



Anytime DIFFLOCK for: ISUZU D-MAX 2021+, MAZDA BT-50 2021+ with 4JJ3 engine and factory diff-lock.

Please be advised that while all necessary precautions have been taken, we cannot accept any responsibility for the installation process. It is at your own discretion to proceed with the installation, and we strongly recommend that you carefully read the warning label provided with the loom. We do not provide any implied warranty for the installation or use of the loom.

Please also note, the OEM button can NEVER be used while this kit is connected. Unintended back feeding of power can occur to the fuse box while attempts are made from the stock button locking requests through the BCM. As in the instructions, please remove the CAP from the button at minimum and preferably have the stock button removed from its loom (where possible during installation). Any type of shorts from damage to the OEM under-body loom and or diff actuator can possibly result in similar results. Please fit a diff cover (from such companies as Munji 4x4 and GMF for example) to ensure damage is prevented to electrical parts.

Installation guide

Required tools:

The following tools are the minimum requirement for use, except in cases where stubborn plugs or the removal of the battery terminal under the bonnet is necessary. It may also be advisable to utilize cable ties in certain installations. We recommend the use of a 10mm spanner, No.2 Phillips screwdriver, blade, cable ties, and a trim removal tool for optimal results.

Note:

Prior to commencing any work, it is recommended that all power sources to the vehicle, including batteries, be disconnected. Additionally, the bonnet should be open to allow for optimal access and visibility during the installation process.

Instructions:

1. Disconnect the battery from the vehicle under the bonnet before commencing any electrical work.
2. Locate the fuse box in the engine bay near the battery on the passenger side and open it.
3. Remove the GREEN connector from the fuse distribution bed. (Figure 1)
4. Plug in the ODT diff lock harness in-between the disconnected GREEN loom and distribution bed.
5. Run the ground ring lug out of the fuse box and attach it to a solid ground such as along the body or indicated bolt. (Figure 2)
6. Install the piggyback fuse holder to a suitable power source in the fuse box, such as ignition fuse (Please note, some fuses are always on, IGN, or ACC. – Its preferable to use IGN, although always-on could be good for manual vehicles in stalled situations). Ensure that the fuse in the piggyback fuse holder is rated the same as the original fuse that it is replacing. (Figure 3)

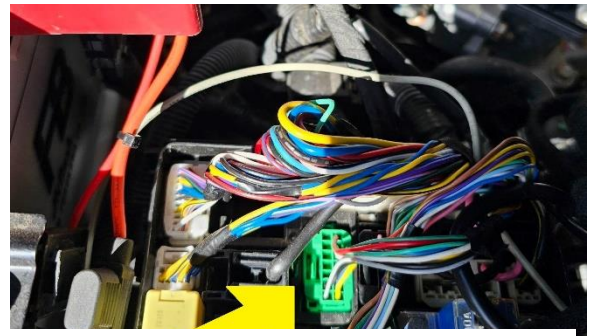


Figure 1

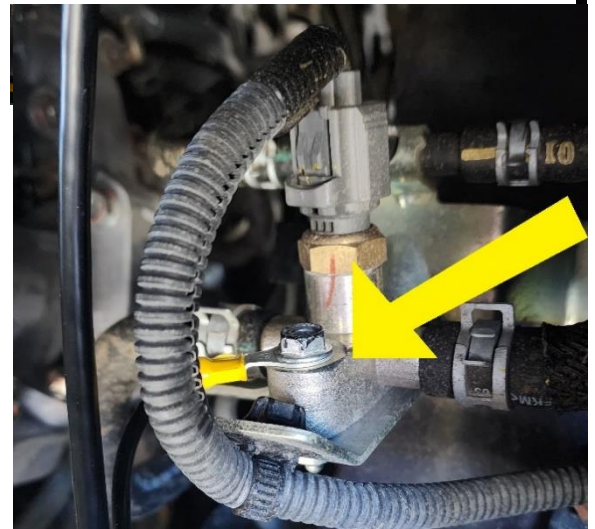


Figure 2

7. Disconnect the loom three pin intermediary connector going to the switch portion. Run the diff-lock side of the plug through the firewall grommet. Find it and pull up the slack from inside the cab. (Figure 4)
8. Lift the gear selector trim (Can be done with fingers or trim removal tool. The lift point is from the rear in the middle. (Figure 5)
9. **Disconnect and remove OEM diff lock button and remove button cap of the OEM button (this is to prevent unintended use of this button – which can result in damage to electrical parts of the vehicle).** Connect it back onto the loom and leave it tucked away near the gear selector under the trim (Or if you want to keep the OEM button in place, you can do so as well and just install the ODT button in a spare slot) (Figure 6)

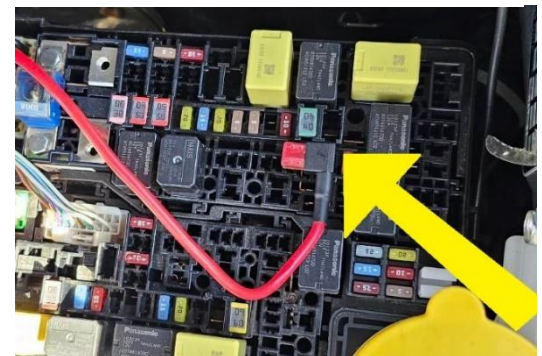


Figure 3



Figure 4

10. Disconnect the ODT Difflock anytime button from its short loom, fit the button in a receptacle such as where OEM button was removed from. Fit the short wire to the bottom of the button, route the cable towards the passenger footwell (Removal of plastic trim screw can assist in running of wire) (Figure 7)



Figure 5

11. Connect the intermediary black 3-pin connectors together behind the glove box area, neaten up cable wiring, use cable ties if necessary. Refit all trims and connect the battery back to the vehicle under the bonnet.
12. Check operation of button and difflock engagement. The lock will sometimes occur instantly and sometimes you may need to let the car roll slightly with slight steering input for the diff-gear lock to line up and engage.
13. You should see the dashboard indicate difflock is working when engaged and no lights should be present when disengaged.

The operation of this equipment should only be performed when deemed necessary and under conditions where the load on the differential is minimal. Any operation of the equipment is at the sole risk of the user, and ODT assumes no responsibility for any direct or chattel warranties or liabilities. The user assumes full responsibility for any use or installation of this equipment and proceed at their own risk.

Thank you for supporting



Figure 6



Figure 7