

MODEL: DLS

This "DLS" Door Lock Socket with optional relays plugged in, can be used to add power door lock and unlock features to any alarm system that offers a 500ma ground pulse when armed and disarmed. This "DLS" can be used in vehicles that are equipped with factory power door locks. The "DLS" will not make manual door locks automatic without the additional use of model DS-2 motor on each door to lock and unlock.

TROUBLE SHOOTING

SYMPTOM A : Relays on "DLS" don't click when you arm or dis-arm alarm.

PROBABLE CAUSE : A) Bad connection between alarm and "DLS"
B) Alarm doorlock positive or negative pulse output is blown.

SOLUTION : Replace "DLS", relays or alarm

SYMPTOM B : The doors Lock and unlock from "DLS" out of sequence with arm and dis-arming of alarm

PROBABLE CAUSE : You wired lock and unlock wires in reverse.

SOLUTION : Reverse the green and blue wires. Reverse white and brown wires if wired in circuit.

SYMPTOM C : If doors lock and unlock from door switch correctly but when alarm is armed or dis-armed the "DLS" Relays smoke or blowes fuses.

PROBABLE CAUSE : (A) You don't have the correct door lock wires.
(B) For 3 or 4-wire systems, + 12 volts or ground are backwards.
(C) For 5-wire system, lock wires or unlock wires are backwards.

SOLUTION : (A) Find the correct door lock wires.
(B) For 3 or 4 wire systems reverse connection of + 12V volts or ground on violet wire.
(C) For 5-wire systems, reverse green & white wires, if smokes or blowes fuses when alarm is armed to lock doors.
Reverse blue & brown wires if smokes or blows fuses when dis-arming alarm to unlock doors.

HOW TO IDENTIFY THE TYPE OF POWER DOOR LOCK SYSTEM YOUR VEHICLE HAS

1. Remove the drivers'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

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

A) 3-WIRE GROUNDING TYPE YSTEM:

- * One wire is grounded all the time.
- * One wire is grounded only when switch is moved to the lock position.
- * One wire is grounded only when switch is moved to the unlock position.

B) 3-WIRE + 12 VOLT TYPE SYSTEM:

- * One wire has + 12 volts all the time.
- * One wire has + 12 volts only when switch is moved to the lock position.
- * One wire has + 12 volts only when switch is moved to unlock position.

C) 4-WIRE + 12V VOLTS TYPE SYSTEM:

- * One wire has + 12 volts all the time.
- * One wire is grounded all the time.
- * One wire has + 12 volts only when switch is moved to lock position.
- * One wire has + 12 volts only when switch is moved to unlock position.

D) 5-WIRE REVERSE POLARITY TYPE SYSTEM:

- * One wire has + 12 volts all the time.
- * Two wires are grounded all the time.
- * One wire is grounded normally but will switch to + 12 volts when switch is moved to the lock position.
- * One wire is grounded normally but will switch to + 12 volts when switch is moved to the unlock position.

E) SPECIAL DOOR LOCKING SYSTEMS WITH DS-2 MOTOR:

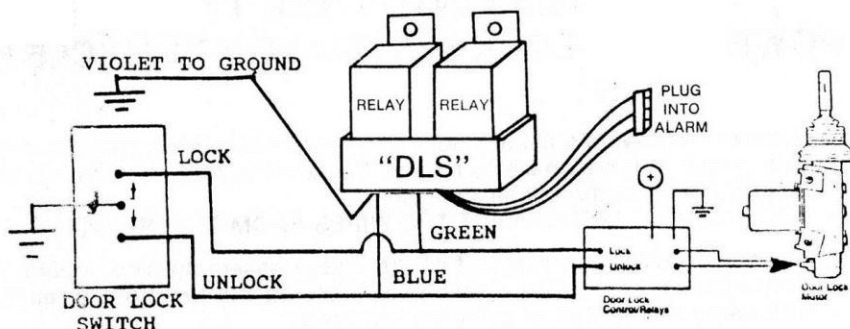
If the driver's door key unlocks & locks. All the doors and when the key is used to lock or unlock the passenger's door the driver's door remains unchanged then you need to install model# DS-2 motor to the driver's door to operate from the "DLS".

F) VACUUM DOOR LOCK SYSTEMS:

If when you lock or unlock the doors you see or hear each door locking one after the other (not all at the same time) then you should have a vacuum system and will not use this "DLS". You need to use model "DLS-V" to work your vacuum door lock system.

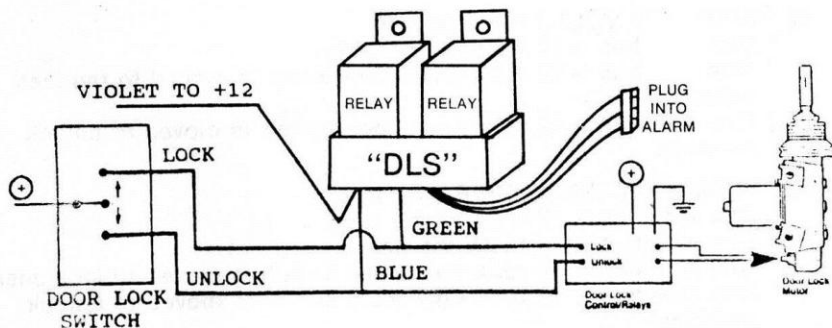
(SYSTEM A) 3-WIRE GROUNDING TYPE SYSTEM:

- 1) Connect the "DLS" VIOLET wire to GROUND.
- 2) Connect the "DLS" GREEN wire to your vehicle LOCK wire.
- 3) Connect the "DLS" BLUE wire to your vehicle UNLOCK wire.



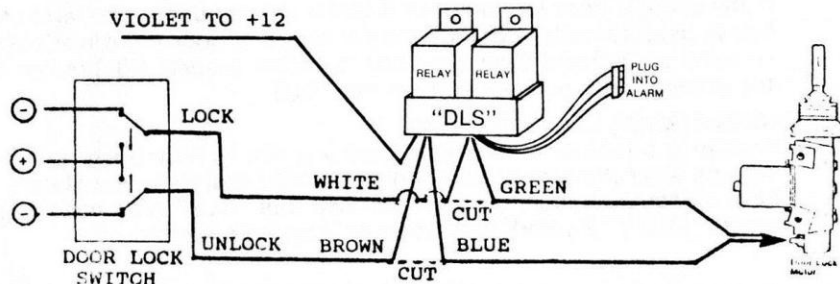
(SYSTEM B) 3-WIRE +12 VOLT TYPE SYSTEM:

- 1) Connect the "DLS" VIOLET wire to +12 all the time.
- 2) Connect the "DLS" GREEN wire to your vehicle LOCK wire.
- 3) Connect the "DLS" BLUE wire to your vehicle UNLOCK wire.



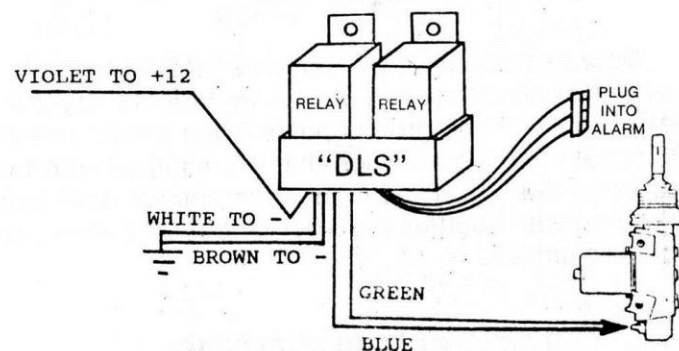
(SYSTEM C OR D) 5-WIRE REVERSE POLARITY TYPE SYSTEM:

- 1) Connect "DLS" VIOLET wire to +12 volts all the time.
- 2) Cut the LOCK and UNLOCK wires in your vehicle.
- 3) One side of the cut lock wires will have 12v when switch is moved to the lock position. Connect "DLS" WHITE wire to this wire.
- 4) Connect "DLS" GREEN wire to the remaining cut LOCK wire.
- 5) One side of the cut UNLOCK wires will have 12v when switch is moved to the UNLOCK position. Connect "DLS" BROWN wire to this wire.
- 6) Connect DM-1 BLUE wire to the remaining cut UNLOCK wire.



(SYSTEM E) SPECIAL DOOR LOCKING SYSTEMS WITH OPTIONAL DS-2 MOTOR:

- 1) Connect "DLS" VIOLET wire to +12 volts all the time.
- 2) Connect "DLS" GREEN wire to DS-2 GREEN wire.
- 3) Connect "DLS" BLUE wire to DS-2 BLUE wire.
- 4) Connect "DLS" BROWN & WHITE wires to GROUND.



(SYSTEM F) VACUUM DOOR LOCK SYSTEMS WITH "DLS-V" MODULE:

- 1) Cut the one wire that changes back and forth from +12 volts to ground as you move switch to lock and unlock.
- 2) Connect the "DLS-V" WHITE wire to the vehicle wire from switch.
- 3) Connect the "DLS-V" GREEN wire to the vehicle wire going to pump.

