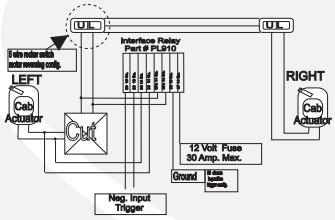
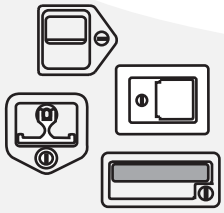
## Controllers
PLW10-RC
PLW10
PLRB
Pro



**Control Systems:** Keyless Entries, Security Systems.

**Schematic:** Situational Wiring Details, Data Interface Modules.

**Instructions:** Specific Latch Details for Tool Box & OEM Doors.

For these and other viewable and printable instructions please visit:

**www.poplocks.com** 24/7
Or call Monday- Friday 8:00 am to 3:00 pm CST
**HDC Inc. support and sales 877-725-3432**

# POWER LOCKING INSTALLATION INSTRUCTIONS


Tools needed to install a basic power locking system. Installer should be skilled in electrical accessory installation. HDC Inc. excepts no responsibility for consequential damages to vehicles relating to any installation of their products.

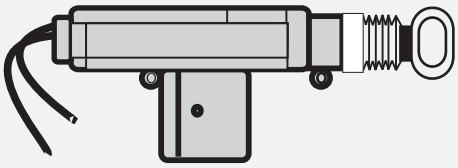
1-strippers, 2-crimpers, 3-screwdriver, 4-small wrench, 5-razorblade, 6-pop-riveter, 7-needle nose plyers, 8-electric drill, 9-1/4" - 1/2" step drill or bits, 10-1/4" tech driver. Not shown: volt meter or test light.

Red actuators employ a unique spring detent feature. The spring detent holds the intended lazy action latch in its designated position. This feature is the principle used with many P.O.P. Locks products.


RED BODY ACTUATOR

Both red and other actuators share critical dimensions with non spring detent allowing crossover components i.e.; bases, covers and connecting linkages to be interchanged.

STANDARD ACTUATOR



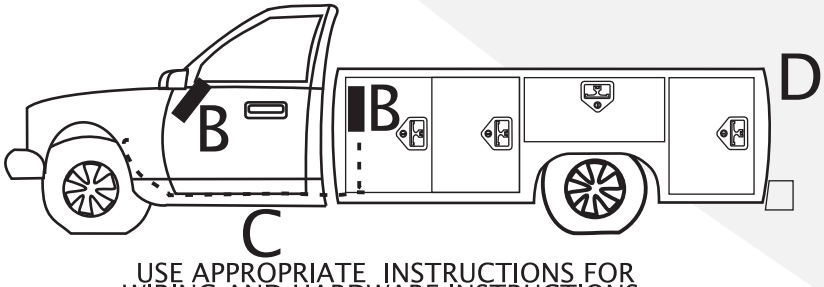
**Before starting any work disconnect battery.**

**A: Triggering options:**

1. Factory power locks as master.
2. MES power door locks as master.
3. Independent rocker switch.
3. Keyless entry on body only.
4. Pro Control master 3rd channel, cab/body independent.

**B: Controllers managing the output:**

Select location to install Controller. Recommended mounting high in the front compartment of drivers side. Pro Controllers should be installed in cab under dash within the reach of the valet buttons 36 inch reach of wire. Other locations will require optional feature wiring to be extended.




USE APPROPRIATE INSTRUCTIONS FOR WIRING AND HARDWARE INSTRUCTIONS.

Controllers
PLW10-RC
PLW10
PLRB
Pro

**C: Main power feed:**

Fuse the beginning of main power feed starting at the auxiliary OEM power terminal. Ideally, run all new wires to Controller next to the factory wire harness in the frame rails using OEMs wire holders in frame rails. Drill the grommet and tie wire as needed.

**D: Wiring recommendations:**

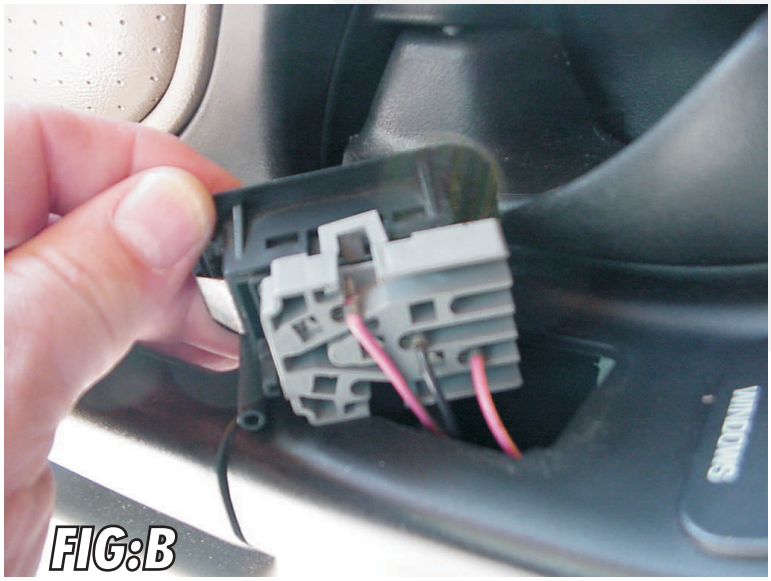
Optional wiring kits include most components necessary to do a quality installation. The 2 provided gray jacketed wires include 3 trunk wires each. The trunk wires drop down to each door providing power to the actuator. Identify the longest of the two. This wire will cross over to the Controller. Starting at the rear door bring the first of the 3 branch wires to their intended location to the power lock to be mounted on the latch. Trunk wire should be run high in upper panel.

## ROCKER SWITCH WIRING IDENTIFICATION

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


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

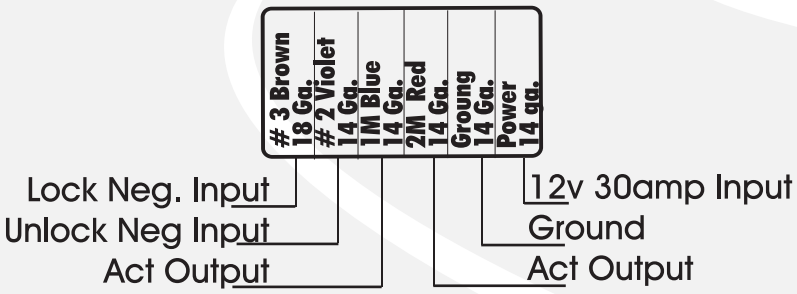
FIG. B: Below shows rear of OEM rocker switch.



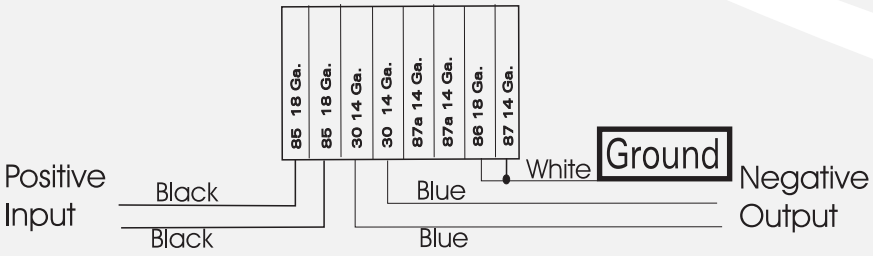

These wires can be intersected in kick panel and then connect to the positive input of the PLRB controller. If a negitive trigger controller is used such as RC35 or TR910. The shown Positive trigger will need to be converted to a negitive. See Pos to Neg. instructions.

Black= Power + 12V
Pink/White=Lock (Positive)
Pink/Black =Unlock (Positive)
3 wire positive trigger relay driven system. These outputs can be used only for triggering a relay driven power lock system.

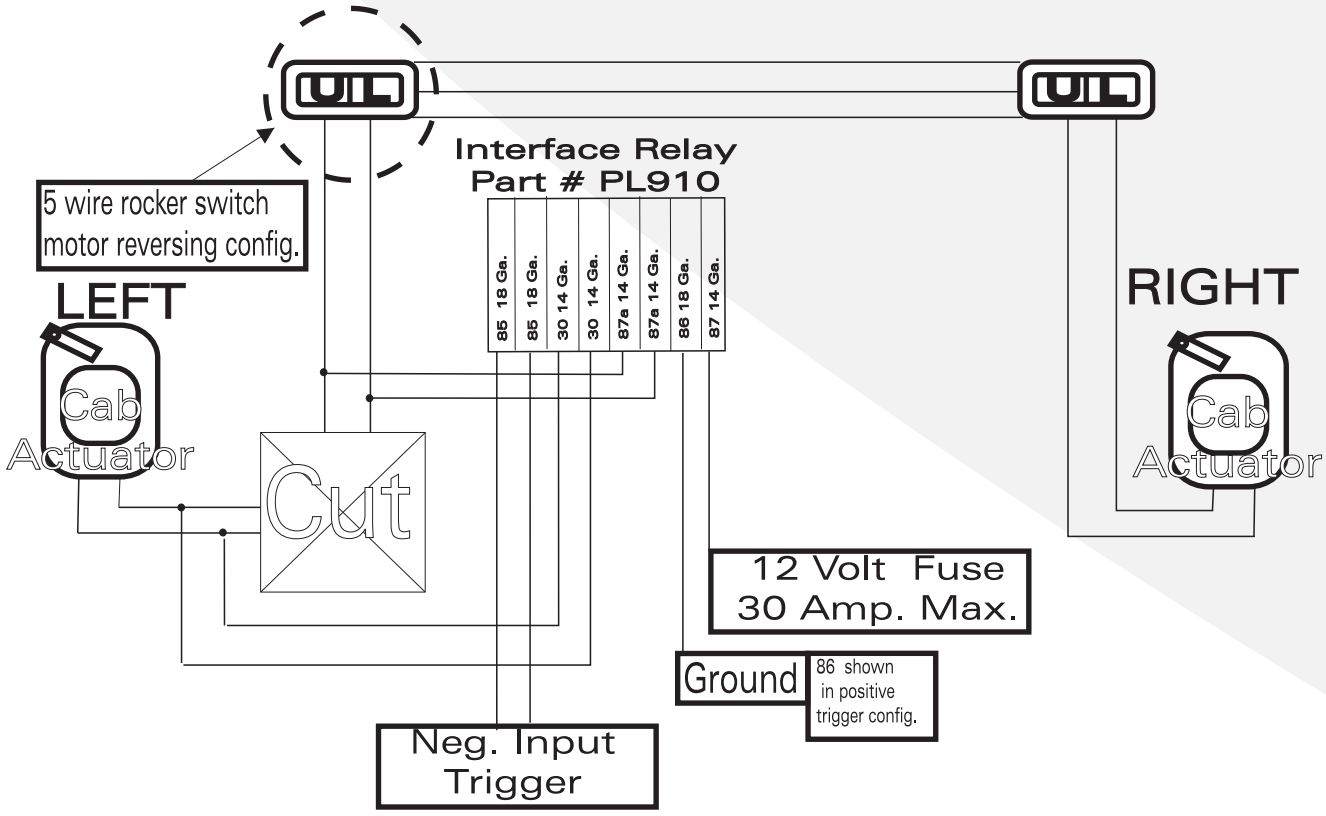
## Part # TR910, RC 35 (Keyless Entry & Timed Relay)



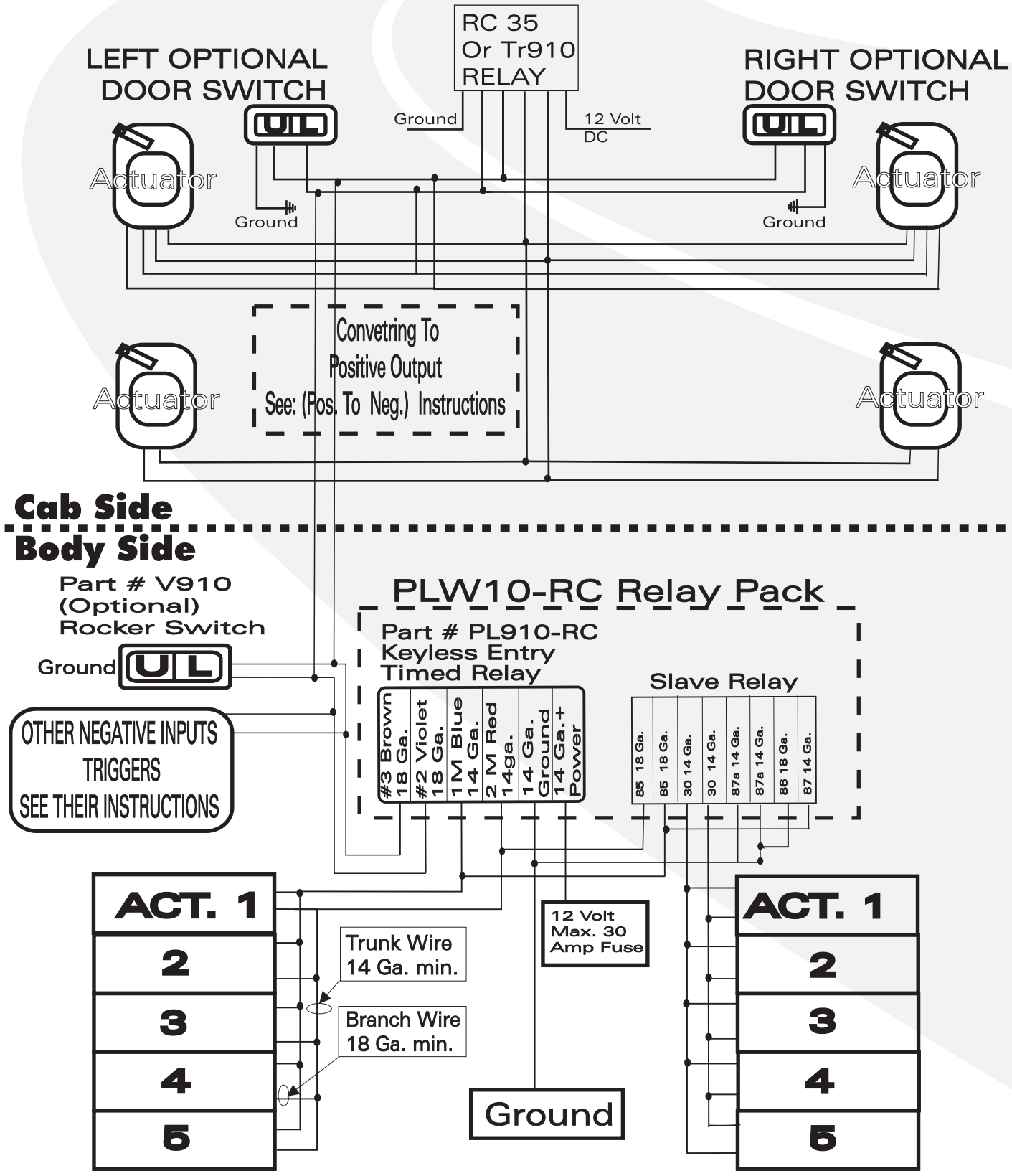

## Neg. to Pos. Converter part # PL910




## 5 WIRE SWITCH INTERFACE SCHEMATIC



# MES4D 4 Door Power Door Locking Kit Shown With RC35a Keyless Entry Relay



## FACTORY POWER LOCKS AS TRIGGER / INTERFACE WITH KEYLESS ENTRIES

**TYPICAL RELAY DRIVEN CAB & DOOR SECTION**

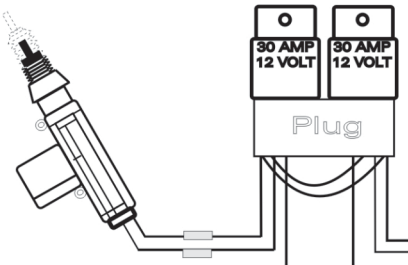
Late model GM requires a data interface module to add keyless entry **Part # 456G.**

**Controllers**
**Pro Controller**
**PLW10-RC**
**PLW10**
**PLRB**

**PN. 456G Module**

**GM OEM Power Locks Data Module**

**1 Third (3C) Channel Output First To Lock**




**Ground**

30 A
12VDC Max.

Provided Tee Tap

30 A
12VDC Max.

Outboard Relay Part # PL910p. 5 Additional Compartments Or Independent 3rd Channel Output.

Detail 910-1

**Pat. Pend.**

**PRO Controller Output Schematic**

14 pin 6 Pin

12 Volt DC
Zone Alarm
Sequential Locking
Code Learning
Flex Switch Ready
Door Open Warning

| ACT. 1 |
|---|
| 2 |
| 3 |
| 4 |
| 5 |

**2 Second To Lock Compartment**

| ACT. 1 |
|---|
| 2 |
| 3 |
| 4 |
| 5 |

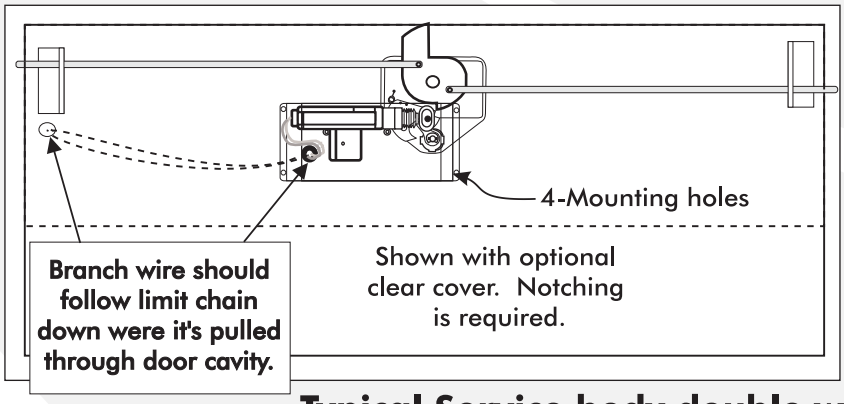
**3 Third To Lock Compartment**

**Cab triggered power locking can be done on all vehicles. GM requires OEM actuator input wires be intersected.**

**Compartment Wiring Notes**:

1. To assure good wire passage locate door stiffener prior to drilling .
2. Install actuator. Be sure to use its specific instructions.
3. Confirm manual key lock works correctly prior to closing door.
4. Some door compartment configurations will require actuator placement to be other than shown. This installation is a linkage type and allows a wider range of actuator locations.

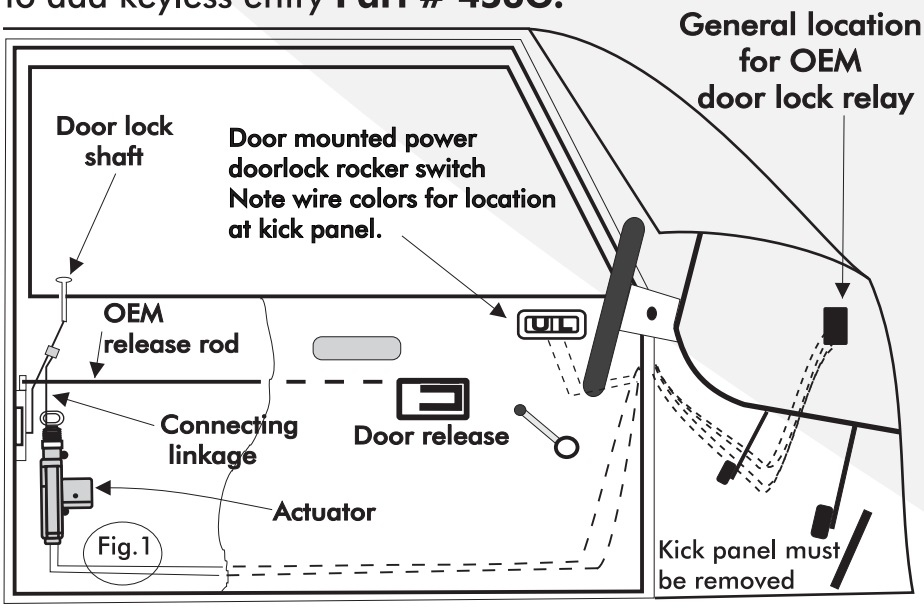
**One of many latch configurations.**
**Rear view of folding SST Handle.**




**Typical Service body double wall door.**

## TYPICAL OEM 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. 0.1
All other vehicles with this interface can be done in the kick panel.