

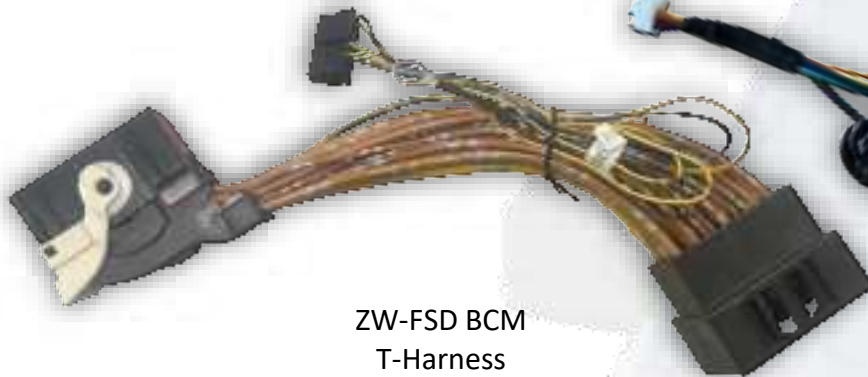
Overview

The ZW-FSD is an advanced Plug & Play integration module designed for specific Ford vehicles, for flashing OEM lights in wig-wag similar method with a simple press of a button. This unit comes pre-programmed with various light patterns and has on-board options for disabling specific lights.

Kit Content



ZW-FSD Module

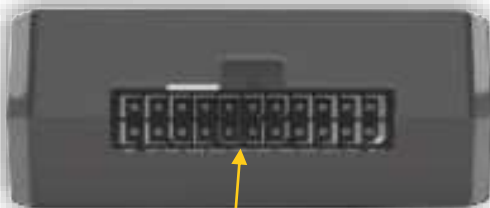


ZW-FSD BCM
T-Harness

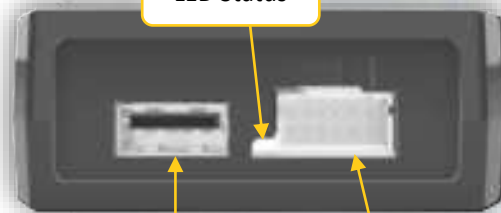
Activation Switch
and I/O Harness



Module Connections



22-Pin (power/data connections)



LED Status

USB (updates/software info)

12-PIN push button
I/O harness



Dip Switch bank
(options)

ZW-FSD Operation:

1. Connect the Z-WAGZ unit to the factory Body Control Module (BCM). *Follow instructions on page 3 for more details and important information with this process.*
2. Turn Ignition ON or start vehicle (*Ignition must be ON or vehicle running for proper operation*)
3. **To activate Z-WAGZ:**
 - Press and HOLD the **high beam** lever (5 sec) OR
 - Press and HOLD the provided push button (3 sec) OR
 - Send a 12v (+) signal to the **blue wire** (designed to be extended for OE up-fitter switches or any aftermarket toggle). *For this input method, as long as the wire has 12v (+), the Z-WAGZ unit will stay active.*

Pattern 1 will begin to flash. Once pattern 1 begins, the cluster turn signal (indicators) will blink 1 time, indicating Pattern 1 has been selected. The LED on the unit will blink **BLUE**. See chart on page 4 for remaining pattern color indication.

4. **To switch to Pattern 2:** (Pattern 1 must be currently active)
 - Engage either turn signal, then press and HOLD the **high beam** lever once more (5 sec). OR
 - Press & release the provided push button one time

The cluster turn signal (indicators) will blink twice indicating Pattern 2 has been selected. *Repeat this process to switch to the next pattern.*

5. **To deactivate Z-WAGZ:**
 - Press and HOLD the **high beam** lever (5 sec) OR
 - Press and HOLD the provided push button (3 sec) OR
 - Release 12v (+) signal to the **blue wire** (if connected this way) OR
 - Turn vehicle OFF

PLOW MODE will slow the currently selected pattern down, and fully disable High and Low beams from flashing. When **INPUT 2 (violet)** receives 12v (+) before activating the flasher, PLOW MODE is enabled.

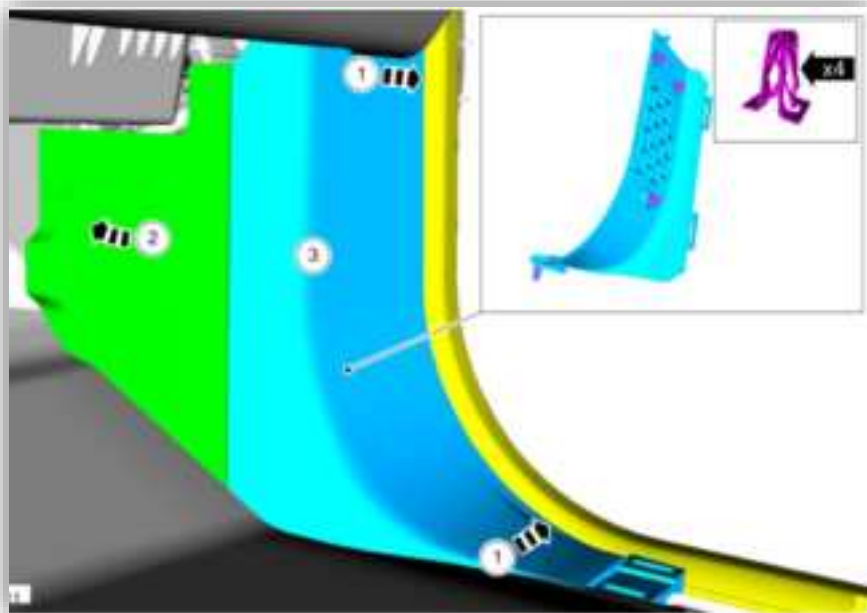


General Z-WAGZ Notes

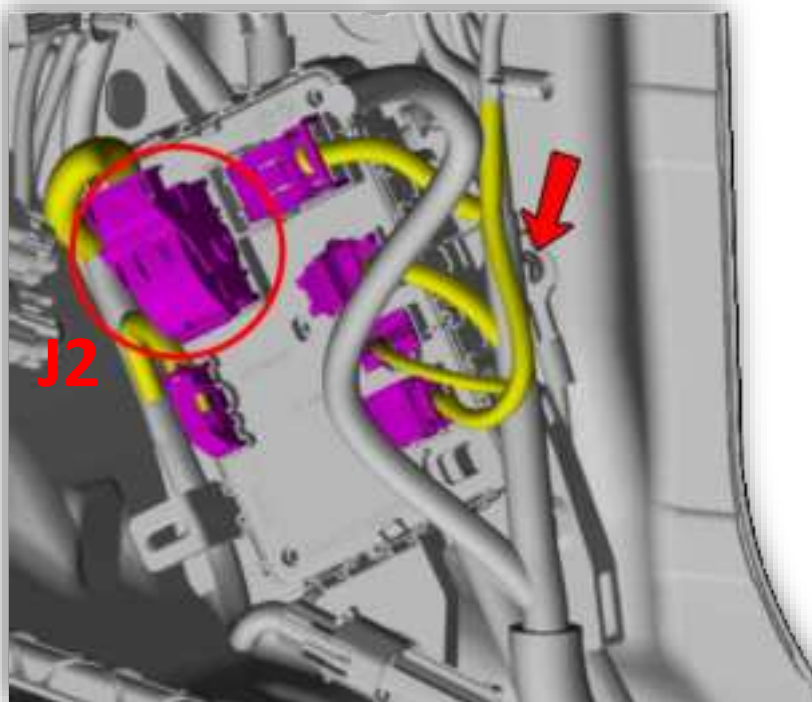
- Not all lights on the vehicle are necessarily used, some lights are not controllable via CAN data commands.
- Z-WAGZ will retain the last used pattern, even after being disconnected from the harness (if ever).
- Turn signals, headlights, reverse lights & brakes will override pattern flashing when used, until turned off again.
- Lights on the external mirrors will only flash if wired with turn signals from factory.
- 'Plow Mode', when active (INPUT 2), disables High & Low beam flashing and slows the pattern down so that the relay box (plow module) can keep up with the flashing (prevents overheating).
- If vehicle is equipped with physical actuators that activate for high beams/low beams, ZZ2 highly suggests disabling that beam from flashing (otherwise mechanical failure may occur quickly)
- Some vehicle models have a time limit for running (to save gas, etc), disable this on the radio by going to SETTINGS>VEHICLE>VEHICLE POWER DOWN TIMER

ZW-FSD Installation

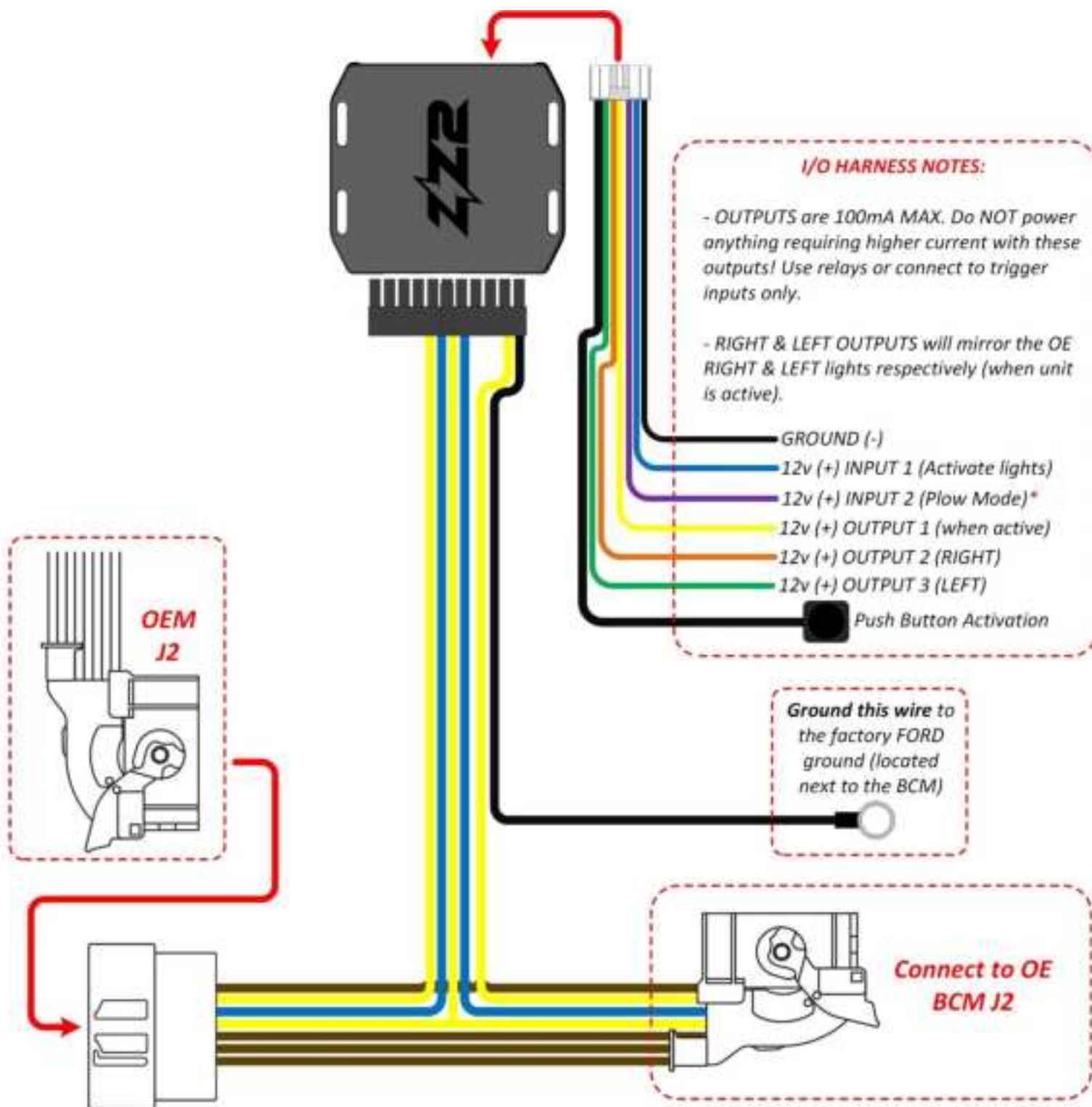
1. On the passenger side of the truck, remove the weather stripping near the kick panel.
2. Remove the BCM access cover.
3. Release (4) clips and remove the right-hand side lower cowl trim panel to expose the BCM.



4. **With the vehicle OFF:** disconnect the (J2) circled plug shown. Connect the male side of the provided T-Harness to the BCM and the removed, OE plug into the female side of the Z-WAGZ BCM harness. This connector can only fit in one place and connect in one way (*NOTE: the wire direction may not match OE, but it will connect using the same cam-lock method*). Make sure the cam-lock is closed all the way and the connector is seated fully.
5. Connect the provided ground to the factory Ford ground location (*indicated by the red arrow*).
6. Connect the ZW-FSD unit to the 22-pin connector, tie-wrap the unit to another harness if desired.
7. Return to page (2) for operation instructions.



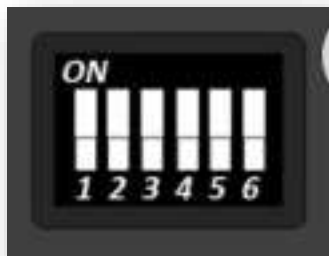
OE Ford BCM



Compatible Vehicles:

MAKE	MODEL	YEAR
Ford	F150	2024
	F250, F350, F450	2023+

DIP Switch Settings (software: v1.6.1)



Located on the back side of the unit is a bank of (6) dip switches – you will need a pick-tool to adjust.

All dip switches are LIVE, do not unplug the module to adjust.



DIP	1	2	3	4	5	6*
ON	Disable High Beam	Disable Low Beam	Enable Reverse Light (May cause reverse camera to show on screen while active)	For HALOGEN equipped (slower)	Disable STROBE Mode (Removes strobe every 3 seconds)	BRAKE + SIGNAL SEPARATE
OFF	Enable High Beam	Enable Low Beam	Disable Reverse Light	For LED equipped (faster)	Enable STROBE Mode	BRAKE + SIGNAL TOGETHER

***DIP 6 ON:** For vehicles with separated Brake light and turn signal bulbs (separate housings, rear of vehicle)

***DIP 6 OFF:** For vehicles with Brake light and turn signal bulbs combined into the same housing (same housing, rear of vehicle)

SOFTWARE V1.6.1 NOTES:

- Cluster indication may stop during strobe mode (DIP 5 to disable)
- **If turn signals or DRLs never flash in patterns 1-7, try pattern 8**
- **If high beams never flash, turn ON DIP 2 or try pattern 6**
- **If brake lights never flash, try pattern 7**
- 'Plow Mode', when active (INPUT 2), disables High & Low beam flashing and slows the pattern down so that the relay box (plow module) can keep up with the flashing (prevents overheating). This should be enabled whenever a plow is connected. **NOTE: this input must see 12v (+) before activating the Z-WAGZ for proper functionality.**
- When high beam is ON (high beam priority), low beam may be OFF.
- When low beam is ON (low beam priority), high beam may stop flashing.
- If low beam priority fails, disable high beam flashing (DIP switch 1 ON).
- 'Strobe Mode' is disabled automatically **if the vehicle has limitations with turn signal commands.**
- When the vehicle is turned OFF, all flashing and unit will also deactivate.
- If Reverse camera shows up on screen when unit is active, DIP 3 (reverse) is enabled. Turn (3) OFF to disable reverse.
- High Beam Lever / External Button / INPUT 1 +12V requires full Ignition ON to function properly (not only ACC).
- When the unit is flashing, if both turn signal and brake lights are ON while the vehicle is braking, flip DIP 6.
- Priority lights (lights which when enabled from factory levers, stop flashing): HIGH BEAM / LOW BEAM / TURN SIGNALS / BRAKES / REVERSE
- High Beam Lever act / External Button act / INPUT 1 +12V act requires Ignition ON to function properly. There is currently no way to activate the flasher unit when ignition is OFF.

ZW-FSD LED Status / Patterns [SW: v1.3.1]

START-UP INDICATION		
Description	LED Status	More Information
Initial Wake Up	Blinks BLUE (1 time)	Upon initial power connection
Unit recognizes CAN bus (car side ONLY)	Blinks BLUE (3 times)	Upon CAN data wake
Unit recognizes CAN bus (module side ONLY)	Blinks GREEN (3 times)	Upon CAN data wake
Unit recognizes CAN bus (properly)	Blinks BLUE, GREEN (x3)	Upon CAN data wake
Unit detects ACC info	Blinks GREEN (1 time)	Upon Turning Ignition ON
Unit detects GEAR info	Blinks VIOLET (1 time)	Upon switching transmission to Reverse gear
Unit detects HIGH BEAM pull OR External button press (for activation)	Solid GREEN	Upon pressing High Beam lever or provided push button
Unit receives negative response for light commands	Blinks VIOLET (x3)	--Contact ZZ2--
Unit not receiving confirmation for light commands	Blinks RED (x1)	--Contact ZZ2--
When unit goes to sleep	Blinks WHITE (x1)	When CAN shuts down
CAN bus communication problem	Blinks RED + GREEN	While Z-WAGZ is activated
PATTERN INDICATION		
Description	LED Status	More Information
Pattern 1	Blinks BLUE	BASE PATTERN
Pattern 2	Blinks GREEN	WATERFALL PATTERN
Pattern 3	Blinks RED	DOUBLE BLINK PATTERN (double back & forth)
Pattern 4	Blinks LIGHT BLUE	SINGLE BLINK PATTERN (single back & forth)
Pattern 5	Blinks VIOLET	SINGLE BLINK PATTERN (NO RED FLASH ON REAR)
Pattern 6	Blinks YELLOW	SINGLE BLINK PATTERN (TYPE 2) (HI INOP)
Pattern 7	Blinks BLUE/GREEN	SINGLE BLINK PATTERN (TYPE 3) (BRK INOP)
Pattern 8	Blinks BLUE/RED	EXTRA PATTERN, DRL/TRN SIG INOP (LIGHTNING PATTERN)
POWER CONSUMPTION / ADDITIONAL SPECS		
Description	Specification	More Information
Current Draw Active:	100mA max	
Current Draw idle:	7mA max	
INPUT 1 Trigger wire act:	12v (+)	Hardwire activation trigger
INPUT 2 Trigger wire act:	12v (+)	Hardwire activate PLOW mode
OUTPUT 1: 12v (+)	100mA max	Outputs 12v (+) whenever unit is active
OUTPUT 2 (RIGHT): 12v (+)	100mA max	Mimics RIGHT turn signal pattern
OUTPUT 3 (LEFT): 12v (+)	100mA max	Mimics LEFT turn signal pattern
Trigger wire idle:	3.3V	
Current limit:	10mA	

ZW-FSD Supported Lights*

FRONT LIGHTS		
SUPPORTED LIGHTS	DIP PARAMETER	NOTES
Low Beams	Dip Adjustable	Model-dependent, depends on high beam status
Front Turn Signals	N/A	If no flash, try pattern [8]
High Beams	Dip Adjustable	If no flash, try pattern [6], model-dependent, depends on high beam status
Fog Lights	N/A	--
Driver Running Lights (DRL)	N/A	If no flash, try pattern [8], model-dependent, depends on low beam status for some models
Mirror Lights	N/A	--
Cab Lights (beacon)	N/A	Model-dependent
REAR LIGHTS		
SUPPORTED LIGHTS	DIP PARAMETER	NOTES
3 rd Brake Light	N/A	Center High-Mounted
Brake Lights	N/A	Model-dependent, if no flash, try pattern [7]
Rear DRLs	N/A	--
Rear Turn Signals	N/A	If no flash, try pattern [8]
Reverse Lights	Dip Adjustable	--
License Plate Lights	N/A	--

*NOTE: As new variants of vehicles are released over time, some lights may not flash due to manufacturer design changes (software or the wiring to the housings themselves). The chart above is accurate for vehicles the ZW-FSD was tested on.