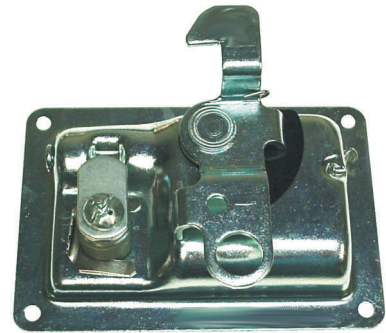
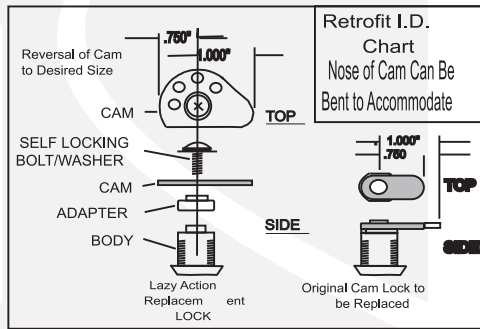
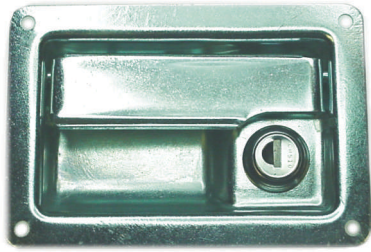
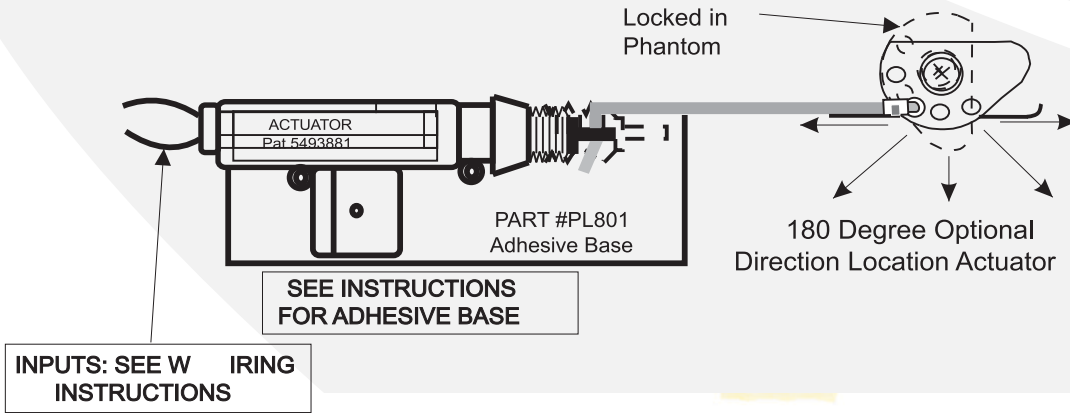


Replacment of basic cam lock



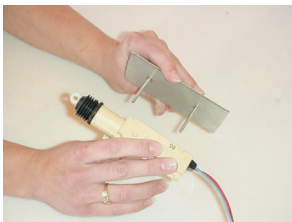
Schematic of Actuator and Lock



Actuator and Latch Placment

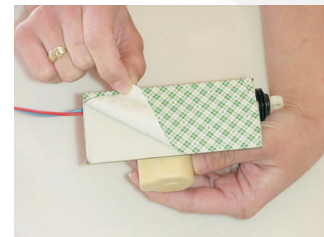


Adhesive base information



Attach Actuator To PL801 Base

Remove Adhesive Covering



BASIC WIRING SYSTEM

For other types of triggers see their instructions

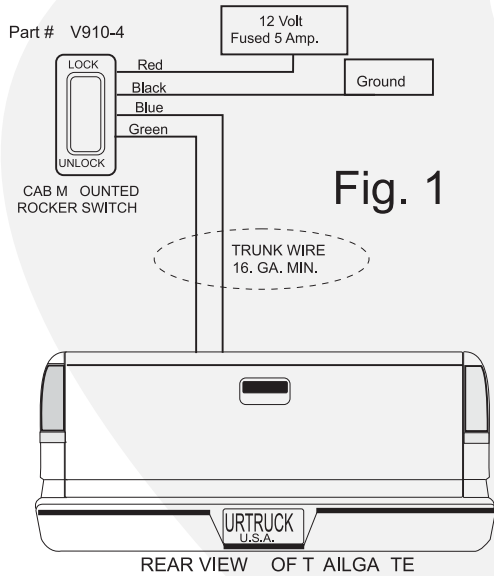


Fig. 1

Fig. 2 FINAL WIRING CONNECTION

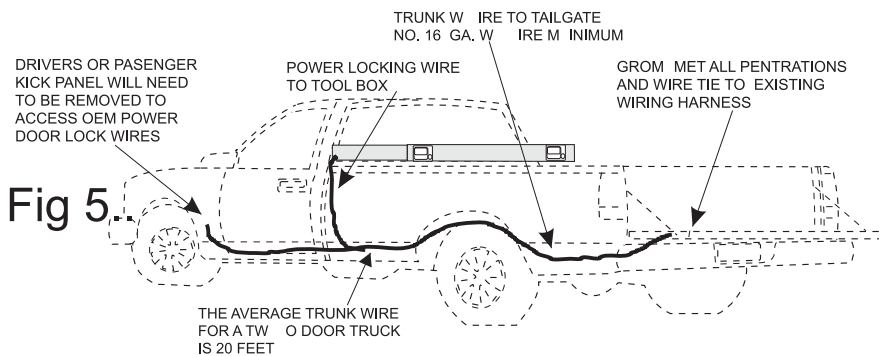
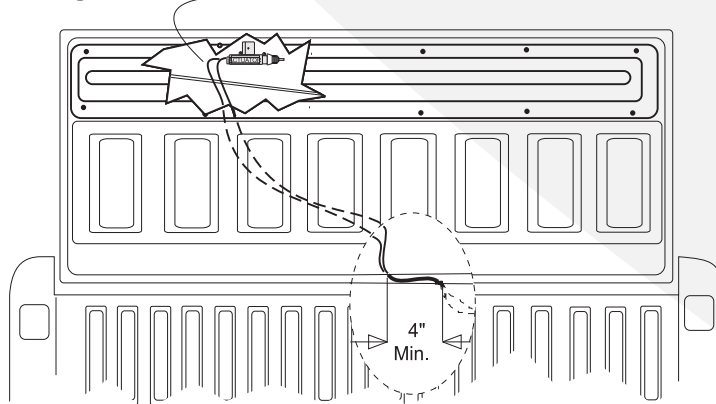


Fig. 5

Factory power locks using 5 wire switching and pat #V900 power door lock kit.

Factory Power Lock Interface Schematic

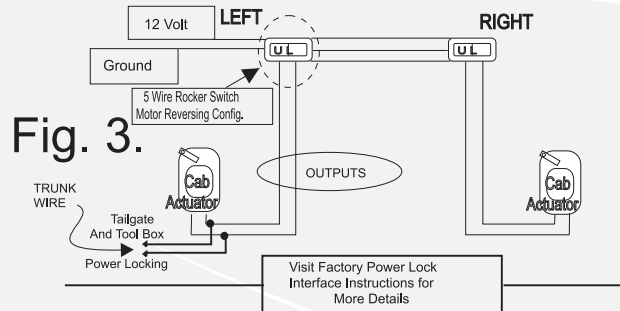


Fig. 3.

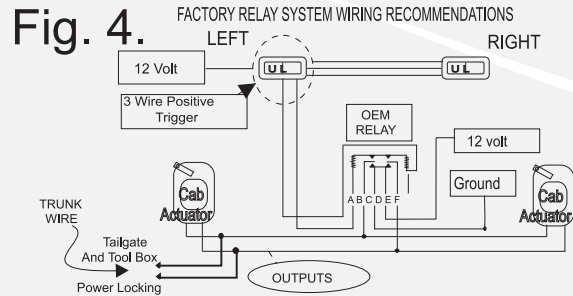


Fig. 4.

WIRING INSTRUCTIONS

Intersect power lock output wires on either passenger or drivers kick panel. Connect trunk line to these wires (see FIG. 3 & 4). The wire should exit the cab through the fire wall or under the threshold. Next, with trunk wire follow factory wiring in frame rails to tailgate.

PRIOR TO DRILLING be sure the corresponding hole is a min. 4" away allowing the movement of the tailgate and preventing wire pinching. We recommend using a 1/2" snap grommet for the body and the tailgate. Also the use of 3/8" split loom to sleeve exiting wire.

Drill 1/2" hole to accommodate 1/2" snap grommet as shown in Fig. 1.

NOTE:

Complete circuit by connection trunk wire to actuator in tailgate as shown in Fig. 2.

Should tailgate actuator act out of sequence to the truck power door locks, reverse the wires connected to the tailgate actuator.

Be sure all wires penetrating metal or sharp edges are protected. Fasten all wire with wire ties, and maintain a safe distance from hot exhausts.

TESTING:

Cycle all triggers and recheck all screws and wire connection prior to covering access.



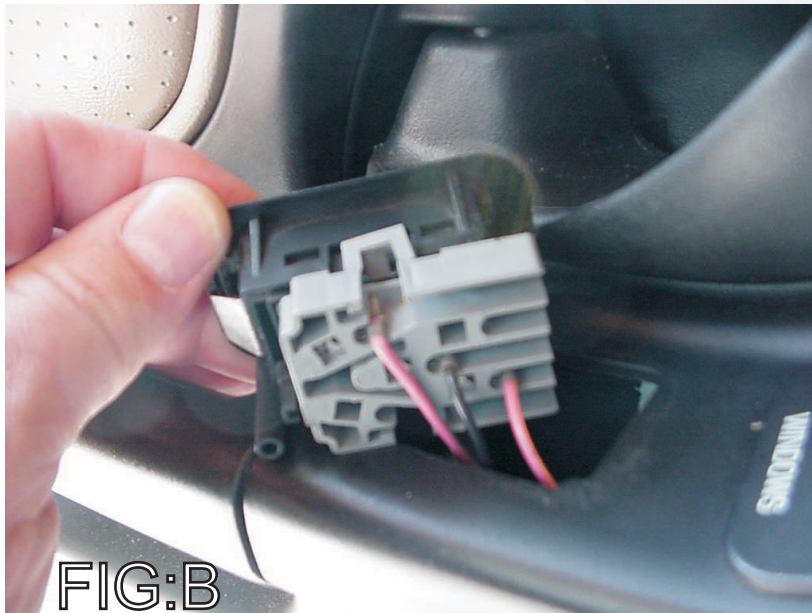
Rocker Switch Wiring Identification

FIG. A: Factory mounted power door lock rocker 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.



Example:

Black= Power + 12V

Pink/White=Lock

Pink/Black=Unlock

These wires can be intersected in kick panel and then connect to the positive input of the PLRB controller.



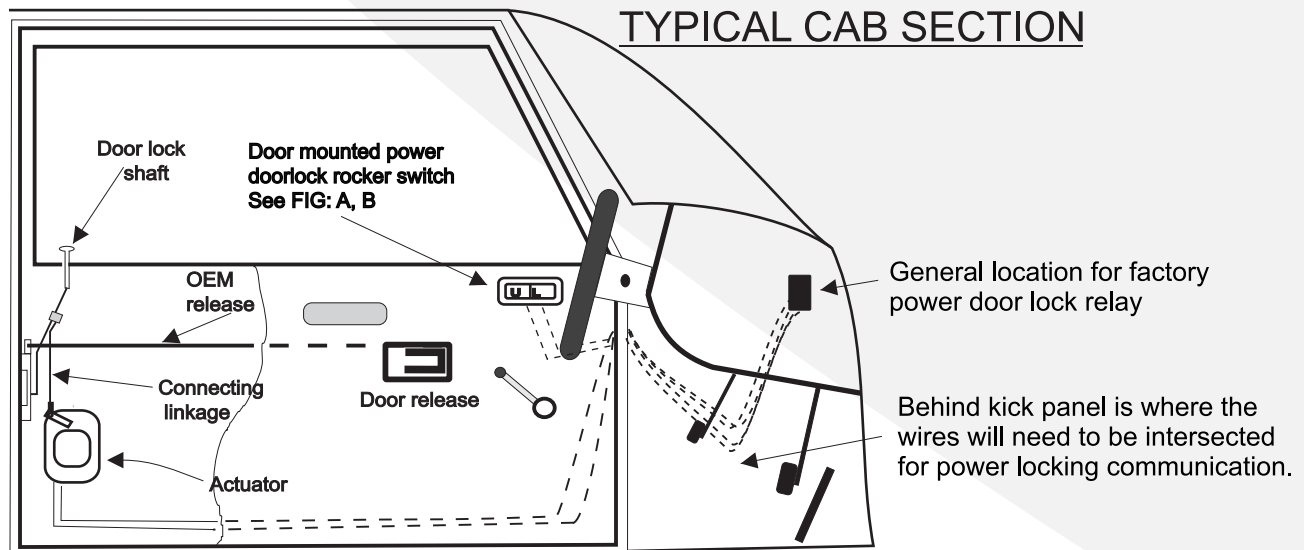
INTERFACING PLRB CONTROLLER:

Assuming the vehicle power locking system uses a positive trigger relay driven system, the below instruction will define how a single pair of wires will interface the factory locking system to the PLRB-RC controller.

LOCATING THE NECESSARY WIRES:

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

The wires going from door to the hinge post vehicle will contain the wires needed to communicate with the PLRB Controller. Other wires found in this loom are typically: electric windows, electric mirrors and heating element wires. To help identify the wires needed to cross communicate, remove the rocker switch from its cradle mounted on the door (see FIG.1 & 2). 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 the output is positive. On all U.S. made trucks built after 1998 this should be a positive output used to switch 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 to connection are recommended in making this connection. Be sure the locking cycle of the bodies compartments match the vehicles cab doors. Reversing the trigger wires at the controller will bring both locking systems into sync. Follow wiring instructions for PLRB Controller for other connecting issues and features. General location for factory



The communication wire needing to exiting xiting wire can be run under door threshold, exiting the cab by making a penetration or using a factory plug to transition the wires to the PLRB Controller. ideally converging with the power feed wire in the vehicles frame rail. Both wires ultimately terminating at the controller.

Kick Panel Must Be Removed To Expose Power Door Lock Wires To Be Connected To.



Wiring Schematic Showing OEM to PLRB Interface/Communication

