

SHAVED DOOR SOLENOIDS

AUTSL35 AUTSL75
AUTSL50 AUTSL100

COMPLETE SHAVED DOOR KITS

AUTSVPRO3, AUTSVPROA3
AUTSVPRO5, AUTSVPROA5
SVPRO7, SVPROA7

ALARM KITS

AUTSVPROA3, AUTSVPROA5, SVPROA7



Autoloc Shaved Door Kits set the standard for shaved doors done right, and your kit will provide you with years of flawless operation, however the kit must be installed properly. Follow the guidelines below and all instructions on the following pages closely.



Disable Factory Lock Plunger



Mount in Dry Location

REQUIRED



Install Circuit Protection



Good Ground Required



Use High Amp Relay



Leave Slack In Cable

Disable factory lock plunger to prevent accidental lockouts.

Mount your solenoid in a DRY location. We recommend using the Autoloc Solenoid Relocation Kit (AUTSVAEX) to mount the solenoid inside the vehicle.

Mount the relay in a dry location. Only use a high-AMP approved relay. (AUTRA1000 or AUTRA8000 Relay)

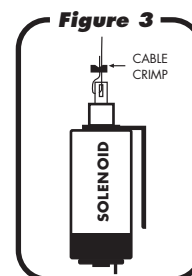
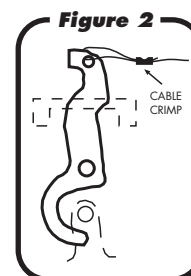
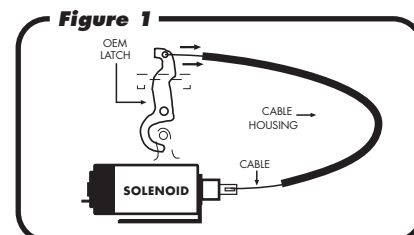
Make sure that fail safe systems are in place and operational before use.

MAKE SURE TO INSTALL CIRCUIT PROTECTION AS RECOMMENDED.

For optimal performance make sure to leave slack in the cable. Do not make the cable too tight! (3/8" to 1/2" deflection recommended)

INSTALLATION GUIDE

- Using the 2 standard screws and washers provided attach the bracket to the solenoid. Install the smaller screw and washer on the solenoid's rear terminal.
- Remove door's interior door panel and locate the factory latch. Clean and lubricate the latch.
- Using the hex bolts mount the solenoid to a clean piece of metal in a dry location. Ideally you want to mount the solenoid so you have a direct pull from the door latch to the solenoid. If you are unable to mount the solenoid with a direct pull, relocate the solenoid to a dry location. In some cases you will need to use the cable extension kit (SVAEX) to redirect the cable from the latch to the solenoid. (See Figure 1)
- Create a loop with the cable and secure with the aluminum crimp around the door latch. (See Figure 2) Run cable through door avoiding all moving parts to the solenoid.
- Run cable through the eye of the solenoid, create a loop, and secure with aluminum crimp. (See Figure 3)
NOTE: For best performance, keep a little slack in the cable.



TIPS & TRICKS for your solenoid wiring

- Pole 85 – goes to negative trigger activation wire from remote unit
- Pole 86 – goes to 12 volts constant fused at 1 amp minimum / 5 amps maximum
- Pole 87 – goes to 12 volts constant (*see below)
- Pole 87a – optional (**see below)
- Pole 30 – output to solenoid

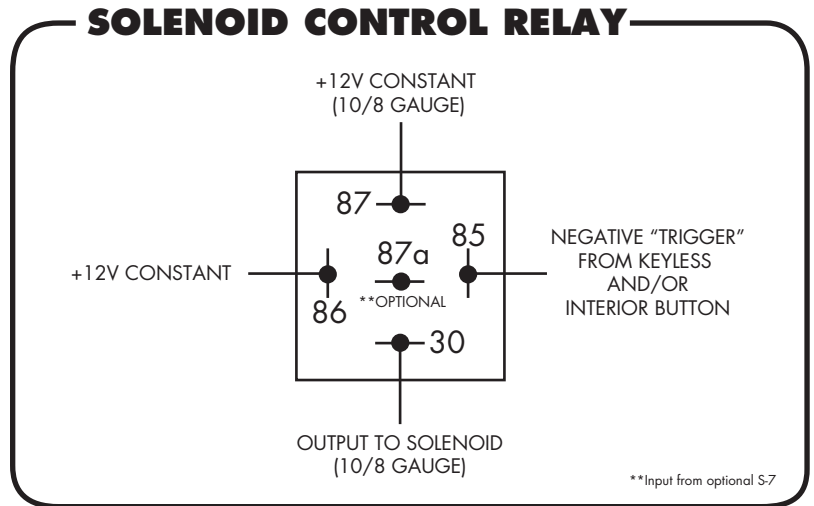
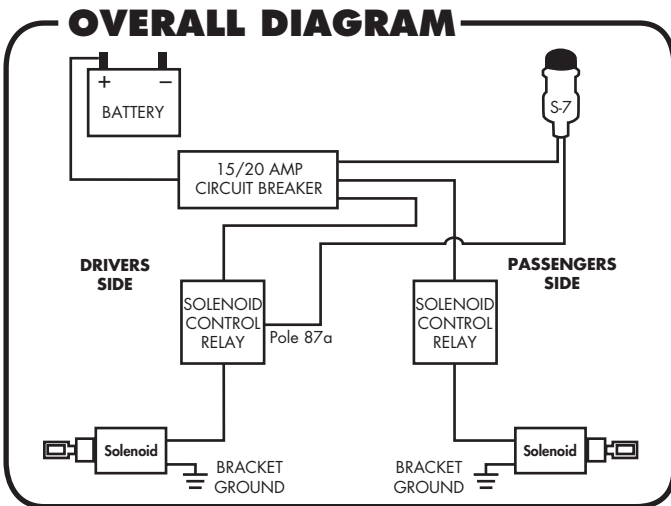
- * Directly from the battery, use 10 gauge minimum / 8 gauge maximum wire , use a 15 to 20 amp circuit breaker within 18 inches of the battery
- ** Optional input from a high current back up button (AutoLoc part number: AUTS7)
- *** Solenoid bracket should be grounded from the bracket to the kick panel area using the same size/gauge power wire as used to bring the power into the solenoid (a door is not a reliable ground point)

OPTIONAL SAFETY RELAY

Safety relay wiring (THIS DIAGRAM WILL PROHIBIT THE SOLENOIDS FROM OPERATING ANYTIME THE KEY IS IN THE ON POSITION)

- Pole 85 – connects to ground
- Pole 86 – connects to the ignition or accessory wire
- Pole 87 – not used
- Pole 87a – connects to 12 volts constant fused at 5 amps maximum
- Pole 30 – 16 gauge wiring to pole 86 of each relay (solenoid control relays)

OPTIONAL - an emergency release cable is recommended for additional fail safe security (recommended to be installed on the passenger door)
 (AutoLoc part number: AUTSVERKD)



**AUTS7 INSTRUCTIONS

From circuit breaker to one pole on AUTS7
 Second pole of AUTS7 to Pole 87a of solenoid control relay

