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1968-1977 Power Door Lock Installation Instructions

NOTE

Wiring an optional momentary on-off-on switch requires a 2 amp 12-volt battery supply. There is a 16 gauge orange courtesy light/cigar lighter circuit at the ashtray area that would be ideal to splice to for power door lock switch power.



1. We recommend that you lay the wire harness on the floor of your Corvette between the doors to get an idea of where you want to run the wiring, relay positioning, and power supply connection. You will need to connect the fused orange wire to 12-volt constant battery power and the black wire to a good clean ground location. The 18 gauge white/black and gray wires are connected to your keyless entry, alarm, or control switch/s. The 16 gauge two-wire door lock actuator wiring (red and dark blue) is to be fed into the doors at the kick panel location on both sides.



2. Once you feel comfortable concerning the harness routing, the door panels and kick panels should be removed.



3. If you do not have power windows, remove the plastic plugs in the center of the door and pillar (the holes were already placed there whether you have power windows or not). Repeat the same procedure on the other door.



4. Remove the power window conduit from the door and door pillar. It is much easier to feed the door lock wiring through the rubber conduit once it is pulled away from the door and pillar. Feed the wiring through the upper door pillar hole, then the rubber conduit, and finally feed the wiring into the door.



5. **It is highly recommended to route the wiring through the upper door pillar hole to avoid wire chafing and possible damage when the kick panel is installed.** Pull enough wiring into the door to allow it to lay on the bottom of the door, placing it near the center of the window regulator access plate center.



6. Remove the window regulator access panel from the bottom center of the door. It is imperative that the window regulator plate screw holes in the door are holding the plate securely to the door. **If the screw holes are worn or rusted away they must be repaired.**



7. The template provided is to be placed onto the window regulator access plate to mark the drill location of the door lock actuator screws and wiring grommet. Center punch at your marks, drill two 9/64 holes in the plate for the door lock actuator and one 23/64 hole for the grommet. The same template is used for both doors, simply turned over for the appropriate



8. Install the provided 6-32x1.5" screws into the access panel, secure with the hex nuts and tighten (nuts are provided to keep the screws in place for simple actuator installation).



9. Place the actuator onto the screws installed into the access plate. Install the flange nuts and tighten to hold the actuator in place. Install the rubber grommet onto the lock actuator wire leads, place the door lock actuator wires through the access plate and install the rubber grommet.



10. Before installing the access plate, remove the O.E. door lock horizontal external linkage clip at the bell crank (closest to the rear of the door), slip the supplied linkage adapter with the hex screw pointing upward onto the linkage rod until it stops, and tighten slightly (leave somewhat loose for adjustment purposes).



11. If the door lock actuator linkage has come out of the door lock actuator during shipment, place the ball end into the door lock actuator (actuator linkage may have ball end or bent ends) if you have a ball end linkage always place it in door lock actuator. Now the window access plate is raised upward to allow the door lock linkage to be installed into the linkage adapter.



12. Connect the door lock actuator wires to the door lock harness (wire color may be different than photo). Connect the numerals together found on harness and door lock actuators 1-1 2-2.

Once the wiring and linkage are connected, install the access panel onto the door.



13. Adjustment of the O.E. lock linkage rod is next and **important for proper operation and door lock actuator life**. The door lock actuator rod should not bottom out in the door lock actuator housing when the lock is adjusted properly. There should be 2.125" from the rod end eye to the square portion of the door lock actuator housing when in the door locked position.



14. If required, lengthen or shorten the O.E. lock linkage horizontal rod at the end link that rotates. In some cases, the O.E. lock linkage vertical rod also requires adjustment to get full travel without bottoming out the door lock actuator rod in the housing.



15. A good indicator that the lock linkages are working correctly- the door lock actuator in the unlocked position is at 2.750".

After many years of abuse the lock linkage rods and adjusters get bent. Latches wear out and you may find the O.E. linkages are adjusted all the way out or in. If you are not finding .500 inches of travel you'll need to replace or rebuild your latch assembly for proper operation.



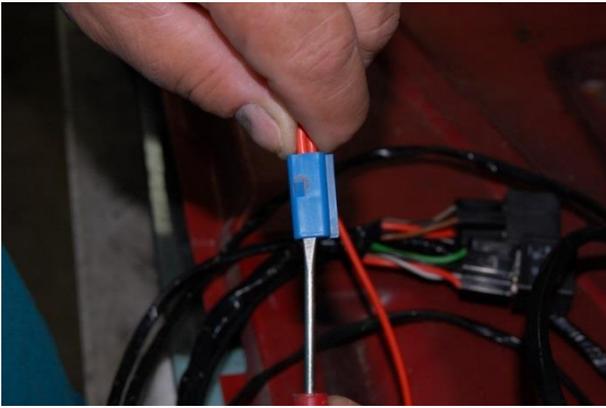
16. All 1968-1977 O.E. Corvette fuse panels have an auxiliary battery terminal for add-on battery powered accessories. The auxiliary battery terminal is protected via the courtesy fuse; no additional fuse is required. **If you decide to connect directly to the battery or other non-fused battery source a 20 amp fuse device must be connected to the orange battery power door lock system wire.**



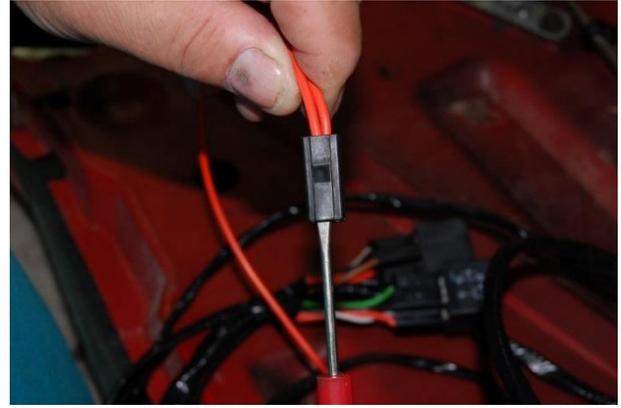
17. The power door lock harness **orange batt power wire lead** should be connected to the fuse panel auxiliary battery terminal.



18. We provide an additional 56 series male connector in the female connector to protect the terminal. If you already have an accessory that requires battery power plugged into the fuse panel at this position, the male connector is removed from the female connector for installation onto your existing accessory, per supplied photos.



19. If you have a GM accessory in place it may have a blue T56 series male connector that will not go into the power door lock harness female connector. Remove the connector as shown with a small bladed flat screwdriver pushing the tab back for terminal removal.



20. Once the terminal is removed make sure to bend the tab back out so that it engages in the connector. Install the supplied connector and place it in our supplied harness lead.



21. The black wire should be grounded to the metal framework under the kick panel.

The power door lock control wires are close to the relay pack. The 18 gauge gray lock wire should be connected to the keyless entry or alarm module 12-volt pulsed lock output. The 18 gauge white/black unlock wire should be connected to the keyless entry or alarm module 12-volt pulsed unlock output.

Typically the 12 volt battery supply will connect to the center terminal of the switch. The 18 gauge white/black unlock and gray lock wires are connected to the outer terminals.