

FIG. A: Factory Ford Ranger power door lock switch.



This type of switch is held in place with friction keepers only. With slight lifting pressure the OEM switch lifts up, exposing the wires needed to be connected.

FIG. B: Below shows rear of OEM rocker switch.



These wires can be intersected in kick panel and then connected to the positive input of the PLRB Controller. If a negative trigger controller is used such as RC35 or TR910, the shown positive trigger will need to be converted to a negative. See positive to negative instructions

Black= Power + 12V
Pink/White=Lock (Positive)
Pink/Black =Unlock (Positive)

3 wire positive trigger relay driven system. These outputs are to be used only for triggering a relay driven power lock system.



INTERFACING OF THE CONTROLLER:

Assuming the vehicle power locking system uses a positive trigger relay driven system, the below instructions will define how a single pair of wires will interface the factory locking system to the Controller.

LOCATING THE NECESSARY WIRES:

This does not apply to model vehicles using a 5 wire switch to drive the power door locks.

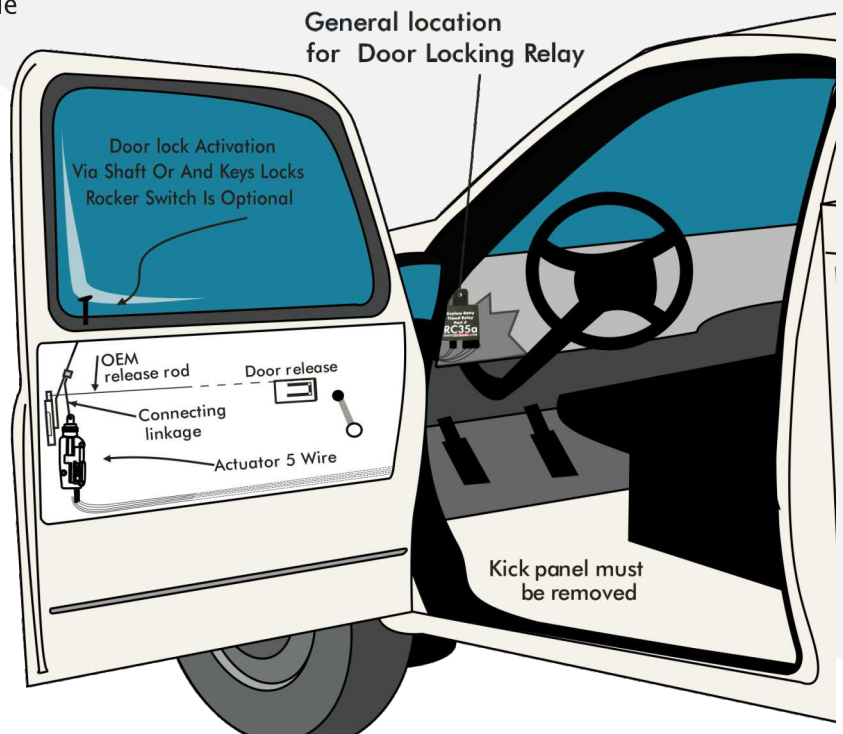
The wires from the door to the hinge post of the vehicle will contain the wires needed to communicate with the Controller. Other wires found in this loom are typically: electric windows, electric mirrors and heating element wires (exception in late **GM See Module instructions**). To help identify the wires needed to cross communicate, remove the rocker switch from its cradle mounted on the door (see FIG.1 & 2 on page). We recommend this testing be done on the door next to the kick panel where connections are to be made. Using a tester, identify the lock & unlock outputs, making sure to note their colors and if the output is positive. On most U.S. made trucks built after 1998 should be a positive output used to switch a relay driven system. Next remove the kick panel exposing the wire harness to be connected. Verify using a tester the location of the lock / unlock wires from the switch. Having been located, the use of a strip and solder tap, tee tap, or scotch tap method are recommended in making the connection. Be sure the locking cycle of the bodies compartments match the vehicle's cab doors. Reversing the trigger wires at the controller will bring both locking systems into sync. Follow wiring instructions of the controller for other connecting issues and features.

TYPICAL RELAY DRIVEN CAB & DOOR SECTION

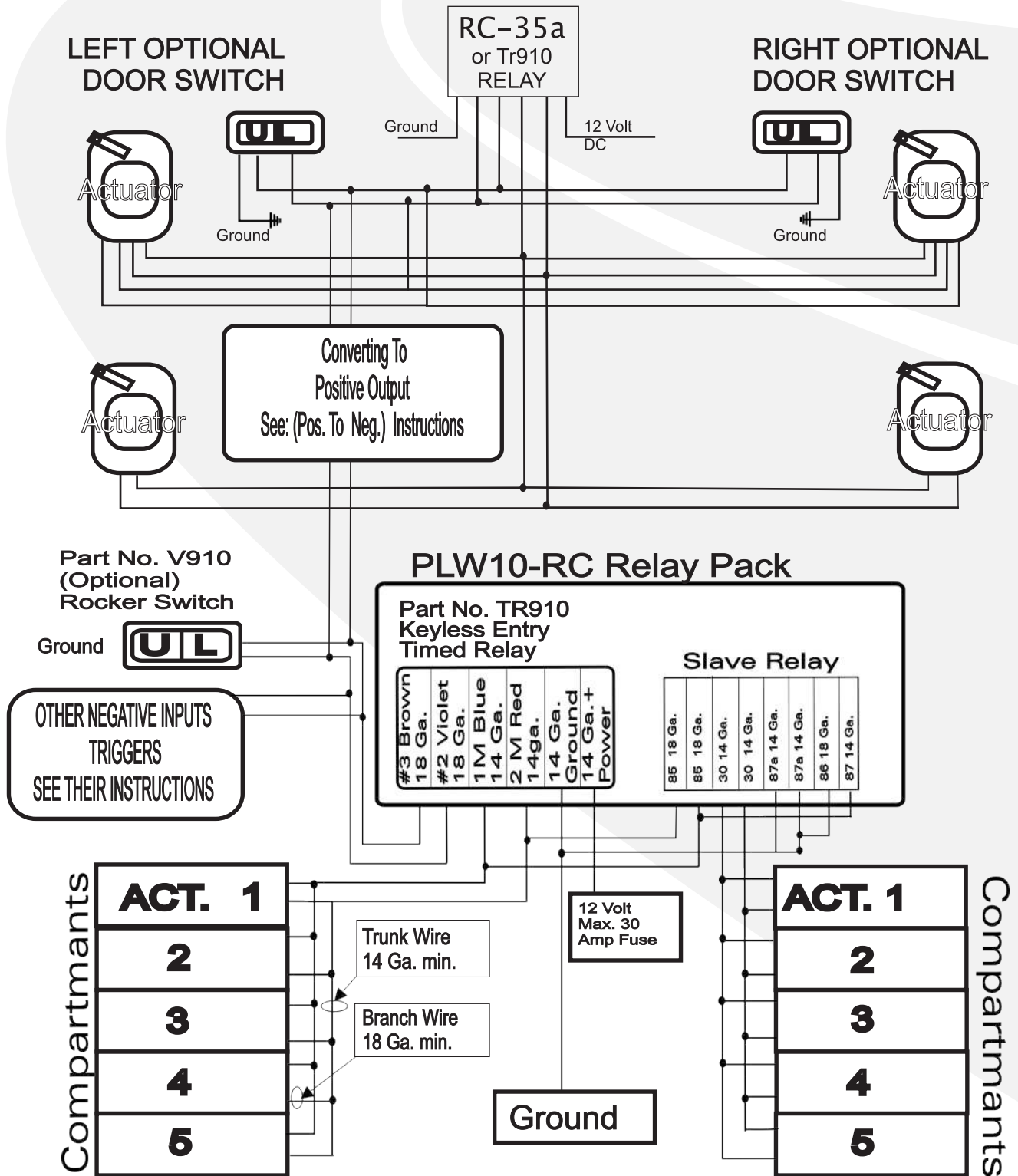
Late model GM requires a data interface module to add keyless entry **Part # 456G**.

Cab triggered power locking can be done on all vehicles. GM requires OEM actuator input wires be intersected (See fig.1). All other vehicles with this interface can be done in the kick panel.

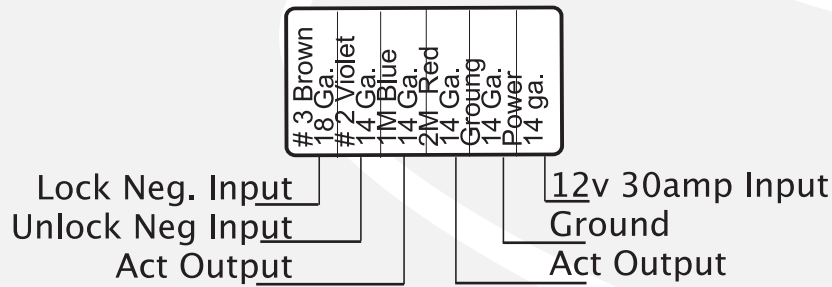
The communication wire needing to exit can be run under the door threshold. Exiting the cab can be done by making a penetration or using a factory plug to transition the wires to the controller. Converging with the power feed wires in the vehicle's frame rail is ideal. Both wires ultimately terminating at the controller.



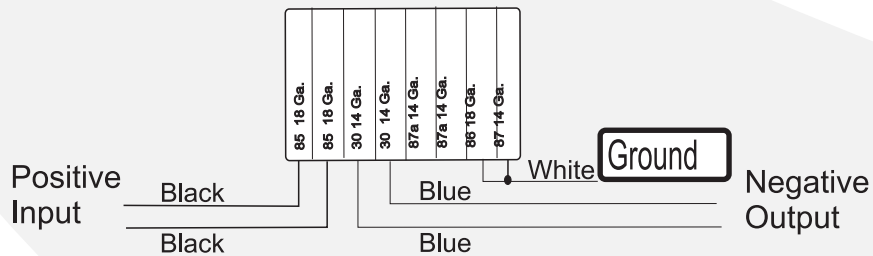
Part No. MES4D or HD4D Power Locking Kit Shown W/RC35a Keyless Entry Relay



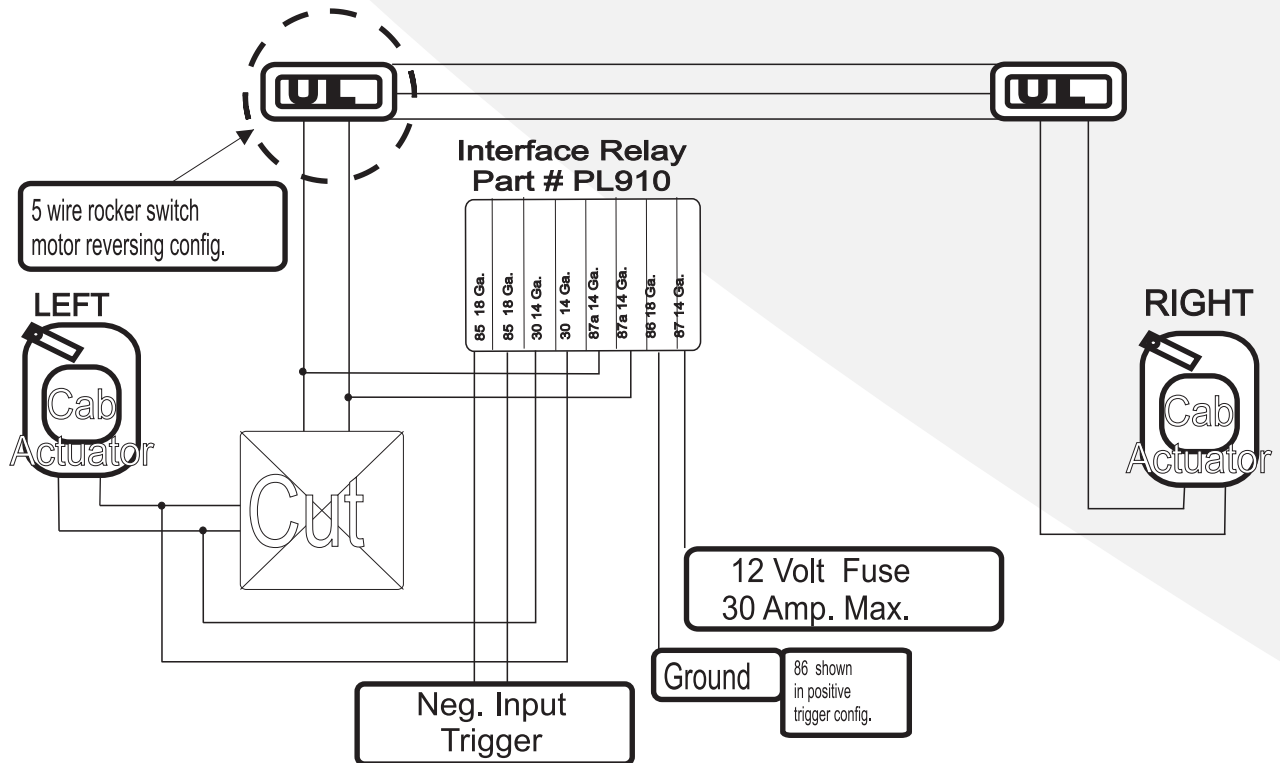
Part # TR910, RC35 (Keyless Entry & Timed Relay)



Neg. to Pos. Converter part # PL910

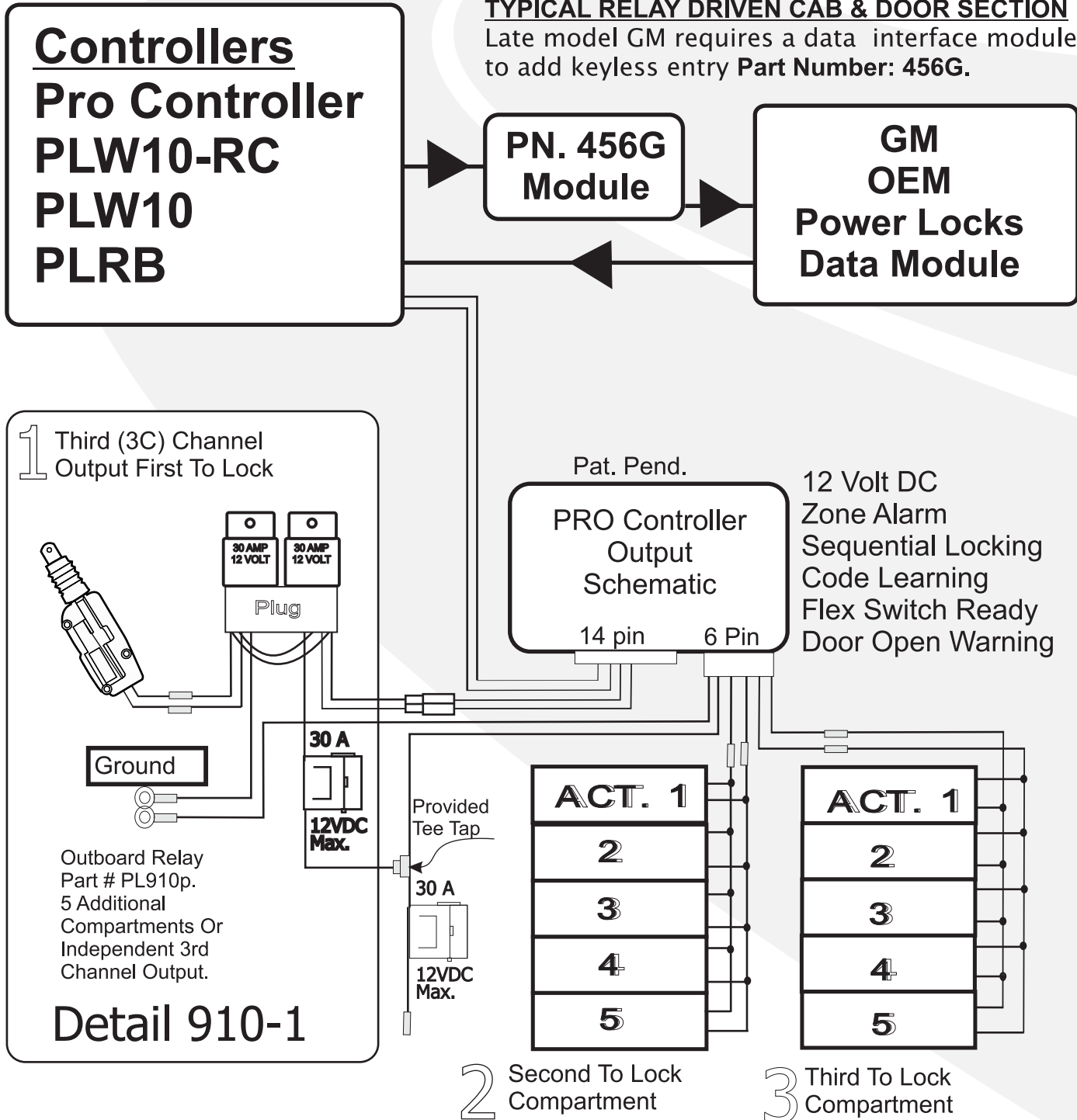


5 WIRE SWITCH INTERFACE SCHEMATIC



TYPICAL RELAY DRIVEN CAB & DOOR SECTION

Late model GM requires a data interface module to add keyless entry **Part Number: 456G**.



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