

4CL-002 REMOTE 4 DOOR CENTRAL LOCKING KIT INSTALLATION GUIDE

INSTALLING ACTUATORS

- Carefully remove the window winder handles, lever surrounds & door panels.
- Align each actuator in the correct direction as shown in fig1.a or 1.b. Make especially sure the actuator does not obstruct any moving parts within the door. Ensure the actuator's movement is parallel with lock mechanism.
- Drill two holes 5mm (3/16") in the internal side of the door, use actuator mounting holes to indicate hole locations. Then secure actuator.
- Bend a steel rod to allow actuator to push lock mechanism fig2.
- Align actuator to middle stroke position, align lock rod to middle position.
- Use a knuckle to connect the steel rod to the lock rod.
- Ensure all screws are secured on the knuckle and complete with thread locking solution (Loctite).

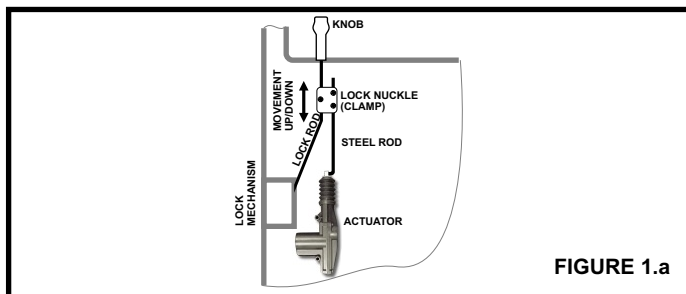


FIGURE 1.a

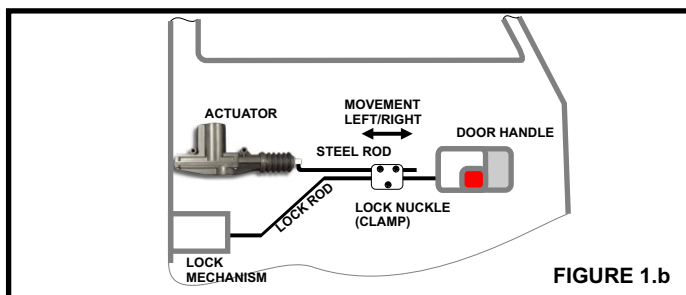
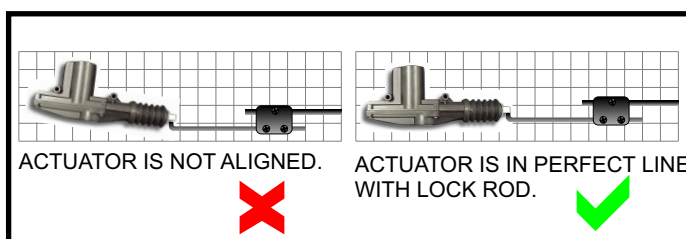


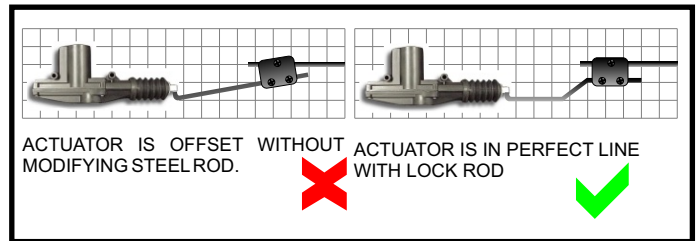
FIGURE 1.b

WARNINGS ABOUT INSTALLING ACTUATORS

- Failure to align actuator with lock rod will load moving parts in directions not intended, causing pre-mature component failure.
- Failure to align the actuator with lock rod will also decrease the effective power of the motor causing doors not to lock or unlock correctly.



- Failure to use thread-locking solution will allow vibration and shock of actuator operation to loosen the screws, causing loss of transfer to lock rod.
- Failure to align steel rod and lock rod will cause movement to be biased in lock or unlock position, causing doors to fail to operate in one direction or cause locks to jump between lock and unlock randomly.



INSTALLING WIRE HARNESS

- Plug wire loom into central locking controller and secure into approximate final mounting position.
- Plug wire loom into central locking controller and secure into approximate final mounting position. Run long end of the harness through vehicle's under dash area for front passenger actuator and continue under carpet to rear passenger actuator.
- Run short end of harness to driver's actuator and under carpet to rear passenger's actuator.
- Black, Brown and white wires on master actuator(s) must be connected colour for colour.
- Green & Blue wire should initially be connected colour for colour, however actuator direction may need to be reversed depending on mounting. If so, Green & Blue may be swapped.
- Please ensure all actuators are installed, connected and all joints are insulated before connecting power and ground.
- Test locking by touching Brown(2) to chassis - doors should lock. If any door is unlocked, swap Green & Blue on that door.

WARNINGS ABOUT INSTALLING WIRE HARNESS

- When running wires from shell of vehicle to door, use rubber grommets to protect wires from chafing against bare metal as door is opened and closed. Sleeve wires in PVC automotive sleeving, corrugated "spaghetti" or worst case layers of insulation tape to protect wires whilst bending as door is open and closed.
- Wires run through doors must not obstruct any moving parts inside door, use cable ties to secure wires against the door skin. Check where the window winding components move before replacing door skin.
- Pay extra attention to metal clips that hold plastic trims on door sills. Wires that run down door sills will be easily stripped and may short circuit power to chassis.
- Encapsulate connectors inside door with layers of insulation tape to prevent corrosion, all doors leak water.

PROGRAMMING REMOTES

- Press both buttons simultaneously on a valid remote control seven times.
- The indicators of the vehicle will flash four times (if connected).
- Press the main button on the new remote control.

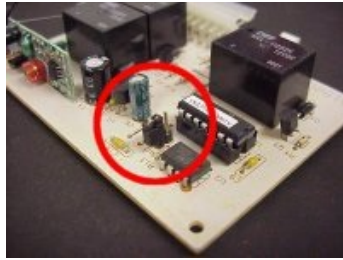
If no valid remotes are available.

- Place jumper across two gold pins (located inside module)
- Apply power (plug power in)
- Press the main button on the new remote control
- Repeat the previous two steps for any remaining remotes
- Remove the jumper.

The module contains sufficient memory to track five individual remote control simultaneously.



JUMPER CLOSED (REPLACED)



JUMPER OPEN (REMOVED)

INDICATOR OUTPUT

- The module outputs **positive** signals on the two yellow wires, which in turn power the indicator or park light circuits of the vehicle.

TROUBLE SHOOTING

- All actuators fail to operate
 - Check power and ground connection.
 - Check fuse.
 - Check plug is correctly inserted into socket.

- Fuse always blows
 - Fuse will blow when a short circuit to chassis is present on any Blue & Green wire when the module is actuated.
 - Check suspected wires for stripped lengths, sheared or cut wires.
- Actuators do not operate
 - Check connections to each actuator.
 - Check mechanical assembly, are any parts loose?
 - Check the stroke of the actuator operates OK by hand.
 - Disconnect wires from actuator and momentarily apply power and ground directly to Green and Blue wires, then reverse connection to check opposite operation.
- Actuators lock then immediately unlock (or vice versa)
 - Remove White and brown wires from master actuator(s).
 - Re-connect one at a time until fault is found.
- Rear actuators work reverse to front actuators
 - Swap Green & Blue on any actuators that appear to operate reverse.

