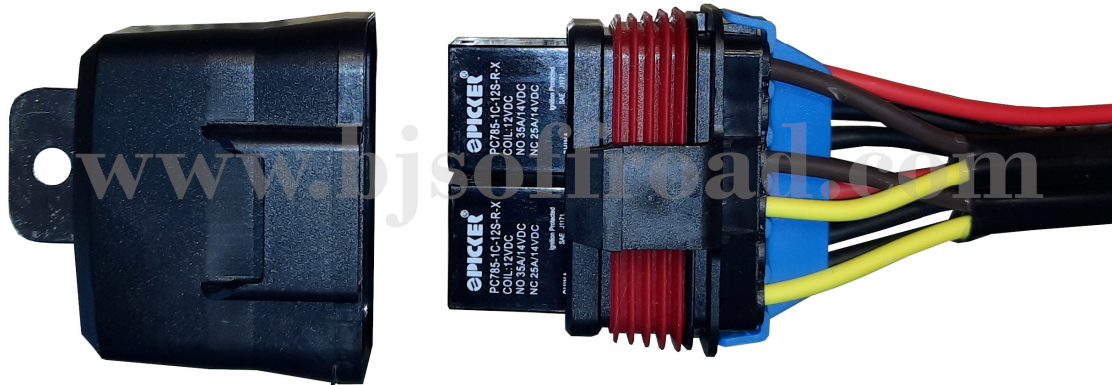




Door Lock Relay Kit Instructions



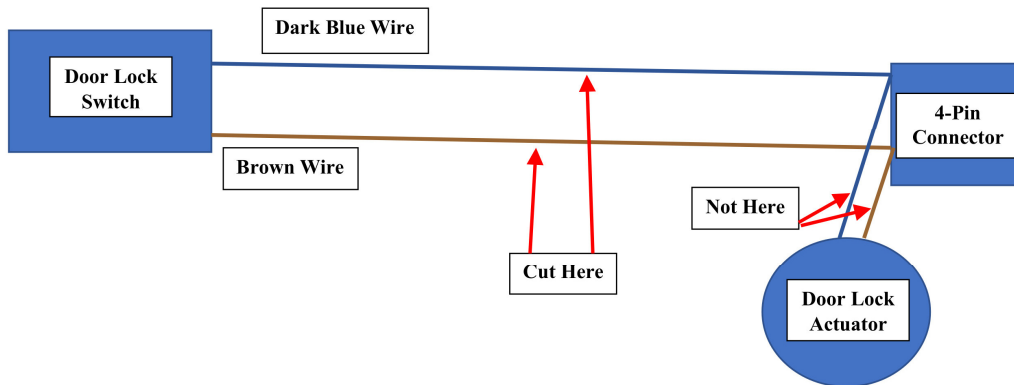
Notes:

1. Note: please read through all instructions prior to removing or installing any part. If you do not feel comfortable with the instructions or in your ability to install or modify your vehicle, please take to a reputable mechanic to have them perform the installation. BJ's Off-Road can not and will not determine your ability to install this kit, and the extent of our warranty and liability only cover the components of this kit, and do not cover improper installation, abuse, neglect, labor rates, etc. Contact us with any questions prior to installation.

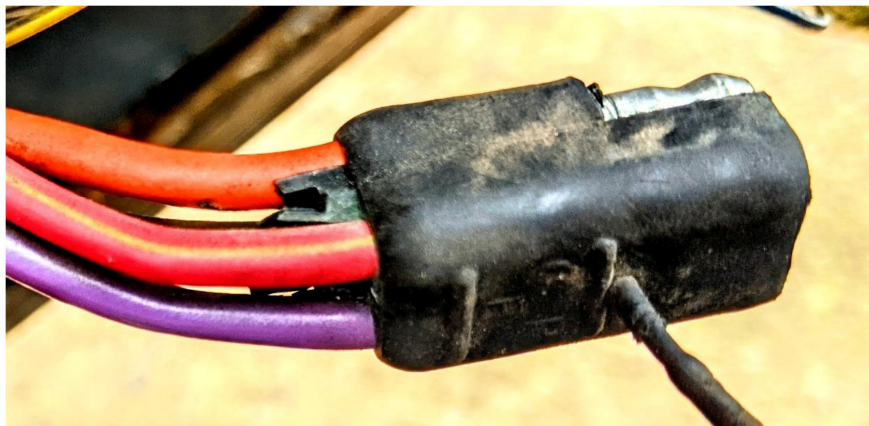


It is best to unplug your battery cables before beginning this procedure to reduce the chance of getting shocked or short anything out. This is also a good opportunity to inspect the condition of all of your switches and wires in the door shell, clean any switches or wire terminals and check the condition of the connectors that feed the switches and clean them if needed. It is also a good time to check the condition of your door lock spring and actuator as needed. This is recommended, because if these are bad, they can also impede your door lock function. Do not do anything stated above that you do not feel comfortable doing.

1. For the power wire you will use the T-tap that is crimped, and heat shrunk at the end of the red wire. The yellow piece will pull off to make it easier if you need to. Just make sure to plug it back in after you take it off and while doing so, make sure the spade goes into the socket end. You can use a set of pliers or your fingers and gently put pressure on the connector until it clamps and locks in place over the wire. You should hear it click into place. On the front passenger's side door there should be a 4-wire square molded plug. You will tap into the wire that is coming from the cab, not the switch that is identified in the power wire color diagram. This wire should be a constant 12 volt wire, not a switched 12 volt wire.
2. You will cut the brown and blue wires in the best place for you, depending on where you locate the relay holder. You will use the provided pigtailed and heat shrink butt splices provided. You will follow the pinout diagram on where these wires go.
3. We recommend you check for continuity to a known good ground area inside the cab, to verify where you are hooking your ground wire to, is a good ground. Use what you feel is appropriate and clean the area before installing the ground wire if necessary. There is a 1/4" ring terminal installed for the door ground wires, so you could use an existing bolt and not have to drill any holes if that is what you choose to do. Mount your relay holder in a spot of your choosing. Make sure the relay holder and all wiring is secured and away from any moving parts. Secure your battery cables back to your battery and verify everything is working properly.



Example of 4 Pin Square Molded Connector



Pinout Diagram

| Power Door Locks | | | | | |
|--|-----------------|----------------------------|-----------------------------|-----------------|---------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 30 | Plug | 86 | 30 | Plug | 86 |
| Yellow to Door Lock Actuator | N/A | Yellow to Door Lock Switch | Brown to Door Lock Actuator | N/A | Brown to Door Lock Switch |
| <i>Note: All connections are made in passenger side door</i> | | | | | |
| 7 | 8 | 9 | 10 | 11 | 12 |
| 85 | 87A | 87 | 85 | 87A | 87 |
| Black to Ground | Black to Ground | Red to Constant Power | Black to Ground | Black to Ground | Red to Constant Power |



| Year | Tailgate (Constant Power) | Front Driver Win. (Switched Power) | Front Passenger Win. (Switched Power) | Rear Driver Win. (Switched Power) | Rear Passenger Win. (Switched Power) | Door Lock (Constant Power) |
|------|------------------------------|---------------------------------------|--|--------------------------------------|---|-------------------------------|
| 1991 | Red w/Tr | Red | Violet | Red | Violet | Red w/Tr |
| 1990 | Red w/Tr | Red | Violet | Red | Violet | Red w/Tr |
| 1989 | Red w/Tr | Red | Violet | Red | Violet | Red w/Tr |
| 1988 | Violet w/Tr | Violet | Violet | Red | Red | Red w/Tr |
| 1987 | Orange | Violet | Violet | Red | Red | Red w/Tr |
| 1986 | Orange | Violet | Violet | Red | Red | Red w/Tr |
| 1985 | Orange | Red | Red | Red | Red | Red w/Tr |
| 1984 | Orange | Red | Red | Red | Red | Red w/Tr |
| 1983 | Orange | Red | Red | Red | Red | Red w/Tr |
| 1982 | Orange | Red | Red | Red | Red | Red w/Tr |
| 1981 | Orange | Red | Red | Red | Red | Red w/Tr |
| 1980 | Orange | Red | Red | Red | Red | Red w/Tr |
| 1979 | Red w/Tr | | | | | |
| 1978 | Red | | | | | |
| 1977 | Red | | | | | |
| 1976 | Red | | | | | |
| 1975 | Red or Red w Tr | | | | | |
| 1974 | Red w/Tr | | | | | |
| 1973 | Red w/Tr | | | | | |