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## GVW-AFT-KEYLESS

### Keyless Entry Kit for Vehicles Without Factory Power Door Locks [Vanagon]

**DISCLAIMER:** This kit has been designed for easy installation. However, it does involve cutting and splicing into wiring. The installation of this kit is not within everyone's ability. Read through these instructions carefully and decide if installing it is for you. If not, please take your vehicle to an automotive electrician. Wiring errors can be troublesome and hazardous.

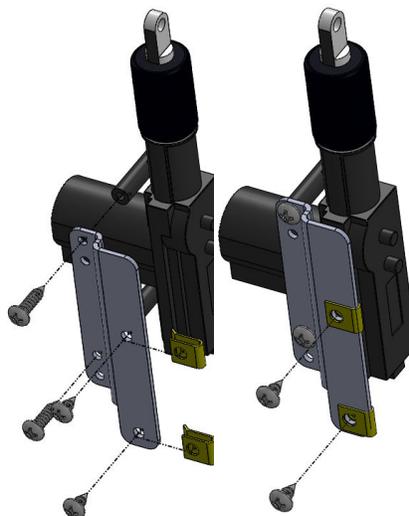
**NOTE:** These instructions describe a basic install to add keyless entry *on the front doors only*, which will operate the locks and blink the parking lights. We do not hook up or utilize many of the extra features such as shock sensors, door trigger, trunk triggers, sirens, or dome light triggers. You can refer to the unit's Installation Instructions if you want to activate any of these features, but be aware that we do not provide any advice or support on how to do it properly.

## Installation

### 1) Installing the power door lock actuators:

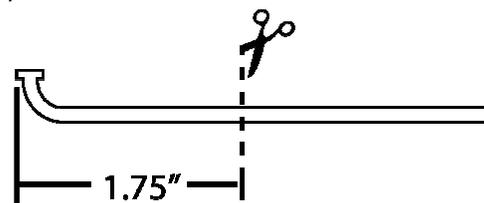
1.1) Remove the door panels from the front doors.

1.2) Locate the power door lock actuators, Brackets and associated hardware. Place the speed nut fasteners that come with the actuators onto the power door lock brackets as shown in the diagram on the right. The Actuators can also be placed on the brackets using the long screws that come with the actuators. The actuator/bracket assembly can then be mounted to the factory holes on the door using the short #10 sheet metal screws included in this kit.



*Note: The brackets include high and low mounting hole locations for the power door lock actuator. Choose the location that clears your door latch bar appropriately.*

1.3) Locate the actuator bar included with the actuators. Cut the bar as shown in the diagram to the right. Bolt cutters do a good job of this.



1.4) This cut actuator bar will be used to attach the actuator to the factory door lock bar (the one that you push and pull to lock and unlock the door). To accomplish this you will need to pass the bar through the eyelet in the top of the actuator and install the actuator clamp pictured on the right. The actuator bar will pass through the through-hole in the clamp. The "C" shaped side of this clamp will be used to clamp to the factory door lock bar. Thread the small golden machine screws that are included with the actuators to lock the clamp onto each bar. Make sure that both the actuator and the door lock are in the same position when tightening (Both down or both up). An example picture is shown to the right.

**Helpful Hint:** This clamp can be difficult to install. Drilling an optional 1/2" hole in the door as pictured to the right can make accessing the clamp to insert the machine screw much easier. This hole will be hidden by the door panel.

Leave the door locks in place; they will be wired in later.



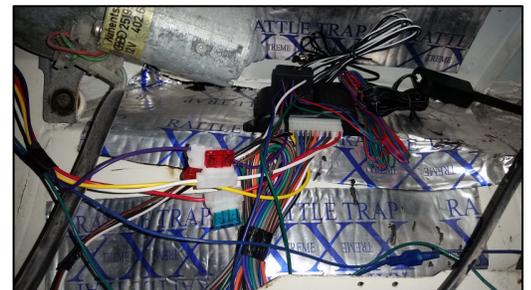


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- 2) **Preparing the Control Unit:** Next, get the control unit tidied up and ready for installation (wiring diagram located on last page). **Please refer to the wiring diagram during this installation.**
- 2.1) Cut or secure out of the way the following wires on the 14-pin main control unit harness, as they are not needed: green, violet, gray, blue, black/white, brown/white, orange, white/red, blue/white, and brown. The only wires that **will be** needed are the black (chassis ground), yellow (switched ignition), white (parking lights), and red (12V power).
- 2.2) Plug in the relay module using the 3-pin door lock plug (blue, red, and green wires). Using a small piece of the supplied velcro, attach the Relay Module to the top of the Control Unit.
- 2.3) The BROWN and WHITE wire from the Relay Module will need to be connected to the BLACK wire from the Control Unit using the supplied eyelet. Use the larger diameter shrink tubing to insulate the crimped portion of the eyelet. This eyelet will be used to ground the system.
- 2.4) Plug in the Valet/Program Button and the Status LED.
- 2.5) Using one of the uninsulated butt connectors crimp the RED wire from the Control Unit and the VIOLET wire from the Relay Module together on one side of the butt connector. Find the RED wire length that comes with this kit. Connect the red wire length to the other side of the Butt Connector and cover the butt connector with a 1" piece of the small shrink tubing.
- 2.6) Find the YELLOW wire length that comes with this kit. Extend the YELLOW wire on the control unit by connecting it to the YELLOW wire on the control unit using an uninsulated butt connector and 1" piece of the small shrink tubing.
- 2.7) Find the WHITE wire length that comes with this kit. Extend the WHITE wire on the control unit by connecting it to the WHITE wire on the control unit using an uninsulated butt connector and 1" piece of the small shrink tubing.
- 2.8) Remove the Vanagon glove box. Using the supplied velcro, mount the power door lock control box behind the glove box. A picture of this is shown to the right. *Note: the picture to the right was taken with the dash removed. The dash does not need to be removed for installation.*



3) **Connecting the wiring to your vehicle.** **Please refer to the wiring diagram during this installation.**

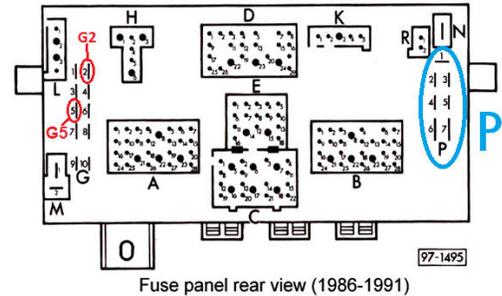
- 3.1) The keyless entry white wire flashes the exterior marker lights whenever the system is remotely activated. Using the T-tap connector and a male spade terminal, connect the WHITE wire from step 2.7 to either one of the gray wires coming off the back of the headlight switch. You will have to remove the plastic cover over the instrument housing to access the back of the headlight switch.



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3.2) The keyless entry YELLOW wire from step 2.5 is for ignition "ON" signal input. This wire can be connected to either Pin G2 or G5 on the back of the fuse box using one of the blue female spade connectors included. A diagram showing these pins is provided on the right. Remember that the diagram is facing the REAR of the fuse panel. For early vans with ceramic fuses, plug the female spade onto an open fitting at the TOP of fuse 10 on the back of the fuse panel. Alternatively, another ignition "ON" 12v+ source of choice can be used if preferred.



3.3) The keyless entry RED wire from step 2.4 is for a constant 12V+ input. This wire can be connected to any P-Terminal Pin on the back of the fuse box using one of the blue female spade connectors included. A diagram showing these pins is provided above. Remember that the diagram is facing the REAR of the fuse panel. For early vans with ceramic fuses, plug the female spade onto any open fitting at the TOP of fuse 9 on the back of the fuse panel. Alternatively, another constant 12v+ source of choice can be used if preferred.

3.4) The eyelet from step 2.3 will need to be attached to body ground. Using one of the screws that hold the glove box hinge to the body is a great place to ground the unit.



3.5) The antenna needs to be connected for the system to work. You can experiment with locations for the antenna, either under the dash, or attached to the windshield. For the greatest range, attaching it at the top edge of the windshield is recommended.

3.6) The LED is activated when the vehicle is locked as a "fake" alarm system indicator. The programming switch is needed to make changes to the way the system works. The programming switch and LED do not **have** to be mounted (this is optional). You will need them to program the system, and then you can just stuff them away if you don't want them visible, or mount them in a location of your choosing.

3.7) **Pay close attention to the diagram on the last page for this step:** Use the BLUE and GREEN wires supplied with this kit to wire the door actuators to the control unit. The round, red snap plug terminals will be used to mate these wires to the actuators. After running the wires through the door hinge grommet into the van, cut the wires off so that about 6" sticks into the dash. Use quick connects to connect the door actuator wires to the larger Blue and Green wires on the Relay Module according to the diagram on the last page.

### Programming

1. Program the transmitters (key fobs) as detailed in the unit's installation instructions.
2. There are numerous programming options that are detailed in the Option Programming section of the unit's installation instructions. To turn off the alarm portion of this system (to have keyless entry only) Option number 18 will need to be changed to number 3 (keyless entry).

Enjoy your new key fob system!

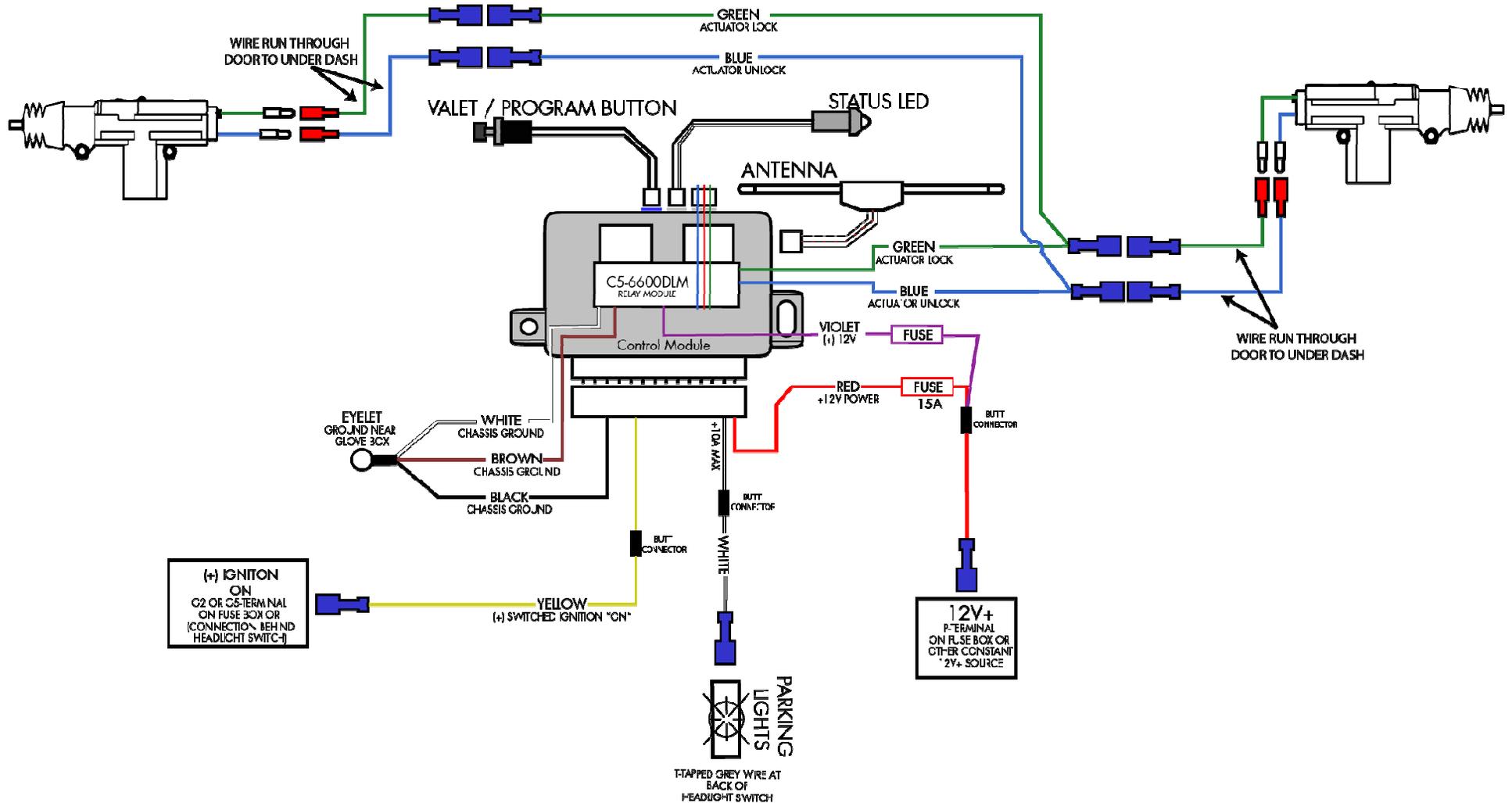


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### WIRING DIAGRAM



\* This diagram illustrates how GoWesty recommends setting up the system as indicated in our instructions. The wires not pictured are ones that we do not use, but can be integrated using the unit's instructions for guidance. We do not support any of these options, nor do we provide any advice or troubleshooting for these options. If you wish to utilize them, it is up to you to figure it out!