

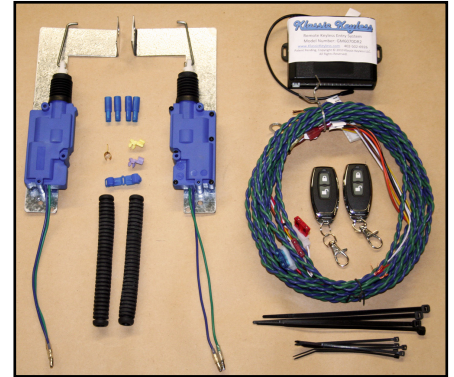
# Klassic Keyless

## Part #MSTNG6768 1967-68 Ford Mustang Keyless Entry Klassic Keyless Installation Guide

### Step 1 - Unpack Klassic Keyless entry system and verify contents.

Remove all items from the shipping box. You should have the following before beginning:

- \* (1) Keyless entry module
- \* (2) Keyless entry remote controls
- \* (2) Door lock actuators
- \* (2) Door lock actuator mounting brackets (installed on actuators)
- \* (2) Rubber doorjamb boots
- \* (1) Wiring harness
- \* (2) Door lock actuator connecting rods (installed on actuators)
- \* (2) Connecting rod retaining clips (1 yellow-pass. side, 1 purple-dr. side)
- \* (4) Blue female bullet crimp connectors
- \* (1) Blue wire T tap
- \* (1) Brass fuse tap
- \* Wire zip ties



### Step 2 - Gather the required tools.

Please gather the following tools before you begin the installation:

- \* Power Drill
- \* (3) Drill bits: **3/16"**, **1/4"**, **7/16"** (Step drill optional)
- \* Wire connector crimping tool
- \* (3) Phillips head screw drivers (#2, #3, and stubby)
- \* **3/8"**, **1/2"** sockets and ratchet
- \* Door panel clip tool
- \* Window crank clip tool or **5/32"** Allen wrench (not pictured)
- \* Automatic center punch
- \* Tape measure
- \* Sharpie marker



### Step 3 - Disassembly of doors and kick panels on car.

- Roll door window all the way up. Use either window crank clip tool or **5/32"** Allen wrench to remove window crank and interior door handle. Both styles came standard in 1967. Peel off crank center button and unscrew with phillips screw driver for 1968 Mustang.
- Remove interior armrest from door by removing 2, **3/8"** bolts from underside.
- Use door panel clip tool to pry edges of door panel loose and remove panel.
- Gently pull away weather shield from door.
- Use large screw driver to close door latch.
- Remove 9 screws, top and inside, and lift off aluminum door sill trim panel.
- Unscrew and remove interior plastic kick panel.
- Repeat steps A-G for opposite side of car.



## Step 4 - Drill one hole in front door end and one hole through door jamb.

- Locate factory stamped dimple in front door end. The dimple is located just below the top door hinge.
- With door propped all the way open, drill  $3/16''$  pilot hole through door where dimpled.
- Use  $7/16''$  drill bit to enlarge pilot hole.
- Locate factory stamped dimple (pointing toward interior) in cowl panel through the upper hole in kick panel.
- Near factory dimple, drill  $3/16''$  pilot hole from inside car out, then enlarge to  $7/16''$ .



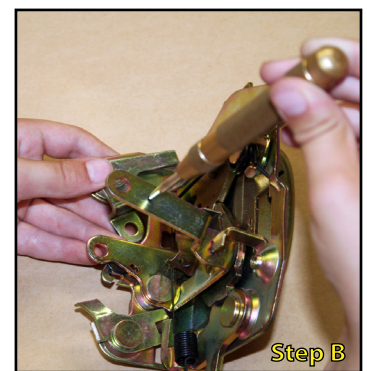
## Step 5 - Door latch removal.

- On this kit it may be necessary to remove the door latch to drill a hole. Before removing the latch, look carefully at the arm that the key cylinder rod is attached to. If there is an empty hole next to the lock rod, then you may use this existing hole and move on to Step 6D. If not, continue here. From inside the door, twist the **4** quarter turn rod clips attaching the door latch rods to the door latch. 1 outer door handle, 1 outer door key cylinder, 1 inner door handle, 1 inner lock knob.
- Pull each rod out of their clip noting where each goes for reinstallation. Be careful not to change the adjustment on the threaded rod for the outer door handle.
- Using a **#3 phillips** screwdriver, remove the **3** door latch screws on door end and remove latch from inside the door.



## Step 6 - Drill actuator hole in door latch.

- With the door latch out of the door, use the tape measure and sharpie to mark a point  $3/4''$  from the end of the outside lock arm. Center this mark so it is in line with the factory lock rod hole.
- Using the center punch, punch a dimple where you just marked with the sharpie.
- Drill a  $3/16''$  pilot hole at the mark through the lock arm. Next, enlarge the hole to  $1/4''$  using the  $1/4''$  drill bit.
- Insert the flared end of the **Purple** lock rod retaining clip (use **Yellow** clip for the passenger side) into the hole you just drilled or was provided from the factory, on the opposite side as the factory clip. Turn clip so that it is pointed in line with the lock arm.



## Step 7 - Install door latch and lock actuator.

- A. Find the bracket and actuator marked "DRIVER SIDE" (PASSENGER SIDE for passenger door).
- B. With actuator lock rod installed on actuator, put bent end of rod into center hole of purple clip (yellow for pass.) and twist clip so it snaps onto the lock rod.
- C. Inside door, wipe off any dirt or corrosion from the face of the door side impact beam toward the end of the door near where the latch goes.
- D. Remove red tape liner from double sided tape on the actuator bracket. This tape is used to reduce vibration inside the door.
- E. If you did not remove the latch, unscrew the two bottom latch screws and loosen the top one. If you did remove the latch then place door latch and actuator assembly back into door and start the top latch screw to hold latch into place. Slide large hole in actuator bracket inbetween the latch and door shell centered on outer latch hole. Loosely start 2 lower latch screws.
- F. With actuator bracket hole centered on cone shaped stamping in door for latch, press taped side of bracket against side impact beam and tighten all 3 door latch screws.
- G. Reinsert all 4 factory latch rods into original clips and twist clips onto rods.

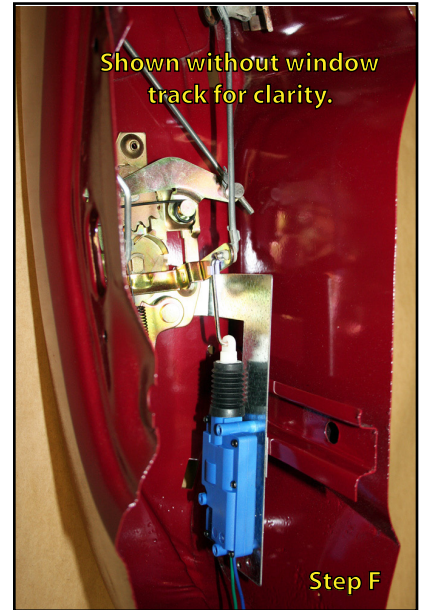
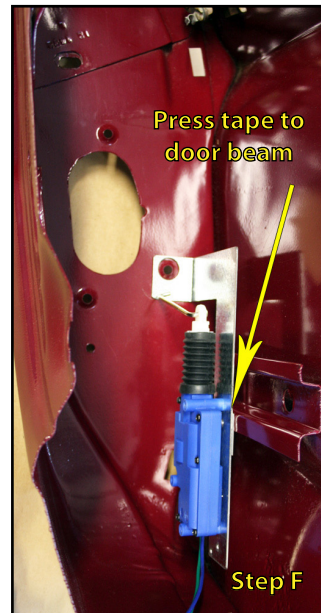
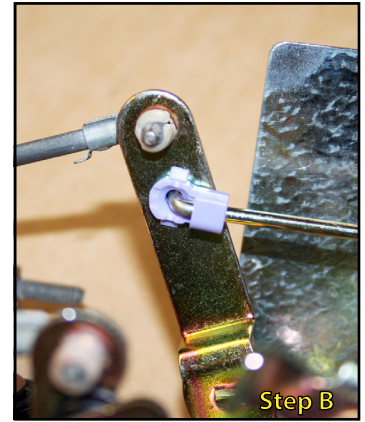
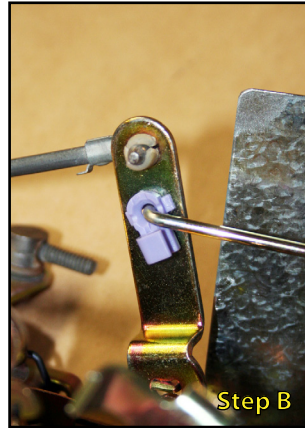


Image shown without latch or window track in place to illustrate placement of bracket.

## Step 8 - Repeat steps 4 through 7 on passenger side of car.

- A. Repeat steps 4 through 7 on passenger side of car using the second actuator, bracket, rod, and yellow retaining clip.

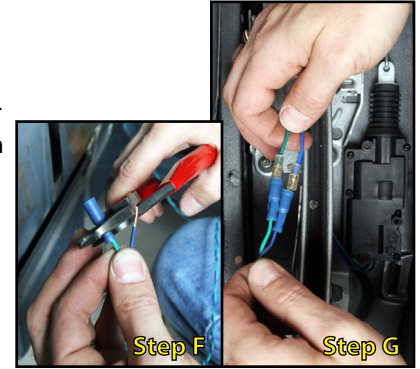
## Step 9 - Route and connect wires to door lock actuators.

- A. Unroll supplied wire harness and determine which pair of blue and green (**BG**) wires is shortest.
- B. Starting under the driver's side dash, near the fuse box, Loop **BG** wires over the steering column and the through hole drilled in kick panel and out into the doorjamb area.
- C. Find supplied rubber doorjamb boot and run **BG** wire through the boot. (**Note: do not loop wires around door check or hinges**)
- D. Insert **BG** wires through hole drilled in door end and route along outside face of door toward door latch area being careful to avoid window mechanism and screw mounting holes in door.



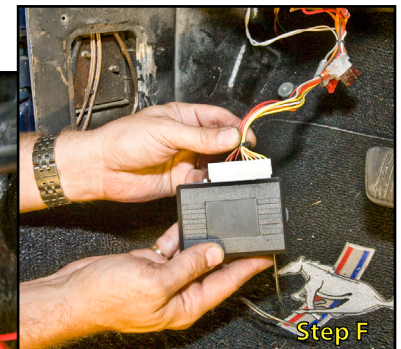
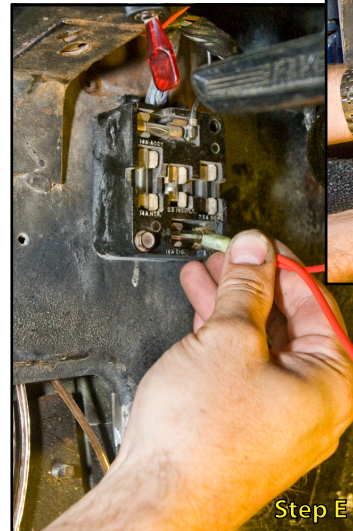
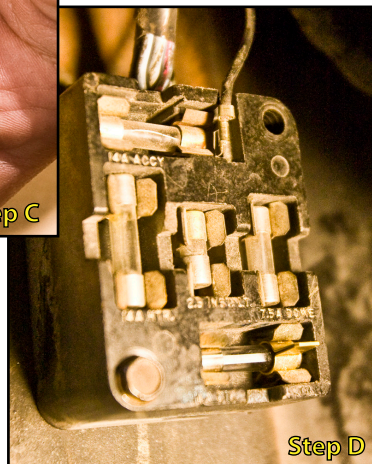
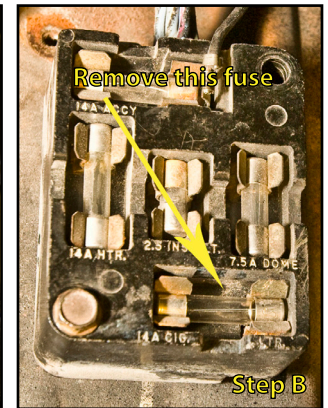
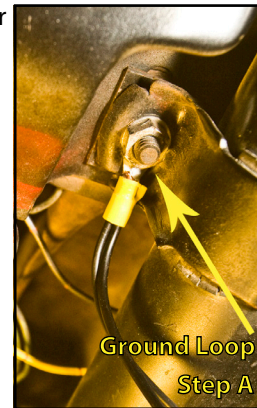
## Step 9 - Route and connect wires to door lock actuators. (Continued)

- E. Retwist and insert stripped end of one wire into the **small end** of a blue bullet connector supplied in kit. Using crimping tool, crimp connector onto wire. Repeat for other wire.
- F. Route actuator wires behind window channel in door. Plug blue wire of actuator into the connector on the blue wire from the harness. Repeat connecting green wire to green wire.
- G. Insert ends of doorjamb boot into hole in door and cowl up to the first ring on boot to protect wires from chafing. Pull slack in wire toward interior of car.
- H. Route long **BG** wires through the underside of the dashboard over to the passenger's side kick panel taking care not to catch wires in any moving mechanisms.
- I. Repeat **Steps 9 C-G** on passenger side door.



## Step 10 - Connect wire harness to fuse box and keyless entry module.

- A. Using **1/2"** socket and ratchet remove right side nut from upper steering column mount and bolt ground eyelet on wire harness to dashboard using original nut.
- B. Locate fuse box mounted high on the driver side fire wall above the gas pedal. Remove bottom fuse marked **CIG. LTR.**
- C. Take brass fuse tab from the parts bag and slide it over the end of the fuse that you just removed.
- D. Press fuse and tab back into the fuse block slot with tab end toward the right. You will have to press hard.
- E. Plug in yellow female spade terminal (Red and yellow wires) on wire harness to the fuse tab you just installed.
- F. Leaving brown wire disconnected, plug wire harness into keyless entry module.
- J. Test keyless entry by pressing buttons on remotes. Top button should lock doors. Bottom button should unlock doors.

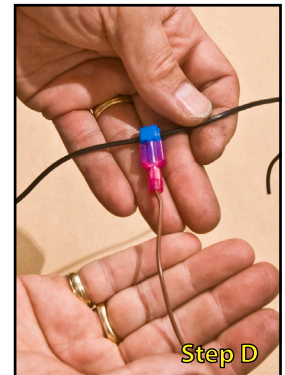
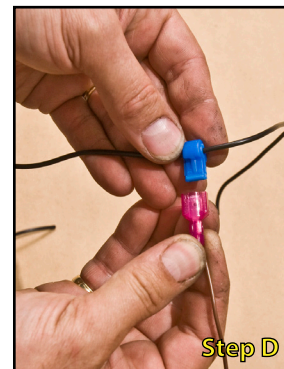
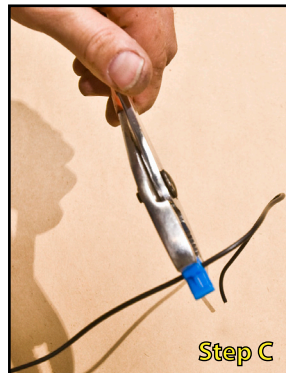


## Step 11 - Parking light hook up (Optional).

- A. Locate wiring harness plugged into the back of the factory headlight switch. Remove any electrical tape wrapped around wiring and find the Black with yellow striped wire.

## Step 11 - Parking light hook up (Optional). Continued

- B.** Take the Blue T-tap from the parts bag and place it on the Black/yellow stripe with the wire in the groove on the side without the metal clip.
- C.** Fold over the T-tap and squeeze with pliers until it makes click sound.
- D.** Plug in the brown wire from the keyless entry harness to the T-tap.
- E.** Press the lock button on the remote, the parking lights will blink once. Press the unlock button and the parking lights will blink twice.
- F.** If all works correctly, then use supplied zip ties to secure module and wires in both the doors and under the dashboard.



## Step 12 - Reassemble vehicle.

- A.** Reinstall kick panels, door sill trim panels, weather shields, door panels, handles, and arm rests, checking that keyless entry works after each piece has been reinstalled to make sure no wires have been pinched.
- B.** Once everything has been reinstalled and keyless entry works, your installation is complete. Enjoy the convenience of keyless entry on your classic car.

# Klassic Keyless

For Questions or Comments  
Please Log On To [www.KlassicKeyless.com](http://www.KlassicKeyless.com)  
Or Call 402-502-6926

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