

**2005 and 09 Mustang install instructions**  
Sequential / Chase Unit Partial Plug-N-Play Kit  
Meter4it Eng.

Updated: 3/28/09

**Verify content of kit:**

- 1- Unit with wiring harness
- 1- Red power wire with 15 amp fuse
- 1- Color instruction
- 2- Velcro for mounting
- 1- Driver taillight harness
- 1- Passenger taillight harness



**Basic tools required for install:**

- Common screwdrivers
- Phillips screwdriver
- 11mm wrench or socket
- Knife
- Flashlight
- Electrical tape

**NOTE: Although I have tried to be as detailed as possible using text and supported pictures, I still recommend an installer that has basic automotive wiring skills.**

Make sure all turn signal lights work on your vehicle before beginning installation. If you have a light that's burned, replace it now or it could be misleading later on and cause trouble shooting issues.

**Preparation:**

- 1) Inside of the trunk, start by removing the rear most plastic trim panel that covers the taillight wires and retaining nuts.  
**NOTE: Locations are marked below in green.**

**Passenger side**



**Trunk latch**



**Driver side**



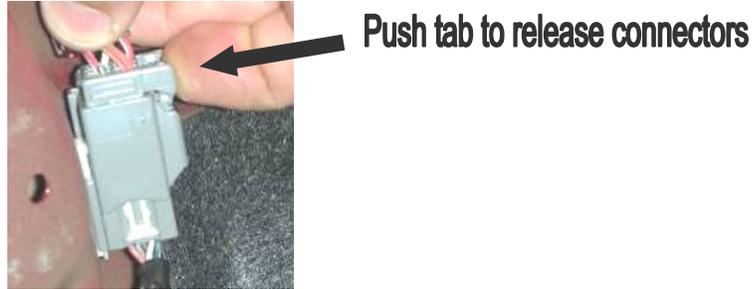
- 2) Remove 1 retainer (each side) that holds the top part of the carpeted trim. This will allow you to gain access to the taillight bolts without having to remove the complete carpeted trim panel.  
**NOTE: Some models have a plastic retainer while others have a bolt.**

**Example of Driver side**

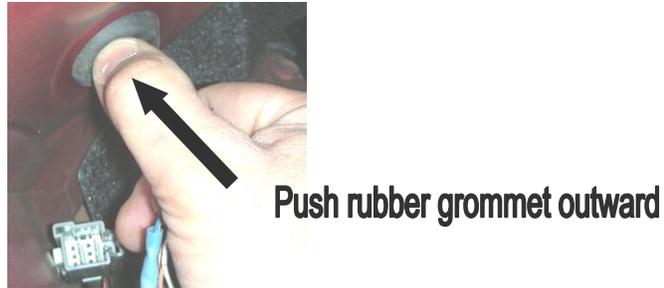


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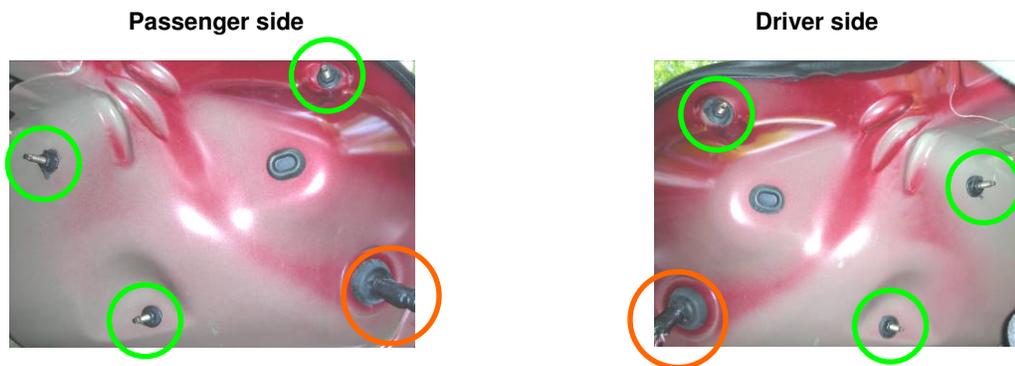
- 3) Unplug grey taillight connectors (both driver and passenger sides).



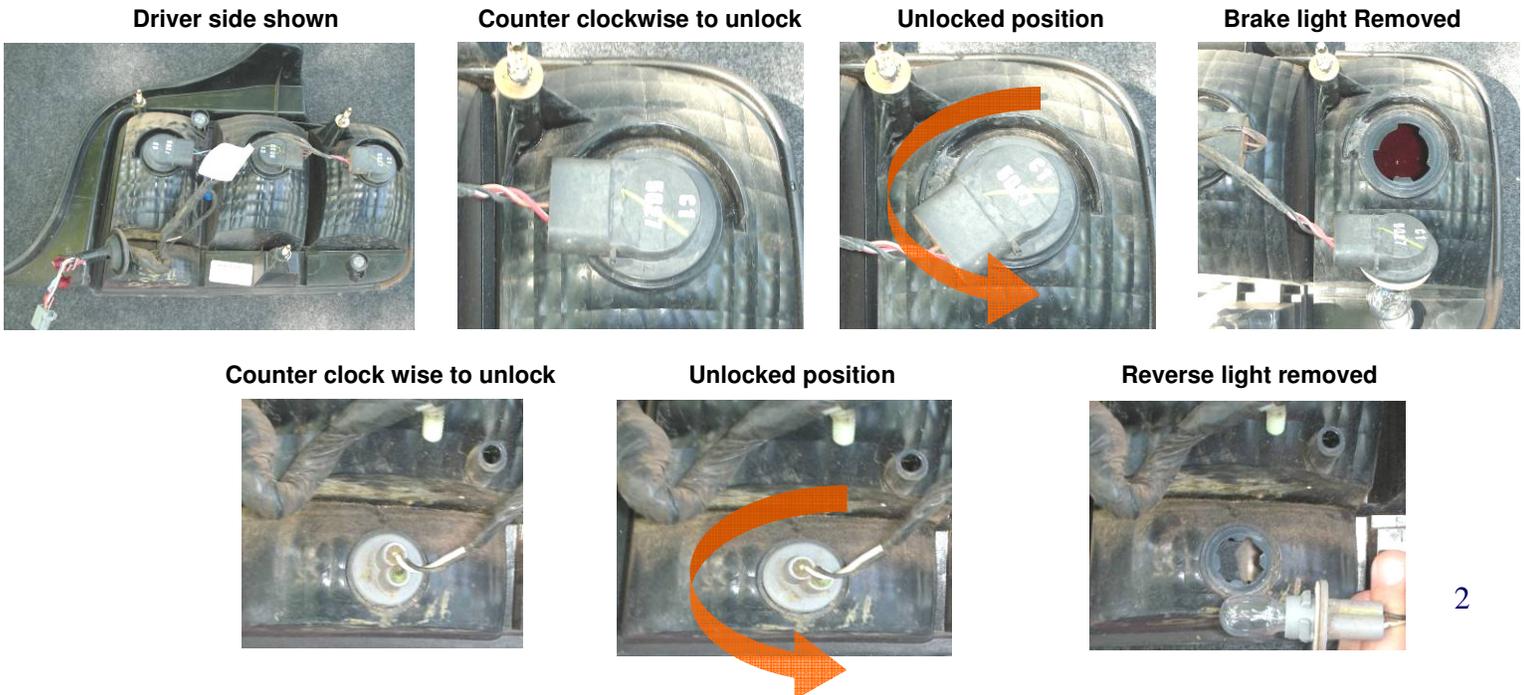
- 4) Push rubber grommet partially outward so it can be easily removed with taillight.



- 5) Remove the three 11mm nuts that retain the taillights to the body of the car and place on workbench.  
 NOTE: Green circles are the retaining nuts; Orange circles are the rubber grommets.



- 6) Remove the light sockets from the taillight by twisting the light socket counter clock wise then lift out.  
 NOTE: Reverse light is sometimes harder to remove.



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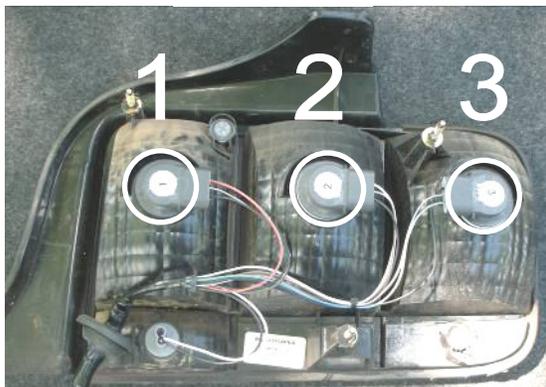
- 7) Wiring harness is attached to the taillight via plastic retainer, pull wiring harness and plastic retainer away from taillight to remove. Now remove wiring harness from taillight.

**NOTE: Both Meter4it Partial Plug-N-Play taillight harnesses are the same.**

### Installing Partial Plug-N-Play taillight harness:

- 1) Now transfer light bulbs from original wiring harness to the Meter4it Partial Plug-N-Play taillight harnesses (Driver and Passenger).
- 2) Identify taillight harness by looking at the Black plug. Driver side will have Green, Blue, Purple, and Black wires. Passenger side will have Orange, Grey, and Pink.
- 3) Install Meter4it Partial Plug-N-Play harnesses on to both (Passenger and Driver side) taillights in reverse order as removed making sure the number on the light sockets match each taillight pictured below and the correct harness on the correct side. **Refer to above to identifying harness side!**

Driver side



Passenger side



- 4) Install taillights back onto car by first passing the connectors through the rubber grommets hole and then the taillight bolts through their holes. **Take your time and be cautious not to scratch the paint and allow any of the wires to get caught between the taillight bolts and the body of the car. Also, the bolts must line up correctly for proper fit.**
- 5) Pull the rubber grommet inward until it is fully seated in the hole.
- 6) Install the three 11mm nuts and tighten.
- 7) Plug the Grey connector into the factory grey connector inside the trunk.
- 8) Repeat steps above for other side.

### Installing Partial Plug-N-Play unit and running power wire:

**Overview;** The Red power wire will be connected to the Unit (Red wire), the Unit will be mounted, then the Red power wire will be routed from the Unit (trunk) to the passenger side (between the wheel wells, then forward to the passenger side fuse box (behind kit panel).

**NOTE:** If you have an alternative power source you can connect to it as long as you use the fuse included in the kit.

- 1) Remove the top fastener from the Driver side carpeted trim panel (inside trunk). Pull this toward you to expose the ledge molded into the carpeted trim panel. Using the Velcro, mount the Unit to this ledge with the wires pointing toward the taillights and the Blue jumper toward the inside of the trunk.
- 2) Connect the two Black connectors from units wiring harness to the taillights Black connectors.  
**NOTE: Route wires along with factory wires using electrical tape to keep them from hanging free. Make sure they are fully connected and the color of the wires must match each connector or unit will not work!**
- 3) Connect the Red wire (unit) to the supplied Red power wire with fuse.

Remove the top fastener from the Driver side carpeted trim panel



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- 4) Plug in the Driver side taillight and then the Passenger side taillight.  
**NOTE: Route wires along with factory wires using electrical tape to keep them from hanging free.**
- 5) With trunk carpet removed (spare tire will be exposed), route the Red power wire behind and forward of the driver side carpeted panel to the driver side wheel well. Now cross over to the passenger side wheel well following the factory wiring harness.
- 6) Fold the passenger side back seat down. Run the Red power wire from the trunk into the passenger compartment by pushing the wire down between the passenger side rear seat bottom and side trim panel to hide the wire.



- 7) Remove the round plastic trim retainer located below the back seat and near the carpet (passenger side) so Red power wire can be routed behind and to the scuff plate (threshold).



- 8) Remove the scuff plate (threshold) and continue Red power wire to passenger side kick panel. **NOTE: To remove the scuff plate all you have to do is pull up starting from one corner working your way to the other side.**
- 9) **NOTE: Because Ford made it so hard to remove the Fuse box cover, I recommend removing the kick panel.** The kick panel has no screws just retainers. First pull inboard at the front of the panel to free it, now pull toward the back of the car starting close to the scuff plate working your way up until the kick panel is free. Remove the Fuse box cover. Route the Red power wire behind the kick panel and out the fuse cover opening. **NOTE: To remove the fuse cover plate you have two retainers (tabs), one toward the front and one toward the back. You have to pull them away from each other to free the cover.**



- 10) With fuse box cover removed, you will notice an unused fuse located close to the Grey relay. Refer to picture. Plug the brass terminal from the Red power wire into the empty fuse slot that is closest to the Grey relay. Please refer to picture. If you plug into the other slot, the unit will not work because this slot has no power. Before installing the fuse cover, you will need to cut a "V" or "U" shape notch in it to allow the Red power wire to pass through.
- 11) Reinstall fuse box cover, kick panel, scuff plate, and trunk carpet.
- 12) At this point all wires should be connected. Test, Calibrate, change between patterns, and reinstall taillights.

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### Test, Calibrate, change between patterns, and reinstall taillights:

**Overview;** Test operation of Sequential/ Chase lights, calibrate if needed, see how to change between patterns, and reinstall taillights and trim panels.

**NOTE:** Calibration may not be needed; I calibrate every unit when testing them trying to match the factory flashers speed. Although every flasher is different, usually I'm pretty close.

#### Test:

- 1) A quick and easy way to test both sides is to turn on the Hazard lights.
  - (a) With **Chase** mode selected (default) the lights should start out from the middle of the car and turn one on at a time (inboard, middle, then outboard), then they will turn off one at a time (inboard, middle, then outboard off). If different, then look at Trouble Shooting "The light pattern is incorrect".
  - (b) With **Sequential** mode selected the lights should start out from the middle of the car and turn one on at a time (inboard, middle, then outboard), then they all will turn off. If different, then look at Trouble Shooting "The light pattern is incorrect".

#### Calibrate:

- 1) To calibrate the Sequential / Chase unit; Turn the left turn signal on, with lights turn signal flashing, push the Black button (Red in this picture) inside the access hole until all three lights flash together then release. The lights will flash two to three times (all together) and then perform the selected pattern and that side is calibrated. Now, without pushing the Black button again, turn on the right side turn signal and it will be calibrated after two flashes and then perform the selected pattern.
- 2) At this point you are calibrated and you can select the different patterns (modes) of operations via Blue jumper. Just pull carpet back to access the jumper. Refer to pictures below.

#### Change between patterns:



**NOTE:** Reference to access hole assumes hole is facing you, mounting flange is on the bottom side, and wire loom is to your left.

1. For **CHASE**, remove any jumper that is in a vertical orientation. To store the jumper, you can replace it in a horizontal plane on either of the two jumpers.



2. For **SEQUENCE**, place jumper on the right two pins in a vertical plane.



3. For **FACTORY** (all 3 lights together), place the jumper on the left two pins in a vertical plane.



**NOTE:** If changing from factory to another mode you **must** recalibrate both left and right sides. In short, the unit will be in the calibrate mode after jumper removal. All you will need to do is to let the left and then right side turn signals cycle a minimum of three times and your done.

#### Reinstall taillights and trim panels:

- 1) Before tightening the taillight retaining nuts please make sure you have no loose wires that can get caught between the taillight housing or nuts then tighten taillight nuts.
- 2) Install the taillight trim panel then trunk carpet.
- 3) At this point, everything should be back to normal.

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**Trouble shooting:**

**Overview:** Most of the failures fall into one of the two below. If yours falls into something other, please email me with as much detail that you can. I find that any other problems are usually caused by deviating from the instructions by accident.

**Unit operates in fail safe mode (inboard lights only):**

1) **Verify with volt meter or test light that 12 volts is present at the fuse.** You can remove the fuse cover and probe the top of the fuse or test at connection point at unit (RED wire). If no power, then verify you installed the brass terminal into the correct fuse slot, refer to step 8 of section Installing Partial Plug-N-Play unit and running power wire.

2) **Check fuse that was part of the kit. If blown, then replace with new 15 amp fuse.** Most likely, the problem is a wire that has shorted out and was possibly pinched between the body and taillight while tightening the nuts for the taillight. **NOTE: If wire was pinched, some times it will not show up until months down the road. Please observe wire location when installing taillights.**

3) Verify connections of the Black connectors (taillight). Make sure the colors match each side of the connectors.

**The light pattern is incorrect:**

- 1) Verify the order of the numbered light sockets. Number 1 must be inboard. Number 2 must be the middle. And number 3 must be outboard.

Thanks for your interest in my product. If you see any mistakes or notice something that would have been helpful for you and could help out the next customer, please email me so I can make the change!

*Sincerely, Gary M*

Meter4it Eng.

[www.meter4it.com](http://www.meter4it.com)

info@meter4it.com