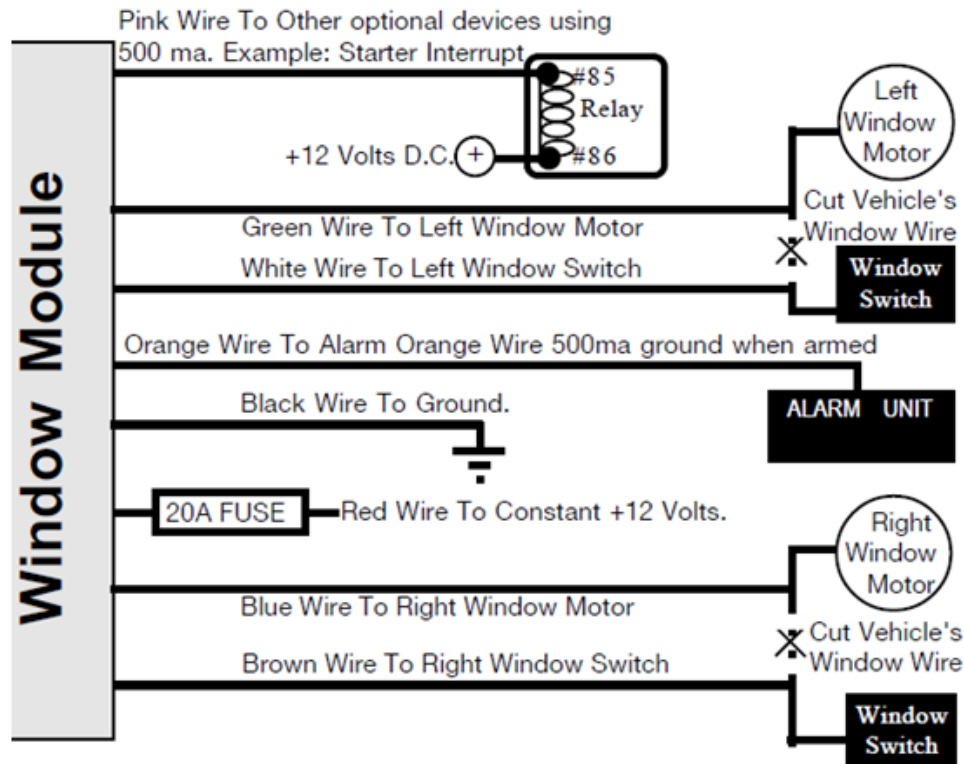


## Megatronix – WT2 – 2 Window Roll Up Module



### Mounting Instructions

#### A) Under Dash:

The best place to mount WT2 is usually under the dash. All the wires you need are usually close by, and there is usually enough room. Keep the unit away from the heating and air conditioning outlets, and make CERTAIN that neither the unit nor its wires will interfere with any moving parts, especially the steering, pedals and gearshift.

#### B) Console / Kick Panels:

If there is room, the console can be even better than under dash, since there are usually no heater outlets or moving parts. Behind the driver or passenger's kick panels are excellent locations out of the way, yet close to most wires.

#### C) Doors:

Doors are last choice for mounting, not only because of the extra work, but also because of water. If you must mount WT2 in a door, DO NOT mount the unit with the connector facing upwards, so that water can enter the unit. It should be mounted with the connector DOWN, or second best, horizontally. Make certain that neither WT2 nor its wires will interfere with the windows or door-lock mechanisms.

#### D) All Locations:

Mount the unit securely with the screws and or tie wraps provided. If unit is loose, it may rattle or foul something. In some cases, it may be easier to mount the unit first and plug in the connector afterwards. In all cases, try to mount the unit so that the wires are kept as short as possible.

### Operating Instructions

When this window interface is connected to any alarm system that has a 500 ma. Grounding wires when the alarm becomes armed this will tell this WT2 window interface to roll up two of your windows. When WT2 is activated, a built-in electronic sensor will automatically shut off the windows' motor once the windows have rolled up all the way.

## Installation Instructions

There are three basic types of installation. Remove the driver's master door lock switch assembly from the driver's door panel. You may have to remove the driver's door panel. In some cars, this switch is on the center console.

**NOTE: DO NOT DISCONNECT THE WIRES FROM THIS SWITCH**

Examine the wires coming out of the switch assembly. You should find one of the following system types by checking the functions of each wire using a test light or volt/ohm test meter.

A) 4 OR 5 WIRE REVERSE POLARITY REST AT GROUND TYPE SYSTEM:

- One Wire has +12 volts all the time.
- One or two wires are ground all the time
- Two wires are ground then change to 12 volts when moving window switch.

B) 4, 5, or 6 WIRE REVERSAL REST AT POSITIVE TYPE SYSTEM:

- One or two wires have +12 volts all the time.
- One or two wires are grounded all the time.
- Two wires are 12 volts then change to ground when moving window switch.

C) 4 WIRE REVERSE POLARITY REST AT NOTHING TYPE SYSTEM:

- One wire has +12 volts all the time.
- One wire has ground all the time.
- Two wires are zero potential then change to 12 v. positive or ground when moving switch.

### **RED WIRE: (12 volts positive input)**

**FUNCTION:** To supply constant 12 volts positive for this unit to operate and to supply the 12 volts 15 amps to roll up the two windows.

**CONNECTION:** Make directly to the car battery or fuse block with a constant +12 volts 15 amp capacity all the time.

### **BLACK WIRE: (Ground input)**

**FUNCTION:** To supply constant ground for this unit to operate.

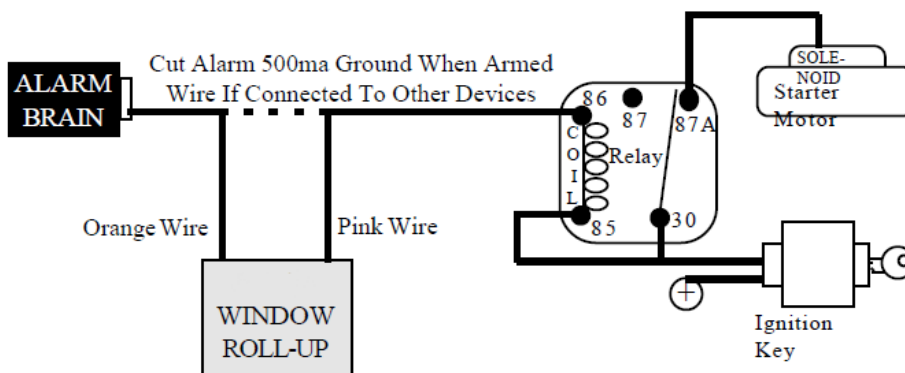
**CONNECTION:** Secure this wire to the metal ground frame of vehicle or directly to the battery ground cable 6" or more away from battery. Make sure to scrape away all dirt and grease to get a good ground connection.

### **ORANGE WIRE: (500ma Activation Wire)**

**FUNCTION:** When the WT2 Orange wire is grounded from your alarm or other type of device this activates the WT2 to roll up two vehicle's windows.

**CONNECTION:** Connect this orange wire to any device that gives 500 ma ground when you want two of the vehicles windows to roll up.

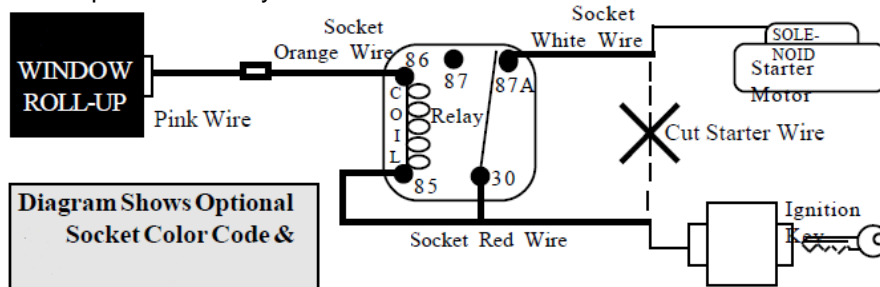
**WARNING:** The WT2 orange wire must be the only item connected to your activating device. If any items are currently connected to your activating device, they must be disconnected and re-connected to the WT2 pink wire.



### **PINK WIRE: (Connecting Optional Items)**

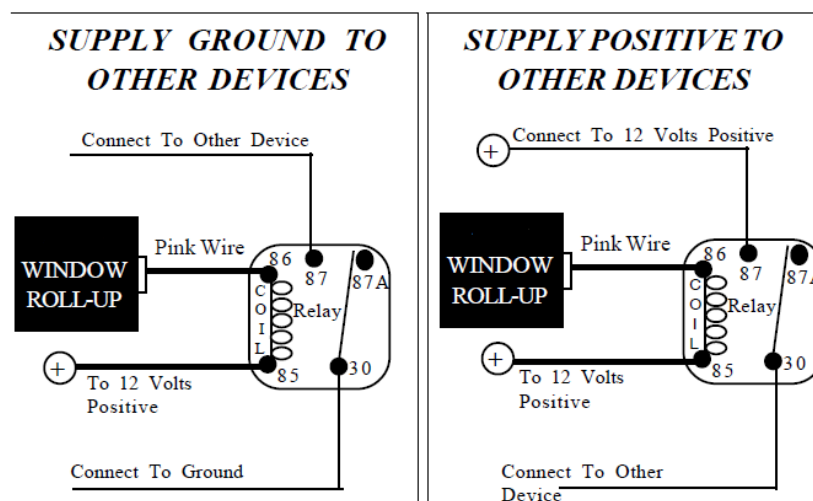
**FUNCTION 1:** This Pink wire is connected inside the WT2 through a diode to the Orange wire. This diode allows the WT2 orange wire to respond only from the item that will activate the WT2. When the WT2 Orange wire is grounded from your alarm or other type of device then this pink wire will supply a constant ground output to operate any other type of unit that was originally connected to your 500ma ground wire. (Example: Starter interrupt or a relay coil that can operate other detection items)

**CONNECTION:** For Starter Interrupt: Connect pink wire to the negative side of optional relay coil #86. The wire from ignition key to starter solenoid will read 12 volts only when ignition key is in start position (cranking the vehicle). Cut this wire at a suitable location. On ignition key side of this cut wire, connect to pin #85 and #30 of relay. On starter solenoid side of this cut wire connect to pin #87 of relay.



**FUNCTION 2:** To have a relay supply 12 volts positive or ground to other detection devices when alarm is armed activating the WT2.

**Note:** Relay in function two will have current draw on battery only while alarm is armed.



**A) 4 or 5 WIRE REVERSE POLARITY REST AT GROUND TYPE SYSTEM:**

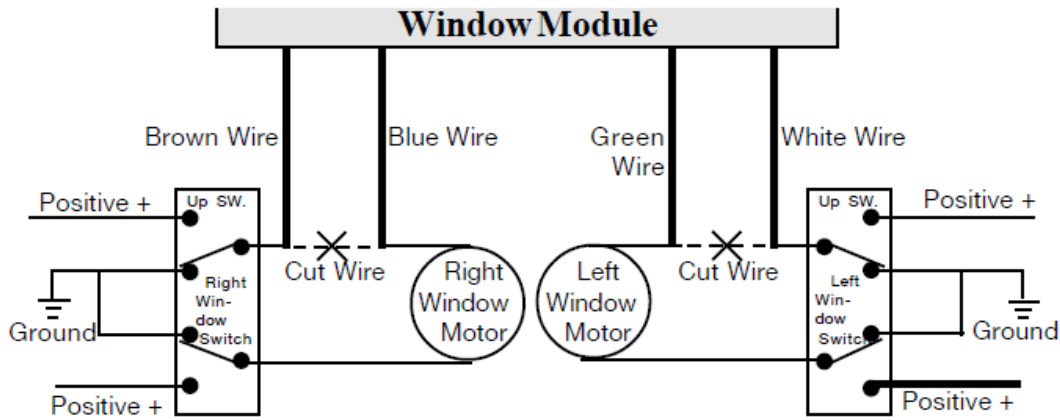
This is the most common system. When probing with a Volt/Ohm meter, you will find power on one wire leading into the switch, and ground on the remaining three or four wires. However, upon operating the switch, you will find that one of the grounds you have found will disappear and power will appear. Upon moving, the switch in the other direction another ground will disappear and power will temporarily show up. The remaining one or two wires will always have a ground apparent on it.

- One wire has +12 volts all the time.
- One or two wires are grounded all the time.
- Two wires are grounded then change to 12 volts when moving switch.

**NOTE:** When the WT2 is activated, the WT2 Blue & Green wires will have +12 volts output to roll up the window, so it must be connected to the wire going to the vehicle's window motor. **DO NOT connect WT2 Blue or Green wires to the vehicle's window switch wire because you will have a short and blow fuses or damage the WT2 when WT2 is activated.**

**NOTE:** When the WT2 is NOT activated, the WT2 Brown & Blue wires are connected so your window will work from vehicle's window switch as it did before, only now it will pass through the WT2. Once the WT2 is activated, it will disconnect the Brown wire completely and the Blue wire will have a +12 volt output.

**NOTE:** When the WT2 is NOT activated, the WT2 White & Green wires are connected so your window will work from vehicle's window switch as it did before, only now it will pass through the WT2. Once the WT2 is activated, it will disconnect the White wire completely and the Green wire will have a +12 volt output.



**B) 4, 5, or 6 WIRE REVERSE POLARITY REST AT POSITIVE TYPE SYSTEM:**

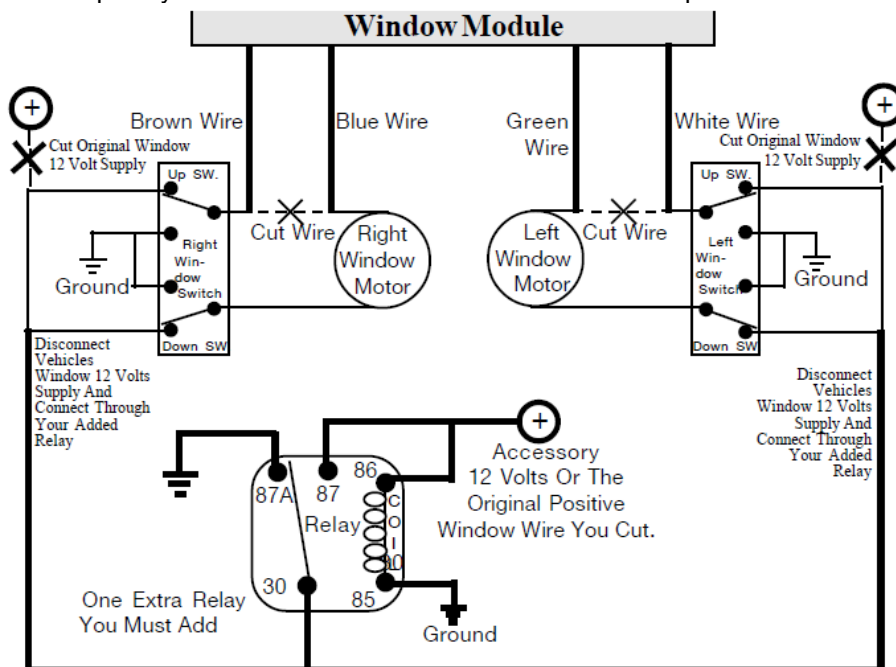
When probing with a Volt/Ohm meter you will find 12 volt power on three or four wires leading into the switch, and ground on the remaining one or two wires. Upon operating the switch, you will find that one of the 12-volt power wires you have found will disappear and ground will appear. Upon moving, the switch in the other direction another 12 volt will disappear and ground will temporarily show up. 12 volts is present all the time on two wires or sometimes on one wire if bussed internally within the switch. The remaining two ground wires will always have a ground apparent on them. Sometimes the two grounds are supplied by one wire and then bussed internally within the switch

- One or two wires have +12 volts all the time.
- One or two wires are grounded all the time.
- Two wires are 12 volts then change to ground when moving switch.

**NOTE:** When the WT2 is activated, the WT2 Blue & Green wires will have +12 volt output to roll up the window, so it must be connected to the wire going to the vehicle's window motor. **DO NOT connect WT2 Blue or Green wires to the vehicle's window switch wire because you will have a short and blow fuses or damage the WT2 when WT2 is activated.**

**NOTE:** When the WT2 is NOT activated, the WT2 Brown & Blue wires are connected so your window will work from vehicle's window switch as it did before, only now it will pass through the WT2. Once the WT2 is activated, it will disconnect the Brown wire completely and the Blue wire will have a +12 volt output.

**NOTE:** When the WT2 is NOT activated, the WT2 White & Green wires are connected so your window will work from vehicle's window switch as it did before, only now it will pass through the WT2. Once the WT2 is activated, it will disconnect the White wire completely and the Green wire will have a +12 volt output.



**C) 4 -WIRE REVERSE POLARITY REST AT NOTHING TYPE SYSTEM:**

The reversal rest at nothing system usually has four wires attached to it. Two wires bring in power and ground, and the other two wires are from the window motor windings. Internally the switch busses the power and ground to opposite sides of the upper switch. The window motor windings are connected to the center two switches poles and rest at zero potential

when in a relaxed position. If the switch is moved in the down direction, internal contacts will cause the motor windings to connect to the two upper power and ground connections. If the switch is moved in the up position, connection is made between the center pole motor winding wires and the positive and negative connection of the bottom of the switch.

- One wire has + 12 volts all the time.
- One wire has ground all the time.
- Two wires are zero potential then change to +12 volt or ground when moving switch.

**NOTE:** When the WT2 is activated, the WT2 Blue & Green wires will have +12 volts output to roll up the window, so it must be connected to the wire going to the vehicle's window motor. **DO NOT connect WT2 Blue or Green wires to the vehicle's window switch wire because you will have a short and blow fuses or damage the WT2 when WT2 is activated.**

**NOTE:** When the WT2 is NOT activated, the WT2 Brown & Blue wires are connected so your window will work from vehicle's window switch as it did before, only now it will pass through the WT2. Once the WT2 is activated, it will disconnect the Brown wire completely and the Blue wire will have a +12 volt output.

**NOTE:** When the WT2 is NOT activated, the WT2 White & Green wires are connected so your window will work from vehicle's window switch as it did before, only now it will pass through the WT2. Once the WT2 is activated, it will disconnect the White wire completely and the Green wire will have a +12 volt output.

