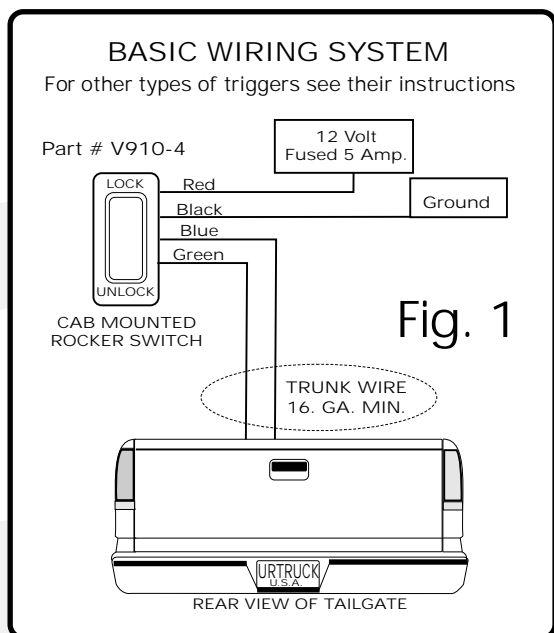


# Factory Power Lock Interface

Tool Box, Side Box and Tailgate Power Locking



## WIRING INSTRUCTIONS

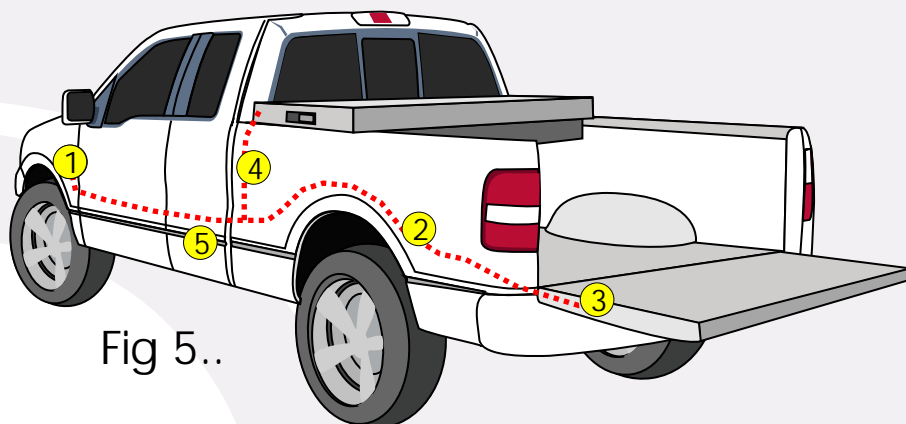
1. Intersect power lock output wires on either passenger or drivers kick panel. Connect trunk line to these wires (see FIG. 3 & 4). The wire should exit the cab through the fire wall or under the threshold. Next, with trunk wire follow factory wiring in frame rails to tailgate.
2. PRIOR TO DRILLING be 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.
3. Drill 1/2" hole to accommodate 1/2" snap grommet as shown in Fig. 1.

## NOTE:

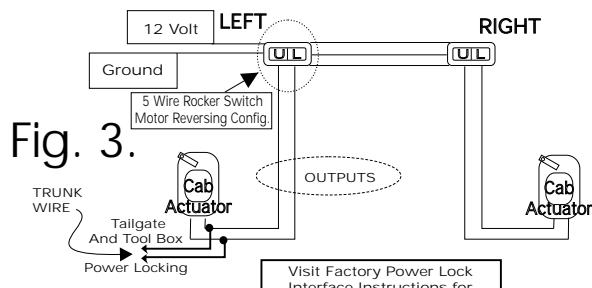
4. Complete circuit by connection trunk wire to actuator in tailgate as shown in Fig. 2.
5. Should tailgate actuator act out of sequence to the truck power door locks, reverse the wires connected to the tailgate actuator.
6. Be sure all wires penetrating metal or sharp edges are protected. Fasten all wire with wire ties, and maintain a safe distance from hot exhausts.

## TESTING:

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

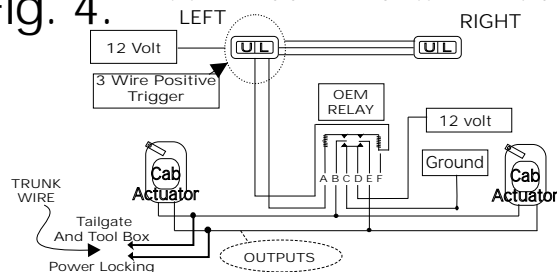


## FACTORY POWER LOCKS USING 5 WIRE SWITCHING AND PART # V910 POWER DOOR LOCK KIT.



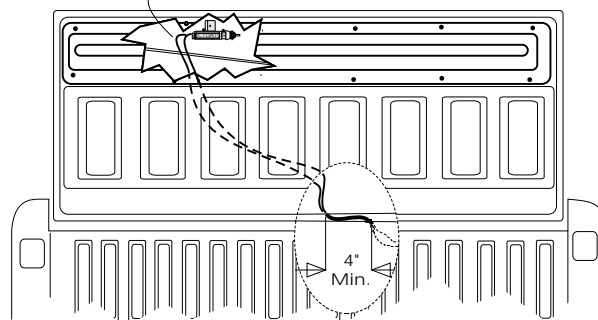
**Fig. 3.**

## FACTORY RELAY SYSTEM WIRING RECOMMENDATIONS



**Fig. 4.**

## Fig. 2 FINAL WIRING CONNECTION



- 1 See: Cab to Body Interface Instructions

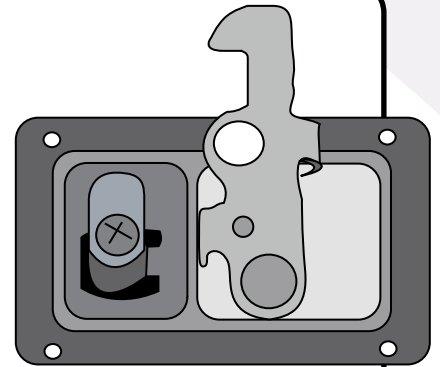
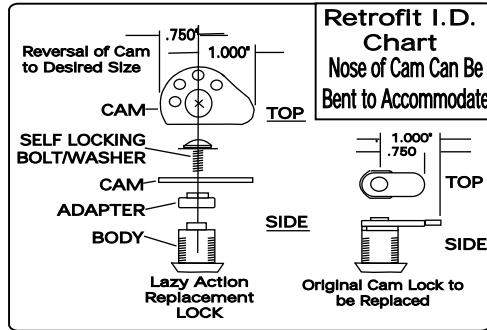
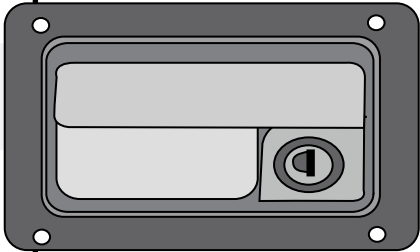
Drivers or passengers kick panel will need to be removed to access OEM power door lock wires

- 2 Trunk wire to tailgate No.16 Ga. wire minimum
- 3 Grommet all penetrations and wire tie to existing wiring harness
- 4 See PL and Flat Act power lock I.D. for appropriate locking
- 5 The average trunk wire from cab to tailgate

# Tool Box Installation Intro

## Basic Power Lock Guide

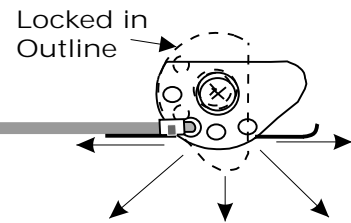
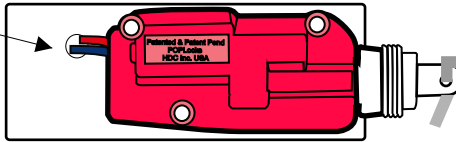
### Replacement of Basic Cam Lock



### Schematic of Actuator and Lock

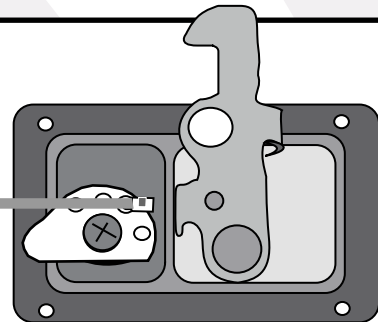
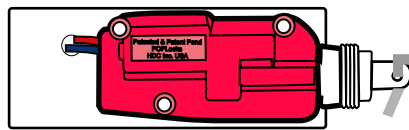
INPUTS: SEE WIRING INSTRUCTIONS

SEE INSTRUCTIONS FOR ADHESIVE BASE



180 Degree Optional Direction Location Actuator

### Actuator and Latch Placement

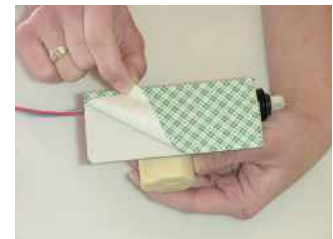


### Adhesive Base Information



Remove Adhesive Covering

Attach Actuator To PL801 Base



# Factory Power Lock Interface

## Rocker Switch Wiring Identification

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 connect 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 can be used only for triggering a relay driven power lock system.

# Power Locking Installation Instructions

## Configuration

### 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.

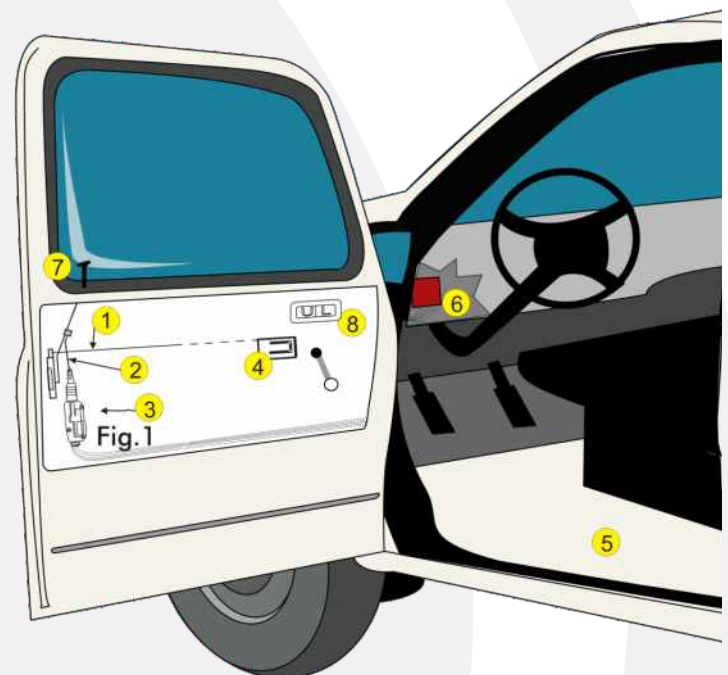
- ① OEM Release Rod
- ② Connecting Linkage
- ③ Actuator 5 Wire
- ④ Door Release
- ⑤ Kick Panel (must be removed)
- ⑥ General Location for Door Locking Relay
- ⑦ Door Lock Activation Via Shaft and or Key Locks. Rocker Switch is Optional.
- ⑧ Mounted Power Door Lock Rocker Switch  
Note: Wire Colors for Location at Kick Panel.

The communication wire needing to exiting 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.

Behind kick panel is where the wires will need to be intersected for power locking communication.

### TYPICAL RELAY DRIVEN CAB & DOOR SECTION

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



# Factory Power Lock Interface

Relay Driven Power Door Lock System

WIRING SCHEMATIC SHOWING OEM TO PLRB INTERFACE / COMMUNICATION

