



## Newer Vehicle Discussion Notes

When installing on a newer vehicle there are some factors to consider before starting your installation.

- ▶ **Do you have a “Locking” steering column?**
- ▶ **Do you have a “Chip in the key”**
- ▶ **Where to access the ignition switch wires?**

- ▶ **Do you have a “Locking” steering column?** For almost 30 years now vehicles have had one or another type of “Locking Steering Column” system. These range in design from mechanical to electronic, simple to complex and can be *easy as pie* to *harder than # @ \*!* to remove. An initial consideration as to your installation is what you plan to do with it if you have a locking steering column.
- ▶ **There are a couple of approaches.** First, if you are mechanical and feel up to the work, these column locks can be removed. One of the best sources for information for any vehicle is a qualified body shop. They remove and replace column locks frequently as a matter of repairing attempted auto thefts.
- ▶ **If you are less inclined, don’t worry there are other options.** One popular option is the **EZ Installation**. This method sacrifices an existing key to have its “head cut off” By doing so, the cut key can be left in the ignition switch. With the switch turned to the ON position, the steering column remains unlocked. Many switches can be easily hidden with a cap or cover.  
\*\*\* See *EZ Installation*
- ▶ **Does your vehicle have a security chip in the key ?** Many newer vehicles also have some type of “chip in the key” as part of a factory security system. If your vehicle has one of these systems this will need to be addressed for the **2 GO KEYLESS™**- to work correctly. There are several ways this type of installation can be approached. Either by removing the keys “Chip” and attaching it behind the ignition switch so the factory system still reads it, or by purchasing a “Factory Security Bypass Module” . These are available from through most vehicle alarm distributors or shops. They are commonly used when installing a remote start system. They wire into the factory system and automatically give the factory system the code it needs to deactivate.
- ▶ **Determining what type of chip in the key do you have?** There are two basic types; one has the “Chip” in the head of the key, \*Toyota, Ford and Chrysler to name a few) and the other type which has the chip in the keys shaft (*this looks like a black dot in the key shaft and was popular in older GM vehicles*) If you are leaving a “**Cut key**” in the lock, and you have the chip in the keys shaft, there’s nothing more to do; since the chip remains in the lock. On the other hand if you have the *chip in the head of your key* and must cut off the head of the key, you may want to reuse the cut off key head which houses the “chip” . It can often simply be attached to the ignition lock from behind where the factory security system can read it and bypass the factory system. If you damage the chip during cutting the key or prefer a wire in system, you can purchase a third party “Factory Security Bypass Module”

**Once you choose the type of installation that fits your vehicle, use the information and wiring diagrams that follow to complete your connections.**