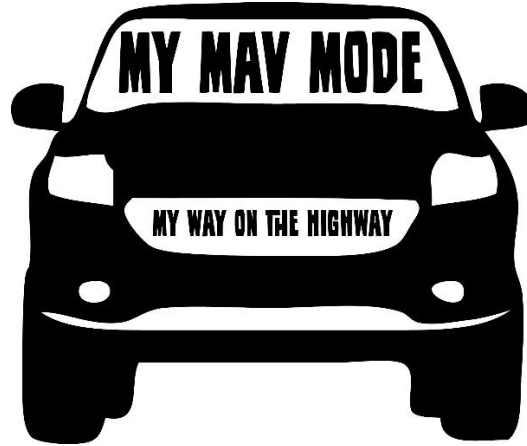




Installation Instructions

DISCLAIMER: MODIFICATIONS TO YOUR VEHICLE ARE DONE AT YOUR OWN RISK. I AM NOT RESPONSIBLE FOR ANY DAMAGE DONE TO YOUR VEHICLE AS A RESULT OF THE INSTALLATION OF THIS PRODUCT, OR ANY DAMAGES THAT MIGHT OCCUR WITH THE USE, MISUSE, OR FAILURE OF THIS PRODUCT.

WARRANTY CONCERNS: Some internet trolls will claim that adding a module like MyMavMode will void the manufacturer warranty through Ford. Quoting the Wizziard from Maverick Truck Club:

"The Magnuson Moss Warranty Act requires manufacturers to honor the original warranty unless they can prove that the aftermarket modification (either the parts or installation) was responsible for the failure that caused warranty repairs."

If you are following these instructions and are careful with your installation, I can not perceive a way that your warranty would be voided, but this is done at your own risk.

MYMAVMODE VERSION HISTORY: In the past, there were two versions of MyMavMode: one that used fuse 1/2 and did NOT support starting the truck remotely from the app or the keyfob, and the version that uses fuse 6 that DOES support remote start. As the demand for the non-remote start version was minimal, all versions now use fuse 6 and support remote start. There is still an (excellent) installation video on Youtube that shows the use of fuse 1/2, but that is no longer valid with the current version (although all the other steps are identical). Please ONLY use fuse 6 as described in these instructions.

1) Before working on any car electronics, ALWAYS disconnect negative terminal from 12V battery.

Using a 10mm socket, remove the negative terminal from the battery. In a Hybrid, this is under the rear seat on the passenger side, under the plastic panel. On an Eco boost, the battery is under the hood. Loosen the bolt on the top of the negative terminal and lift the terminal up off the battery. Place a piece of plastic between the terminal and the battery, as this tends to want move back into place.



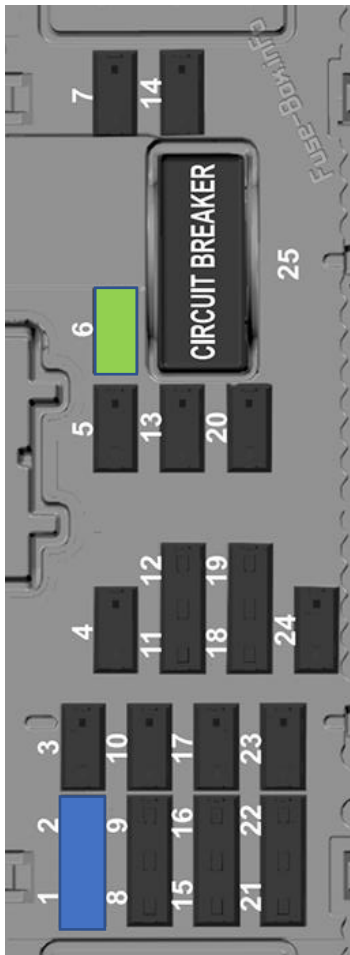
2) Remove the passenger fuse box cover.

This is located under the floor mat at the passenger's feet. The plastic cover lifts right off.



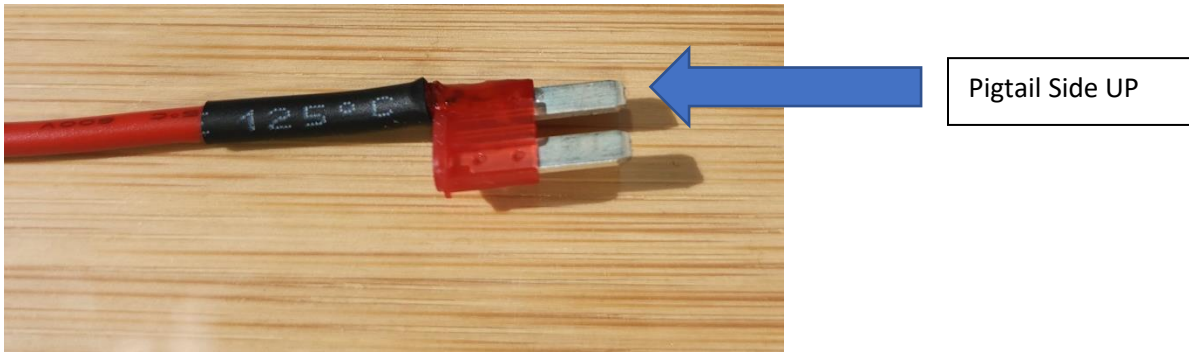
3) Remove factory fuse

Identify fuse 6 (green box below, 10A Micro2 fuse) in the fuse box. Note that the circuit breaker next to fuse 6 makes it nearly impossible to use a traditional fuse tap. MyMavMode uses an inline micro2 fuse tap with separate glass fuse that fits perfectly in the space. **Using needle nose pliers, gently remove this fuse from the fuse box and store it somewhere safe.**



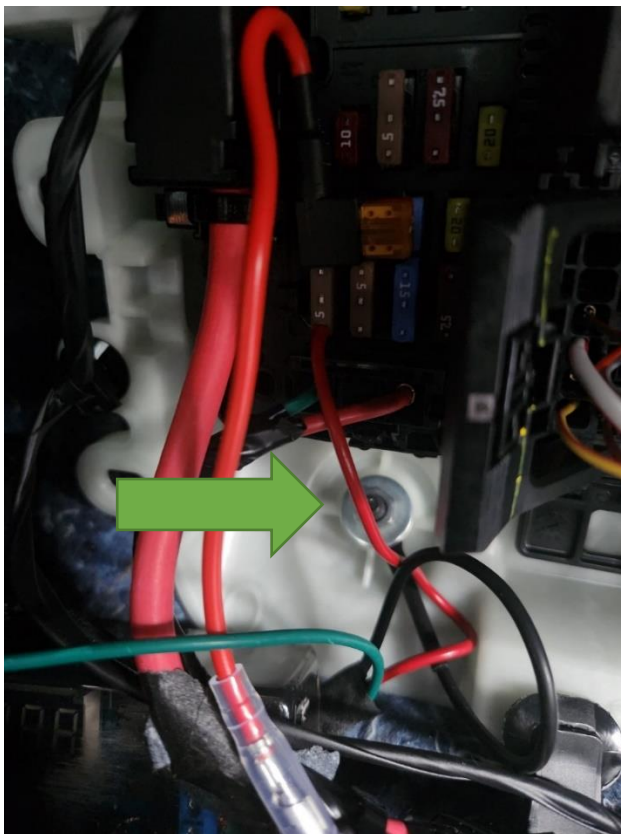
4) Insert the MyMavMode fuse connector.

Where fuse 6 was removed, insert the fuse from MyMavMode with the pigtail wire on the **TOP** (orientation matters, see picture). There is an inline 2A glass fuse going the MyMavMode, which protects the module and the vehicle from surges.



5) Ground the module

Remove the nut and washer just below the fuses (green arrow below) using an extension on your socket wrench and a 10mm socket. DO NOT lose this nut or washer. Insert the ground ring from the My Mav Mode module onto the screw and replace the washer and the nut. Tighten firmly, but not over-tighten.



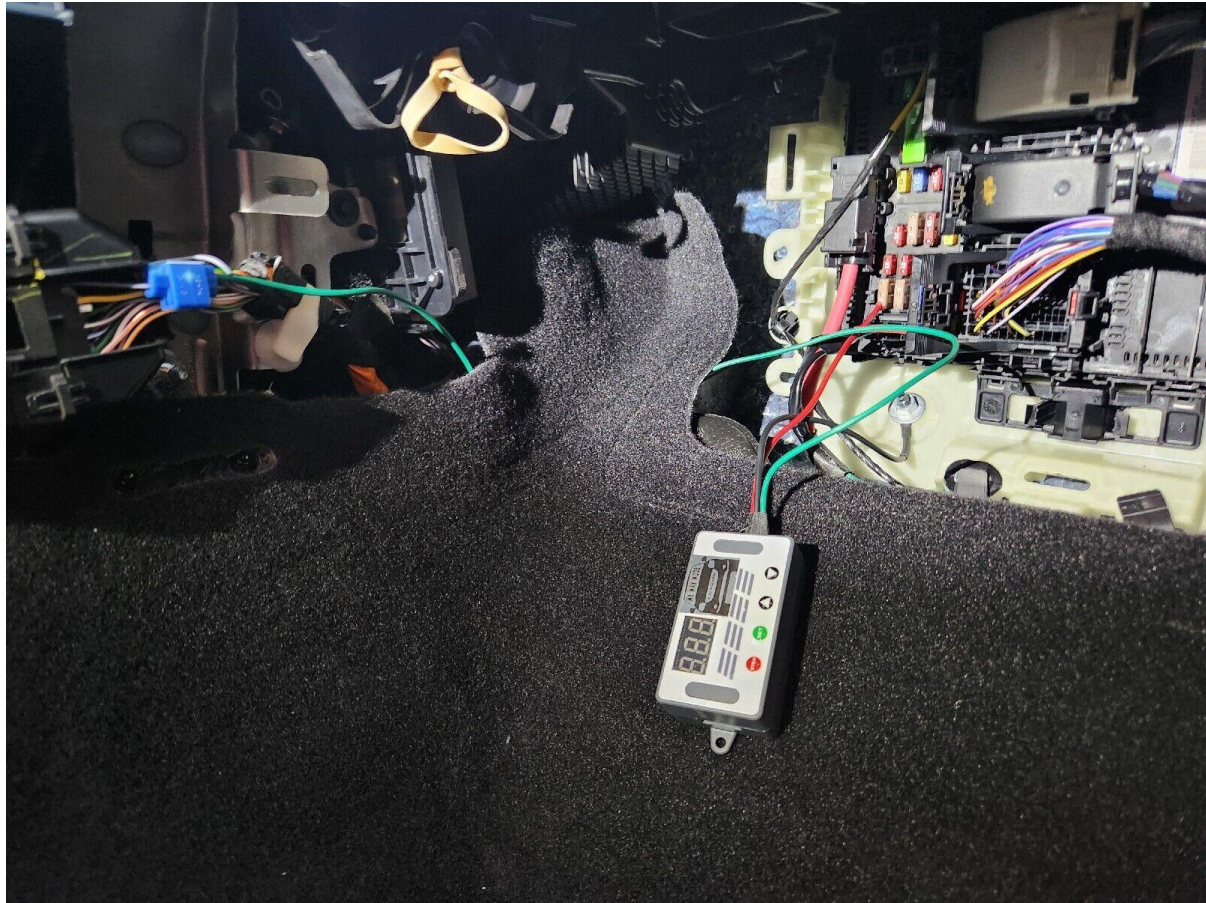
6) Remove the passenger side of the center console.

This pulls straight out, but there is a little tab on the bottom left that goes under the rear piece. Be careful not to bend or break this tab. Cuban Redneck has an excellent video that shows how to do this on Youtube.



7) Route the long wire

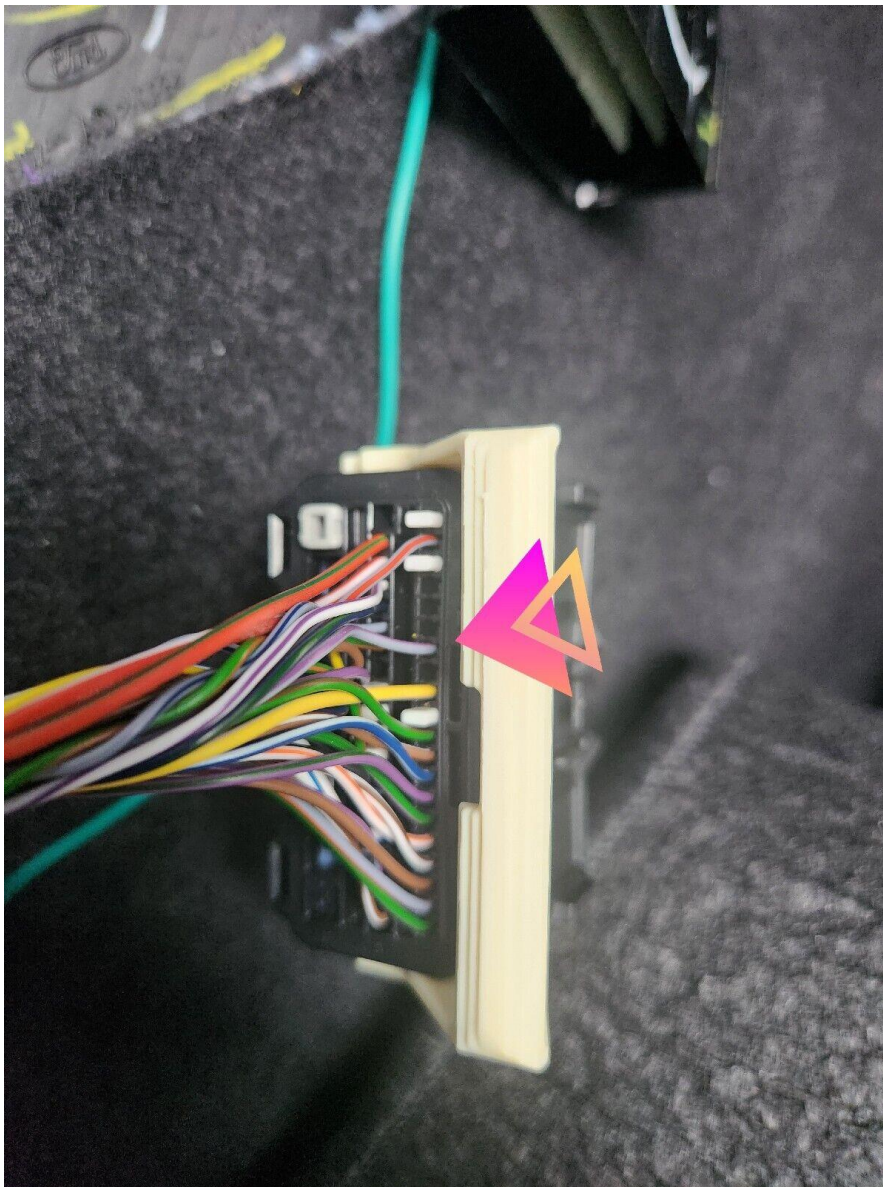
Route the long black wire (shown as green in this picture) behind the carpet and into the area where the large connector is visible in the center console.



8) Tap the mode selector wire

The wire that connects to the mode select button is found in position 7 on the main connector. The picture below shows the wire on the side of the connector closest to the REAR of the truck.

You do NOT have to disconnect the large connector like this if you don't want to, but this helps confirm that you have the correct wire. You can tap the wire on the female or male end of this connector. I prefer doing it on the end closest to the front of the automobile. It is useful to strip back the tape by a few inches to give you more room. Usually, this wire is called "gray and violet" in the service manual, but to me it is violet with darker purple stripe.



Double check that you are tapping the CORRECT wire.

Triple check that you are tapping the correct wire.

Use the included wire tap to tap the wire and connect the long wire from the My Mav Mode module. If you aren't familiar with using wire taps, watch a few YouTube videos first.



9) Reconnect battery negative terminal

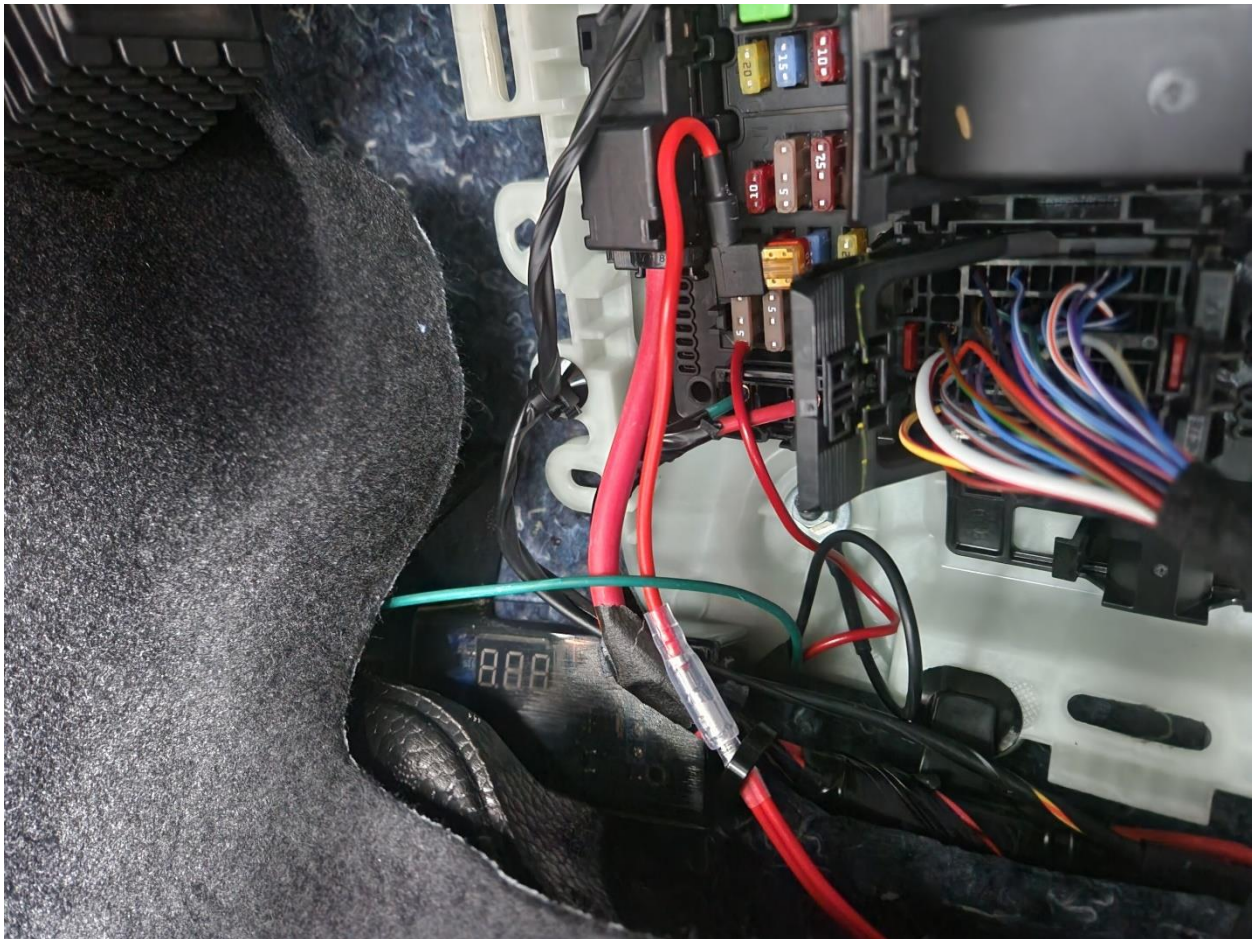
You are done with the connections. Good job! Reconnect the battery and get ready for some brief testing before we tighty things up.

10) Test the module

Turn the automobile on to the ACC mode. You should see the display on the My Mav Mode module turn on with the code "3.2." It will then start several cycles of countdowns, doing its magic to simulate button presses. When it is done, your automobile should be in the mode that you want (Default is Eco Mode). You can turn the truck on and off a few times to test it, either to ACC mode of turning on the ignition. Note, that ECOBOOST models will turn to the correct mode when in ACC, and will then attempt to change modes again when you start the car, resulting in the incorrect mode. This is NOT the behavior of Hybrid models, and unfortunately cannot be overcome. If you have an EcoBoost engine, you will have to manually select the correct mode if you first start in ACC.

11) Mount the Module

Turn the car off and place the module behind the wires in the bottom left of the fuse box. As an option, you can use zip-ties to secure the wires to make it all look clean. As the fuse box cover will hide all of this, I skip this step.



12) Replace covers

Replace the fuse box cover, center console cover (you might have to bend it slightly to get the tab to go in on the bottom left) and floor mat.

13) Enjoy!

Your Maverick will now select your desired mode each time you turn the car on. The driving mode button will still work normally, you can change it to whatever mode you want after the car is started.

Optional Settings: These setting can be changed on the module while it is powered with the key in the ACC position

Module on/off: A single press of the red STOP button on the My Mav Mode module will cycle between the module being "OFF" and "ON." When "OFF" the module will still show the cycles on the screen but will not actually change the mode of the car. This might be useful if you are taking it in for warranty or service work.

Display auto off: By default, the display on the My Mav Mode module will turn off after 5 minutes. If you would like this to stay on (not recommended) hold down the STOP button until the display changes as follows:

C-P sleep mode: Display off after 5 minutes

O-d normal mode: Always on display

Programming the device for your truck:

By default the MyMavMode module is programmed for ECO MODE for a stock, Hybrid XL or XLT with the standard on the 4inch dash display. Some adjustments may need to be made if you have the 6inch display found in XLT Tremor and Lariat models, if you have an EcoBoost engine, or if you have added extra modes using FORSCAN.

Please read these instructions CAREFULLY. You cannot mess up your truck changing these settings, but the module can stop functioning. Please contact me if you need assistance.

Upon receiving power from Fuse 6 when the truck is started, the module presses and holds down the mode button for the number of seconds programmed as "OP" time then releases the button for the number of seconds programmed into "CL" time for the number of loops programmed as "LOP". Usually, the number of loops is more than the actual number of button pushes desired to account for the time that the car needs to "boot up" and sense button pushes.

This can be changed to select other modes as follows:

Press and hold the Set button until program “3.2” shows on the display. Press the up or down arrow to change to another program, and then change back to “3.2”. Press the Set button again, and the OP time can be changed to the setting from the table below. Note that the decimal place can be changed using the STOP button, but you should leave it where it is. Press the Set button again, and the CL time can be changed to the setting in the table below. Press the Set button again, and “Lop” will show. There is where you can change the number of loops. If you would like to select the mode prior to the one that is currently being selected, decrease the loop number by one. If you’d like to go to the mode after the currently selected mode, add 1 to the loop number, etc. Now, hold down the Set button for 2-3 seconds until it starts blinking. It will then simulate the cycle in program. To run the program, turn the car off and back on.

Known working settings for different displays/engines with stock configurations.

Model	OP	CL	LOP
4in display, Hybrid(default)	1.0	0.4	7
4in display, EcoBoost	1.0	0.6	6
6in display, Hybrid	1.0	0.4	5
6in display, EcoBoost	0.1	0.4	5

Obviously, if you have added modes using FORSCAN, you will need to change your number of loops accordingly.

Version 1.3 May 2024

Questions? Email digsatcom@yahoo.com