I decided to install this DRL Module after one of my friends on the TMS Forum (Tom) installed one on his GT Convertible and I feel like FORD should have put this on as a standard feature. This is Genuine Ford Module Part # F6RZ-13B218-AA and I purchased it from a gentleman on eBay. This unit has the Dual Output capability, but we do not need it for the 2005-06 Mustang GT. You can also use Part # F6SZ-13B218-AA as it does not have the Dual Output Feature.

This module turns on the "DRL" lights after a 15 second delay at about 75% power. They will turn off as soon as any of the normal lights are turned on.
Instead of using the low beam headlights we will be using the Grill "Fog" Lights as this just looks so much better.

I only list the tools, equipment, and procedure that I used, even though I might throw out some alternatives.

I want to thank Tom for all his hard work locating all the wires and passing that information on to me prior to my install, not too mention his courage for tackling this project first.

WIRING SCHEME
RED = Power (Needs Constant 12v)
Black = Ground
Red/Black = Low Beams (In our case the Grill lights instead)
Gray/Red = Low Beams (Only required in Dual Output) We don't need this wire
Brown = (Corner Lights)
Red/Green = Key ON (12v with Key ON, 0v with Key OFF)
Purple/White = Parking Brake (Didn't use this one either)

TOOLS & EQUIPMENT

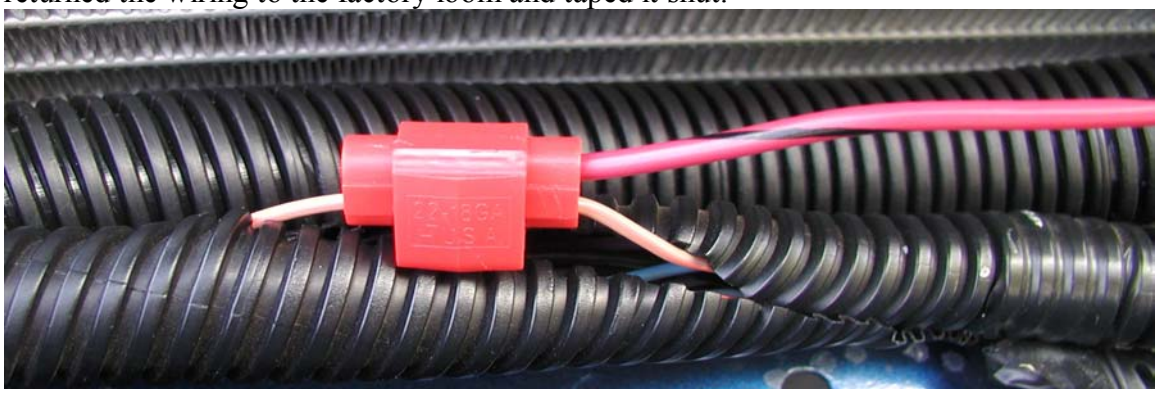
Drill - Drill Bits - Wire Stripper/Crimper - Pliers - Split-Loom Tubing - Knife
Flat Blade Screwdriver - Electrical Tape

The first thing I did was to remove the Radiator Cover. To do this remove the (6) plastic push pins that hold it in. Use the flat blade screwdriver to lift the center pin then also to lift the entire pin. Set these aside and DO NOT lose them.

The next thing was to decide where I wanted to put the Module. I decided Tom's placement was an ideal spot, just to the passenger side of the fuse box.

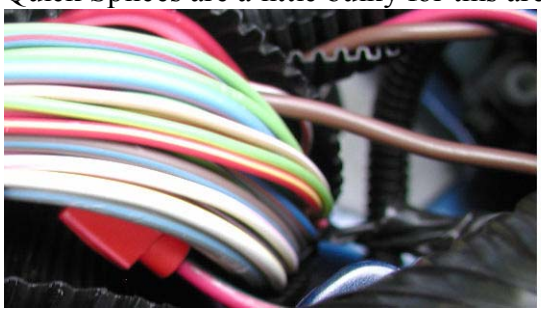
Now it was time to mark and drill the holes for the screws that will attach the module to the car. Always a scary part, drilling holes in a month old car.

After I drilled the holes I decide to run the wires through the Split-Loom Tubing, thread the tubing to the desired location and pull the wires out as needed. I also decided to start the farthest from the module and work my way back. I threaded the tubing under the existing looms and then under the radiator cover. I cut the tubing off there and pulled out the Purple/White, Gray/Red, Red/Black and Black wires. I crimped caps on the Purple/White and Gray/Red wires, put electrical tape over the ends and tucked them back into the loom. I located the Tan/Orange wire in the factory loom that is located under the radiator cover and connected the Red/Black wire to it using the Quick Splice. I then returned the wiring to the factory loom and taped it shut.



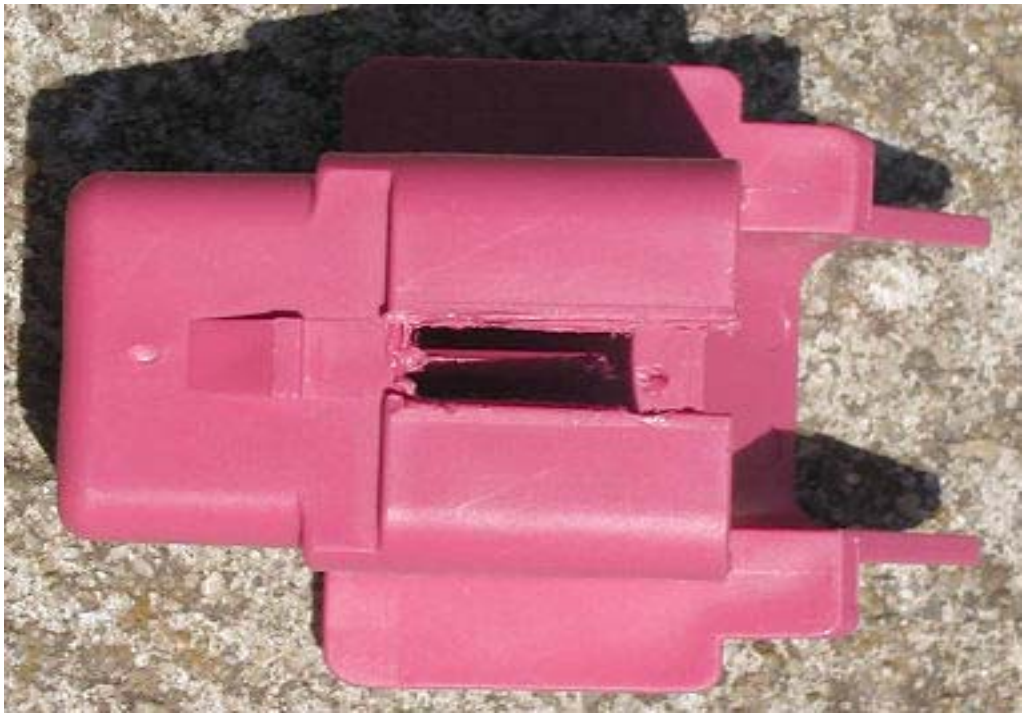
I took the black wire, crimped a ring terminal to it and taped the connection. I then removed the nut on the bolt that holds the horn and placed the ring terminal over it, then replaced and tightened the nut.

The next task was to locate the Purple wire and White/Red wire in the Center loom extending from the fuse box. I also connected these with Quick Splices. The Red/Green wire to the Purple wire and the White/Red wire to the Brown wire. This was where I contemplated switching to soldering but managed to get the Quick Splices to work though I had to have some patience here. There is very little slack in these wires and the Quick Splices are a little bulky for this area.



After I got these finished I used some electrical tape to tape the looms shut and covered the exposed wires from one loom to the next.

Now it was time to hook the Red wire to a constant 12v power source. I followed Tom's advice once again and moved the fuse in the Red wire towards the 12v connection end instead of the module end.
I removed the car's fuse box cover and once again followed Tom's lead on where to snake the Red wire toward a Male Spade that is 12v constantly. I noticed you can actually pull the entire fuse box out of its base, not very far but far enough to snake the Red wire around the bottom passenger side of the box then out at the firewall end.
Then I had to cut the Red Wire Guard that is located at the firewall end of the fuse box so that the Red wire would fit with the fuse box cover on.



I cut the red wire to length and crimped a female spade to the end of the wire. I was now ready to hook the 12v Red wire to the 12v male spade in the fuse box. Before I did this I unhooked the battery. I did this as a precaution and don't know if it is really necessary. I snaked the red wire around the fuse box, placed the Module Fuse in the area shown and plugged the female spade onto the male spade and bent the wire at a 90º to better accommodate the fuse box cover.

I replaced the fuse box cover, hooked the battery back up and was ready to test the DRL Module.

I started the car and waited 15seconds and the lights popped on. I then turned on the parking lights, the DRLs turned off. I turned on the low beam headlights and the DRLs stayed off. I pulled the Grill Light switch and they came on brighter than with the DRL Module Controlling them. I switched to high beams, the Grill lights went out and the brights lit up. Everything worked as it was supposed to.

DRL Module Controlling the Grill Lights

Standard Grill Light Operation

This completes my write-up on installing the Ford DRL module on my 2006 Mustang GT. I hope you found this helpful and informative.

5