal that depressing the interior button would.

#### Optional output 2 (button II on remote)

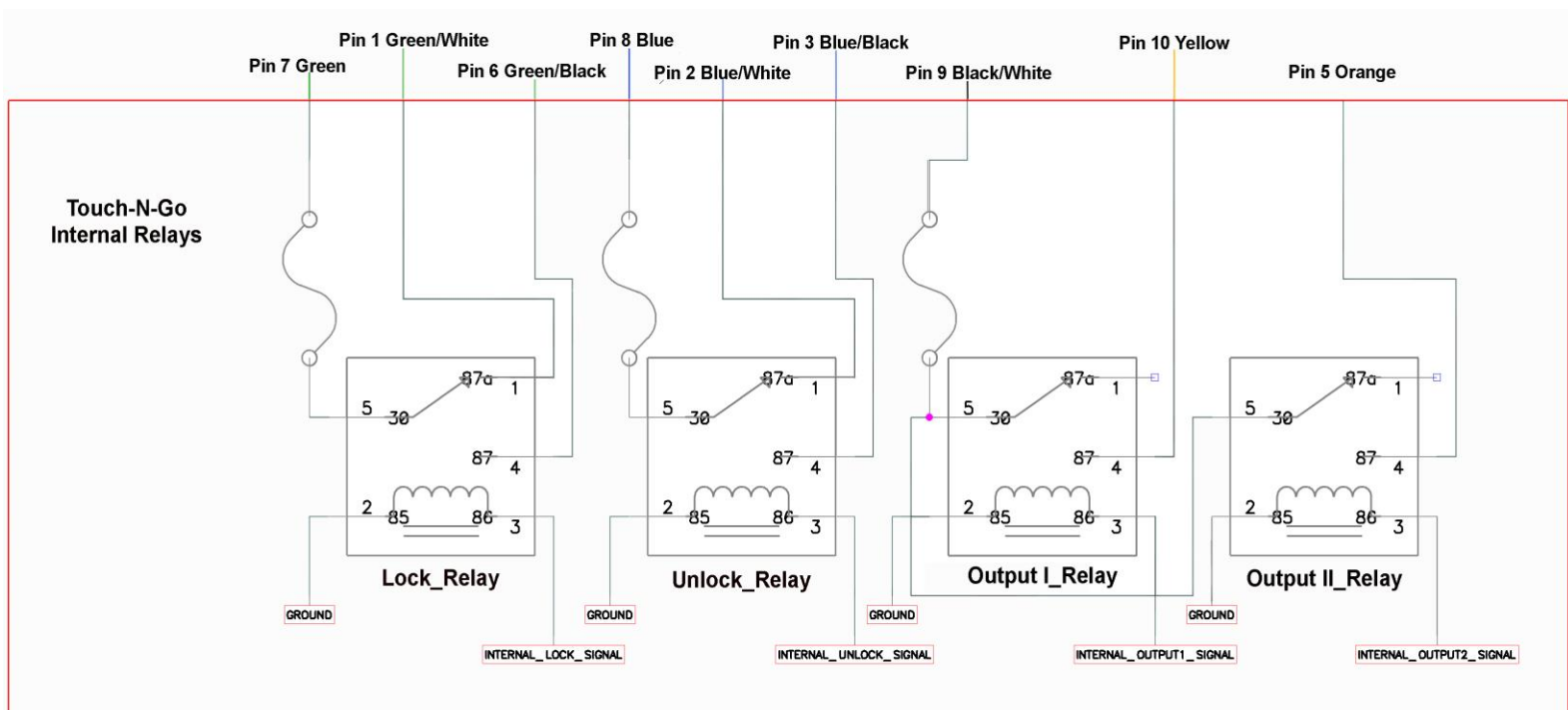
Orange wire: Relay pin 87 \*

#### Optional output 1 (Button I on remote)

Yellow wire: Relay pin 87 \*

\* **White/black wire:** Connect to either + 12 volt or ground, This will depend on what is required for what you are going to control with optional output 1 & 2. If you need to provide +12 volts to the accessory connected to the yellow and orange wire, then connect the white/black wire to + 12 volt. If you need to switch ground to the accessories hooked to the yellow and orange wire, then connect the white/black wire to ground. The Option I & II buttons only supply a one way signal, these are best used for door, trunk, hood poppers or the optional add on remote start feature.

Tan wire: Not currently used





Option for Door Lock wiring (No lock buttons being used inside)

Pin 7 green – to one side of door lock actuators

Pin 1 green/white- to ground

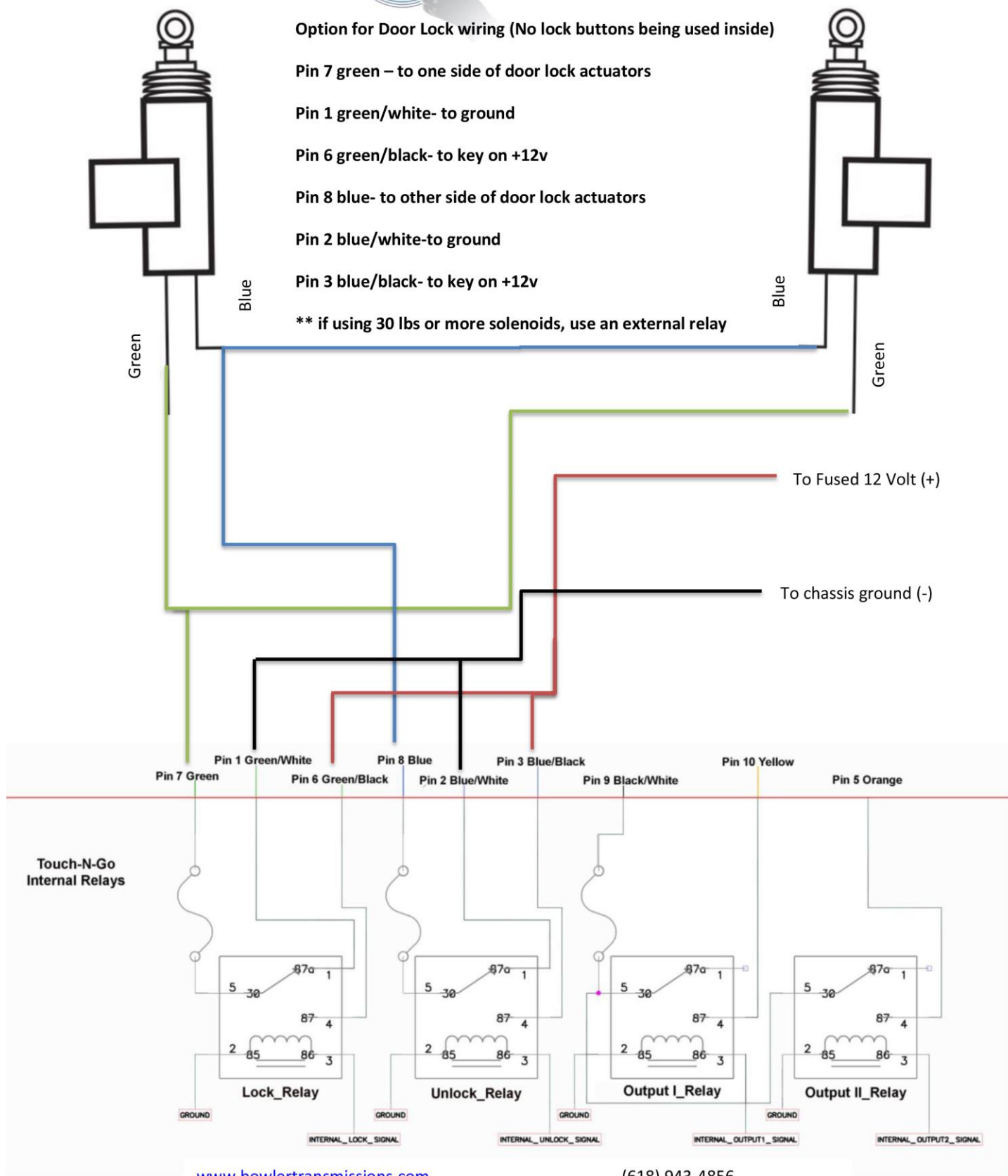
Pin 6 green/black- to key on +12v

Pin 8 blue- to other side of door lock actuators

Pin 2 blue/white-to ground

Pin 3 blue/black- to key on +12v

\*\* if using 30 lbs or more solenoids, use an external relay



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(618) 943-4856

## Optional 6 Pin Connector

The 6 pin harness is only used for the valet toggle switch, secondary button input (if our patented “touch” button isn’t being used) , and Tach Input if required.

**\* These items are not needed for Touch-N-Go to function as a start system. We recommend installing the optional wires after you have Touch-N-Go functioning and starting your vehicle.**

**Light Green wire:** This wire is a (-) 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 on the Touch-N-Go 6 pin harness. ***\*Touch sensitive button should be left unconnected if this wire option is used.***

**Gray/black wire:** Connect to one side of the supplied 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 Touch-N-Go. 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 Touch-N-Go 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.**

**Purple/white wire:** The Touch N Go recognizes a running engine by sensing the alternator voltage output, however, some alternators do not produce voltage right away and this can then cause a starter over run condition. If you are experiencing this issue connect a 12V tachometer signal to the purple/white tachometer input wire and flip up DIP switch 4. Then use the touch button to start/stop the vehicle twice to learn the tachometer input signal. Then Leave DIP switch 4 up. **If the tachometer signal is not a 0 to 12V signal a tachometer adapter should be used/purchased to generate a clean 0 to 12V signals. LS engines will typically need a tach signal adapter to access this Touch N Go feature.**

**The solid Gray, Red/White, and Black/White wires in this harness are currently Not used**

## 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. This is the antenna that picks up the signal sent when pressing one of the 4 buttons on the remote.

## 4-way DIP switch

**DIP switch 1:** This switch is for the automatic (passive) arming and disarming function. When the switch is down (off), the lock / unlock buttons will work manually through the key fob. If the switch is flipped up (on), the lock / unlock feature will be automatic, when the key-fob goes out of range the locks will automatically lock, when you come back in range the locks will automatically unlock. Just keep in mind this range is the same that activates and deactivates security and is dependant on the placement of the small square antenna. See Fig. 2

**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. \* If the key fob LED doesn't glow blue, the key fob battery is either dead or you are too close to the Touch-N-Go control box.
3. Next turn the DIP switch to off, the key-fobs should now be learned.

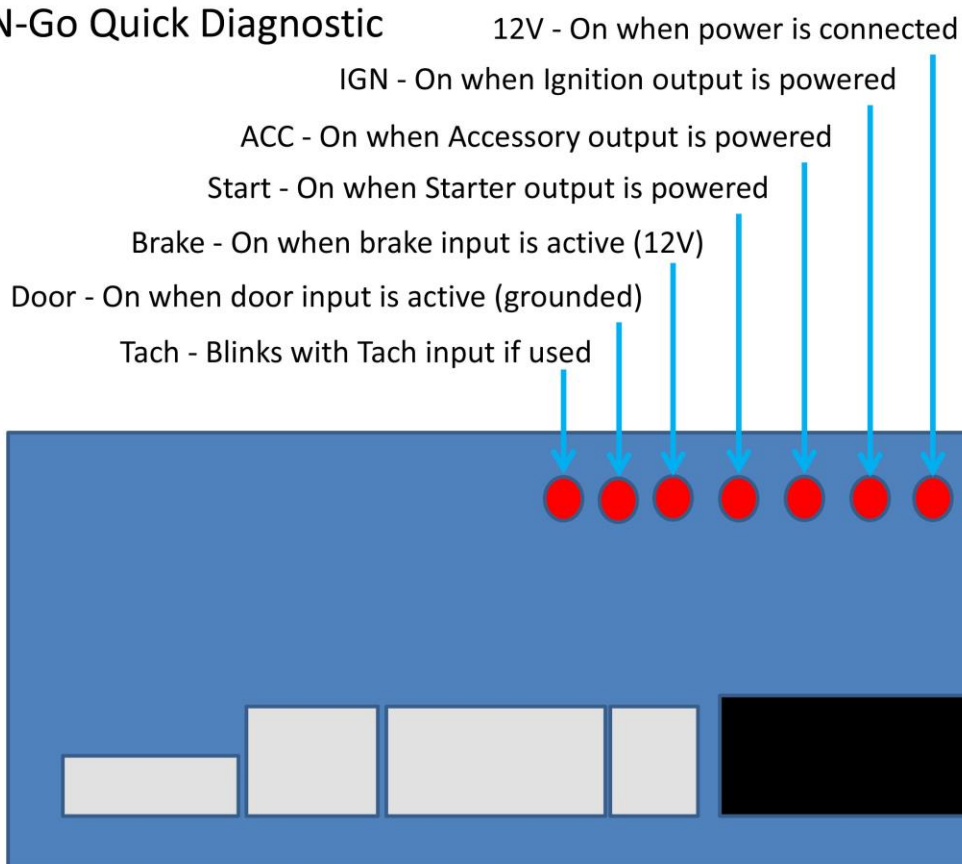
**DIP switch 4:** This switch is used in conjunction with the Tach Input feature and should always be left in the down / off position when the Tach Input is not used.



**Fig. 2**

Dip Switches from left to right 1,2,3,4

## Touch-N-Go Quick Diagnostic LEDs



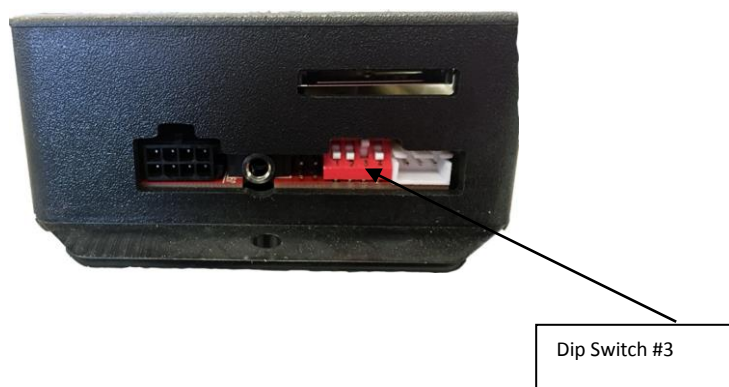
Indication	Cause / Solution
12V LED	Indicates if power and ground are connected. If this LED is off then the unit is not getting power (or isn't grounded properly).
IGN (Ignition) LED	On whenever the Ignition output is powered (provided the fuse is not blown)
ACC (Accessory) LED	On whenever the Accessory output is powered (provided the fuse is not blown)
Start LED	On whenever the Starter output is powered (provided the fuse is not blown)
Brake LED	On whenever the brake input is 12V
Door LED	On whenever the door input is grounded
Tach LED	On whenever the tachometer signal is 12V (thus it will blink when the tach signal is good)

# Key FOB Guide

In the event that your Key Fob quits working be sure the check for a good battery and that it is maintaining connection with the Touch N Go control box. If the small blue LED light no longer turns on or is very dim when pressing any of the 4 buttons it is likely a dead or weak battery. The Key Fobs require a CRZ 3v CR 2032 battery which should be easily found at most stores. To change the battery, .... If you are certain the battery is good, but still not getting a response from the control box it may be necessary to re-learn the key fobs to the box. Below is the re-learn sequence.

1. Flip up dip switch #3.
2. Press the lock button on each remote separately and ensure that the blue LED is lit up while pressing the lock button. ( you should also hear the relay “click” inside the box at this time) Your key fobs should be connected now.
3. Flip down dipswitch #3 before attempting to start vehicle.

1. Flip up ↑ Dipswitch #3.



2. Press and Hold the Lock button on the key FOB. (Make sure the blue light on the key FOB lights up). (If it doesn't light up – change battery in Key FOB - ) (battery type: CRZ 3v CR 2032)



3. Now Flip down ↓ Dipswitch #3. (failing to do so will enable the Diesel delay mode upon the next start cycle)

\*Note: We recommend keeping the key fobs out of range when not using the vehicle for extended periods of time. If the key fobs are within range they will continue to send and receive signal from the Touch N Go control box and decrease the life span of the key fob battery.



# Touch N Go Troubleshooting Guide

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## Car will not start – cycles through accessories, ignition and back off.

### *Does not recognize brake.*

- First check LED indicator chart to see if corresponding Brake input LED is lighting when depressing the brake pedal.
- ✓ If the door pin lights up instead of the brake light – OR – if there is not 12 volts going to the light blue wire when the brake is depressed the starter will not engage.

## Button Turns Violet but won't start

*Violet = Cranking*

### Violet – Tries to start – just clicks or blips the starter for a split second

- Possible Issues
  - Battery voltage too low.
  - Power wire gauge to small.
    - If TNG box is mounted within 4 feet of the battery use at least a 10 gauge main power wire. (no smaller)
    - If the TNG box is mounted farther than 4ft from the battery it may be necessary to use 4 gauge or larger main power wire.
  - Poor Ground

### Violet – Doesn't try to turn over – but clicks

- Possible Issues
  - Starter Relay
  - Starter Wire
  - Check to see if neutral safety switch (automatic) or clutch switch (manual), whichever applies, is not wired correctly. Jump those wires and see if the vehicle starts.
  - Starter solenoid

### Violet – Does Nothing

- Box has issues if it doesn't even try to click but goes purple.

### Crank – Starts – Dies

- Possible Issues and \*Important information\*
  - Indicates an alternator issue. Not exciting soon enough or is bad.
  - \*You are not stuck\* Push and hold button while starting the vehicle – drive to the nearest mechanic to have the alternator issue addressed\*

## Button goes through correct sequence but engine doesn't start

Has the engine been started at any point before installing the Touch N Go? First verify that the engine is functioning correctly by using a traditional key tumbler.

When trying to start the vehicle, the TNG will go to accessory and ignition position, but when it goes to start it starts and dies, TNG goes back to red state.

One of two problems

**1<sup>st</sup> try to learn the TNG to the vehicle, some vehicles voltage / charging system is different and must be learned to the TNG.** Before trying to start, flip dip switch 3-4 up and then start the vehicle. If the vehicle starts, flip dip switch 3-4 back down while running. Turn the vehicle off and try and re-start. Should be good to go.

If you tried the above and the vehicle still will not start, you need to check your alternator voltage; if the alternator isn't working then TNG doesn't know that the vehicle started. TNG requires the voltage to increase to 12+ volts to recognize that it has started. \* Check to be sure the alternator is supplying proper voltage output. If you suspect a bad alternator: while cranking, hold your touch button or your secondary button down, this will allow the vehicle to start even if the alternator isn't working. Get somewhere ASAP to change your alternator.

If for some reason the car stumbles on a start. If it starts and dies very quickly, Touch n Go will assume that it started correctly. Your button will turn green even though it actually died. There is nothing wrong with your unit, you just need to tap it 3 times and restart the car.

## Car will not start, but may start with the keyed ignition.

❖ 1<sup>st</sup> Can you cycle through Acc. and Ign. positions. If yes:

- ◆ Press the brake and press the button. Does it turn violet?
  - Yes: Does it bump the starter and then turn back red flashing? If yes your battery voltage is too low, charge the battery and try again.
  - No: It doesn't turn violet; it only changes to the next ignition position, even when I am on the brake. Check to ensure you have a +12 volt from the brake switch when the brake is pressed going to the light blue TNG wire.

❖ If you can't cycle through the Acc. and Ign. positions, is the button LED flashing intermittently or a red slow pulse? If it is a rapid flash, either your key fob is not in range, battery is dead or has not be programmed to your TNG.

## Starts but won't shut off

When you go to shut off of the vehicle, the car doesn't shut off, but the TNG light goes to red pulse. But if you cycle through the ignition cycles it will shut off.

**1<sup>st</sup> – Is this only happening when the door is shut? Try opening the door, does it shut off then?**

If the vehicle is running and you have cycled the button to the off positions (red) but the vehicle stays running, try opening the door. The vehicle should shut off. If so the accessory(brown) and ignition(pink) output wire connections need to be switched.

## My accessories won't shut off

Make sure your white door pin wire is hooked up and that it receives a ground signal only when the door opens. If you choose to not connect the white door pin wire you will need to cycle through the functions one more time after turning the engine off to kill accessory power otherwise it will remain active for 10 minutes after engine shutdown.

## Touch-N-Go works, but my security isn't working

Make sure you have the white door pin wire hooked up and the doors are closed. Security is disabled if the doors are open or the white wire is seeing a ground input.

Will not enable: Valet Toggle flipped to receive ground input or white door pin wire was once grounded and is now not connected to door pin switch, or door is open.

Will not disable: Key Fobs not within range, Key fob battery weak or dead, Key Fob has lost connection, square antenna has become unplugged or damaged. Use valet switch turned to receive ground input to disable security if needed until proper repairs can be made.

## When I start the car it overruns the starter.

You may need to learn the way your vehicle starts. First flip up dipswitches 3 & 4 and now press and hold the touch button until your car starts. After your car has started flip dipswitches 3 & 4 back down. Press and Hold your touch button until your car starts. Whether or not your starter needs shorter or longer time to start the car, this should fix your problem. This problem can also be the result of an alternator that doesn't produce voltage right away and may require the addition of the Tach Input signal.

## Button flashes Red & White, Red & Orange, -OR- Red & Pink

More than likely you have lost power to your unit, possibly a dead battery. All you need to do is relearn your key fobs to your unit by flipping up dipswitch 3 on your unit and pressing the lock and unlock button 1 time each (until you see the blue light) after you have done so, flip dipswitch 3 back down.

## Button flashes Red & Blue when the button is touched

❖ You may have a blown fuse on the TNG unit. Or you have a short somewhere in your wiring. We suggest doing the following to help determine the problem.

- 1<sup>st</sup> Unhook the Pink ignition output wire & Brown accessory output wire.
- 2<sup>nd</sup> Check both fuses on the side of the TNG unit. If either or both are blown replace them.
- 3<sup>rd</sup> With the Pink and Brown wires still unhooked. Press the button to cycle through the acc. And ign. Position. Obviously nothing will turn on, but you should see the button LED change from Red flashing, to blue 1<sup>st</sup> touch, then to teal 2<sup>nd</sup> touch, then two red flashing 3<sup>rd</sup> touch.  
If you have this seems good, we have confirmed that you have a wiring issue on either your accessory or ignition outputs.
- 4<sup>th</sup> Now hook up the Brown wire and cycle through the positions again. If all is good more than likely your problem is in the Ign. wiring. If you experienced the red / blue flash at this point your problem is in the Acc. wiring.

If you have recently jumped your battery with something that has too much voltage this will blow a fuse in the Touch-N-Go. Or if you have blown any other fuses in the car, you probably need to see what is getting too much power. Possibility alternator output above 16 volts.

## No Power / Touch n Go Button Does Not Light up or start the car

- ❖ First, ensure that we have a good ground and 12 volt connection. We highly recommend running the red wire straight to the battery positive post and the black wire straight to the battery negative post.
  - ❖ Does the LED on the button light up?
    - If yes, then does it respond to touch. If yes, on the first touch do you have 12 volts coming out of the accessory output wire, on the second touch do you have 12 volts coming out of the ignition wire.
    - If it doesn't light up or respond. Then take the green (secondary input wire) in the 6 pin connector (shouldn't be hooked to anything currently) strip the end of the wire and touch it to ground 1 time. Should now have 12 volts coming out of the accessory output wire, (radio, simple accessories on). Then touch it to ground again, now you should have 12 volts coming out of the ignition wire (major ignition items on, such as fuel pump, ecm, etc...).
- If this all works, now press the brake and touch the green wire to ground, the engine should now crank. Leave the green wire to ground while cranking and remove it from ground as soon as it starts.

If the above conditions work with the secondary input wire, we either have a button or button harness problem. Ensure that the button cable installed the correct way. Black Clip in style – Unplug and try it the other way.

## Hard Reset

If you are experiencing an issue where the system seems to be locked up or not responding it may need to be reset. First - Flip all 4 dip switches up. Watch the 3 green fuses, you should see them light up and go dark 3 times. After the lights have come on for the 3<sup>rd</sup> time it has finished the reset sequence. Next disconnect the main power harness from the TNG control box and Flip all 4 dipswitches back down. The reset will also erase the connection to the Key Fobs so you will need to relearn the key fobs ( see key fob section for info) Once the key fobs are reconnected. Try using the system again. If no changes, something has happened to the unit and will likely need to be repaired. Please give us a call at this time.

## Button will – not light up – changes weird colors – or starts with the brake

- ❖ Make sure button is plugged in correctly.
  - unplug cable from the back of the button – flip cable over and plug it back in.

## **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.

## **Diesel Delay Start Mode**

Diesel users. If you need to allow your glowplugs to warm up you can add a delay to the autostart feature. Be sure and flip dip switch 3 up, go through the normal start sequence, you should notice that when you press the brake and then touch the button it will turn violet for about 5 seconds before it engages the starter. This means you’re successfully in diesel delay mode, you can then flip dip switch 3 back down. If you accidentally put the unit into diesel delay mode you will need to perform the hard reset to the system. See the troubleshooting guide for more details.

## 6 Month Limited / Conditional Warranty

Phantom-Products, LLC. D.b.a Bowler Performance Transmissions 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 6 months 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 charges due.

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