



Unique Automotive Products

LOCKING STEERING COLUMN & SECURITY KEY RECOMMENDATIONS

Installation Guidelines when installing in a vehicle with a locking steering column and/or security keys.

Do you have a “Locking” steering column?

Since 1969 all cars produced for sale in the U.S. have a locking steering column. Pick-up trucks did not use a locking column until 1974 model year. Late model trucks (2000 and up) generally do not have locking steering columns. There are two types of locking steering columns: Mechanical and Electronic. Model years up to about 2000 all had mechanical locking columns. With the advent of the OEM keyless ignition options, the manufacturers had to redesign all of their steering columns to electronic column locks. Generally speaking if your ignition key is on the steering column then you have a mechanical locking column. If the Ignition key is on the dash then most likely (but not always) the column is an electronic type.

Mechanical Locking Steering Column. If you are capable of disassembling the upper portion of a steering column, then you should be able to disable the column lock. Each OEM manufacturer employs different locking mechanisms so you will need to get the assembly information for your particular vehicle. In most cases it requires the removal of the locking pin. If you don't want to remove the lock yourself then consider these sources of help: Qualified body shops, automotive lock smiths, qualified car alarm installers or automotive mechanics. They should all be able to do the job for you.

Electrical Locking Steering Column. If your vehicle is equipped with an electrically locking column then it also has a security key immobilizer. You will need a “Security Key By-Pass module” for your particular vehicle (see description below). Once the “Security Key By-Pass module” is installed and connected to GTStarter 2, the steering column will unlock when GTStarter 2's RFID proximity key FOB is detected.

Does your vehicle have a security key?

Many newer vehicles have some type of “chip in the key” as part of a factory security system. If your vehicle has one of these systems it will need to be addressed for the **GTStarter 2** 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 (doesn't always work reliably), or by purchasing a “Factory Security Bypass Module” which always works. These are available through most vehicle alarm distributors or alarm installation shops. They are commonly used when installing a remote start system. They wire into the factory system and when connected correctly to GTStarter 2, automatically give the factory system the code it needs to deactivate the immobilizer.

What type of key chip 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*).

You will need to determine which type your particular vehicle has and which particular Security By-Pass module is needed for your vehicle. This information can be found on our web site [Support](#) page under “Wiring Diagrams: Make, Model, Year OEM Wiring Diagrams”.