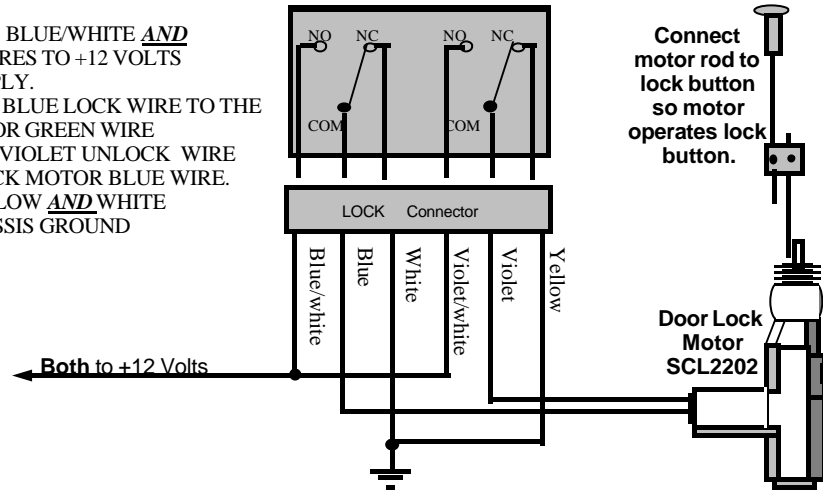


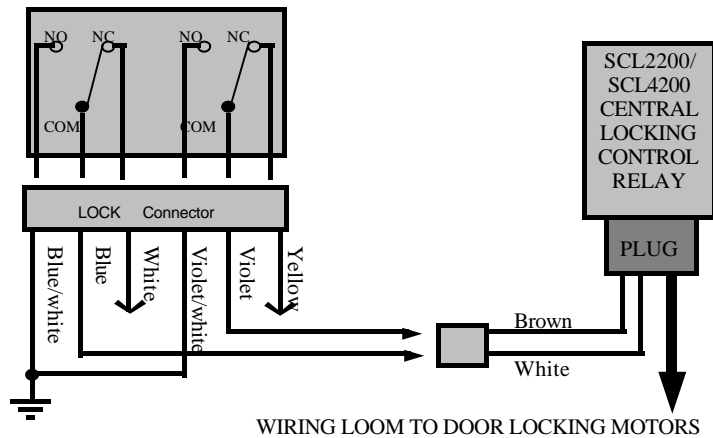
SYSTEM (E): DOOR LOCKING SYSTEMS USING *MicroSCAN* SCL2202 MOTOR

- 1): CONNECT THE BLUE/WHITE AND VIOLET/WHITE WIRES TO +12 VOLTS PERMANENT SUPPLY.
- 2): CONNECT THE BLUE LOCK WIRE TO THE DOOR LOCK MOTOR GREEN WIRE
- 3): CONNECT THE VIOLET UNLOCK WIRE TO THE DOOR LOCK MOTOR BLUE WIRE.
- 4): CONNECT YELLOW AND WHITE WIRES TO CHASSIS GROUND

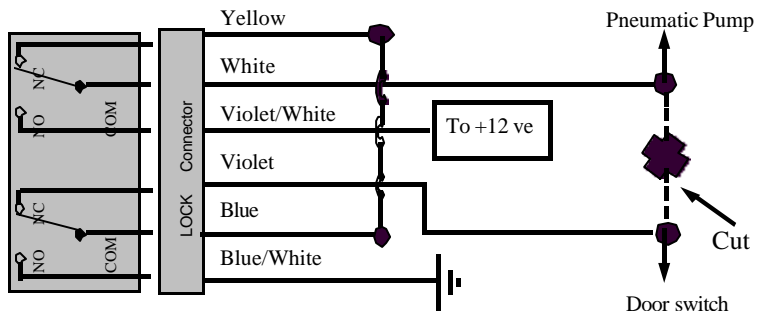


CONNECTING AN0012 INTERFACE TO *MicroSCAN* SCL2200 OR SCL4200 TWO OR FOUR DOOR CENTRAL LOCKING KIT

THE SCL2200 AND SCL4200 ARE BOTH OPERATED BY A NEGATIVE GROUND PULSE TO THE SPARE BROWN AND WHITE WIRES FROM THE CENTRAL LOCKING CONTROL RELAY SOCKET. CONNECT THE VIOLET WIRE FROM THE INTERFACE TO THE BROWN WIRE AS SHOWN AND THE INTERFACE BLUE WIRE TO THE WHITE. DO NOT CONNECT THE WHITE AND YELLOW WIRES, TAPE THEM OFF INDIVIDUALLY TO PREVENT THE POSSIBILITY OF A SHORT CIRCUIT



SYSTEM : G - PNEUMATIC/VACUUM SYSTEMS



Most early VW's, Audi and Mercedes Benz vehicles Vacuum System - Typically Audi, early VW and Mercedes Benz. Connect the interface as shown in the diagram - **The wire between the door lock switch and the vacuum pump must be CUT.**

MicroS/C/A/N/ SECURITY PRODUCTS

CENTRAL LOCKING INTERFACE - MODEL AN0012

This Interface can be used to add automatic remote controlled locking/unlocking to vehicles already fitted with central locking and having an Alarm System offering a 500mA grounded wire when armed. Vehicles without central locking but with push button type interior door locks can be made automatic with the addition of our Model SCL2200 (2 door) or SCL4200 (4 door) central door locking kit and this interface.

HOW TO IDENTIFY THE TYPE OF CENTRAL LOCKING SYSTEM YOUR VEHICLE HAS.

NB: SPECIAL DOOR LOCKING SYSTEM NEEDING SCL2202 MOTOR

1. If the door key locks and unlocks all the doors from the driver's side but when the key is used in the passenger door, it only locks and unlocks the passenger door and not the others, then you need to install a central locking motor model SCL2202 in the driver's door. (See diagram (E) for installation and connection instructions).
2. VACUUM DOOR LOCK SYSTEMS
If, when you lock or unlock the doors, you see or hear the doors lock/unlock one after another (not all at the same time) then you have a vacuum system which will need to wire the interface as it is shown in diagram G. If the complete system does not lock from the front passenger door, you will need to fit the central locking motor model No. SCL2202 as per diagram E using this AN0012 interface.
3. Without disconnecting the wires, remove the master door lock switch assembly from either the driver's door panel or the centre console.
4. Examine the wires coming from the switch assembly. You should find it follows one of the following conventions. Check the function of each wire using a 12V test light or multi-meter.

(A) 3-WIRE GROUNDING TYPE SYSTEM

- 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 +12V TYPE SYSTEM

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

(C) 4-WIRE +12V TYPE SYSTEM

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

(D) 5-WIRE REVERSE POLARITY TYPE SYSTEM

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

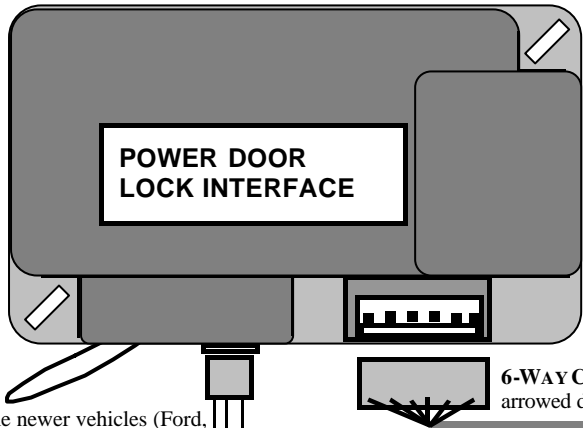
PERFORMANCE PRODUCTS LTD

advanced TECHNOLOGY

Cleaver House, 8 Boughton, Chester, CH3 5AG. Tel:-01244 321300. Fax:-01244 343370. HELPLINE:-01244 321700
(Mon - Fri 10am till 4.30pm)

BASIC CONNECTIONS COMMON TO ALL INSTALLATIONS.

DO NOT USE Scotchlock connectors for this installation. We strongly recommend the use of SOLDERED HEATSHRINK INSULATED CONNECTORS



Some newer vehicles (Ford, Vauxhall) require a longer pulse to operate the central locking. If this is so (Consult your dealer) then cut this green looped wire to obtain a 3.6 second pulse instead of 0.6 seconds.

6-WAY CONNECTOR: Connect as per one of the arrowed diagrams. (Also see back page).

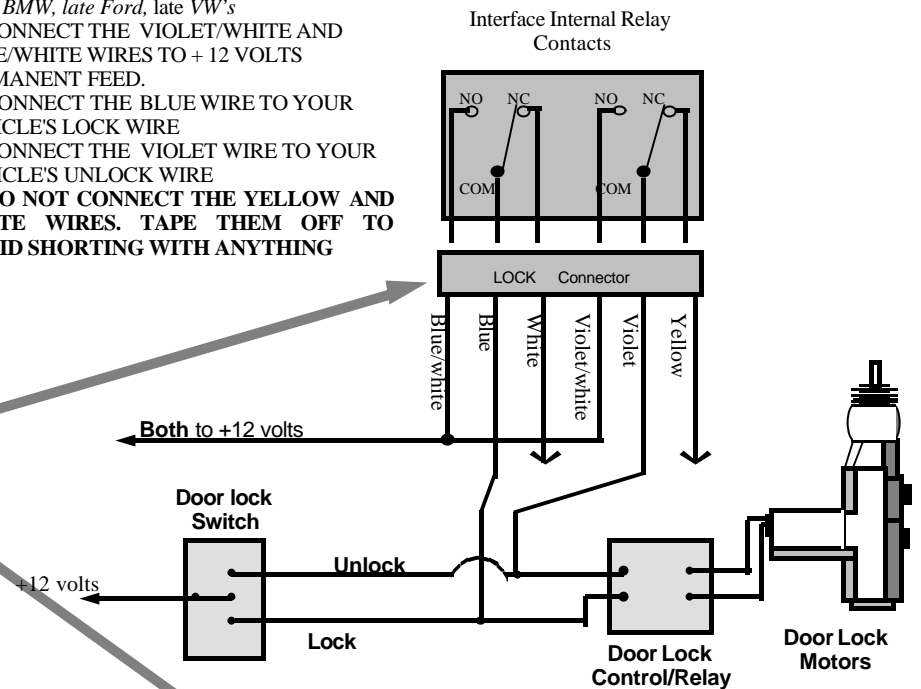
3-WAY CONNECTOR SOCKET

- Red: Connect to permanent +12 volts
- Black: Connect to good chassis Ground
- Black/white: Connect to alarm 's negative when armed output.
- MicroSCAN 200 series - **Yellow wire**
- 300 series - **Orange wire**

SYSTEM (B): 3 WIRE POSITIVE TYPE SYSTEM

Most BMW, late Ford, late VW's

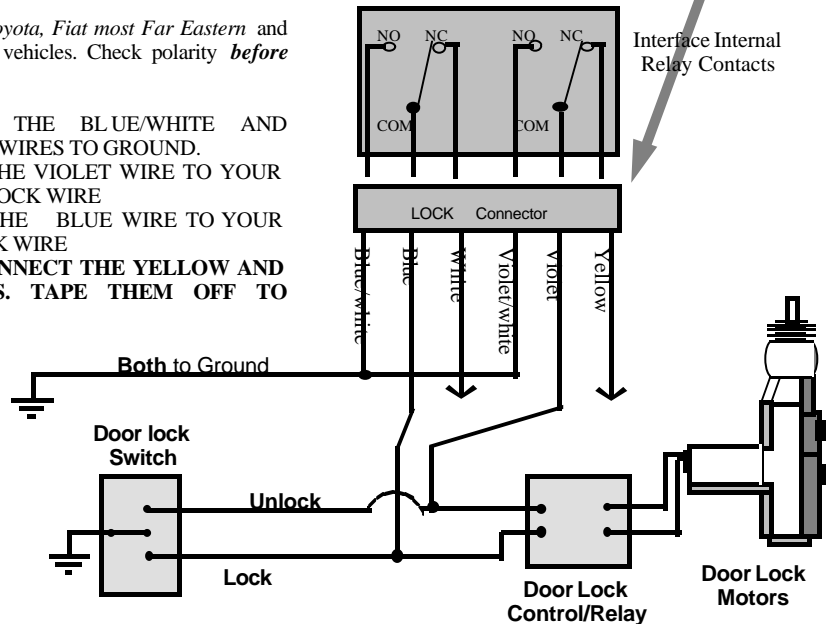
- 1): CONNECT THE VIOLET/WHITE AND BLUE/WHITE WIRES TO + 12 VOLTS PERMANENT FEED.
- 2): CONNECT THE BLUE WIRE TO YOUR VEHICLE'S LOCK WIRE
- 3): CONNECT THE VIOLET WIRE TO YOUR VEHICLE'S UNLOCK WIRE
- 4): **DO NOT CONNECT THE YELLOW AND WHITE WIRES. TAPE THEM OFF TO AVOID SHORTING WITH ANYTHING**



SYSTEM (A): 3 - WIRE NEGATIVE TYPE SYSTEM

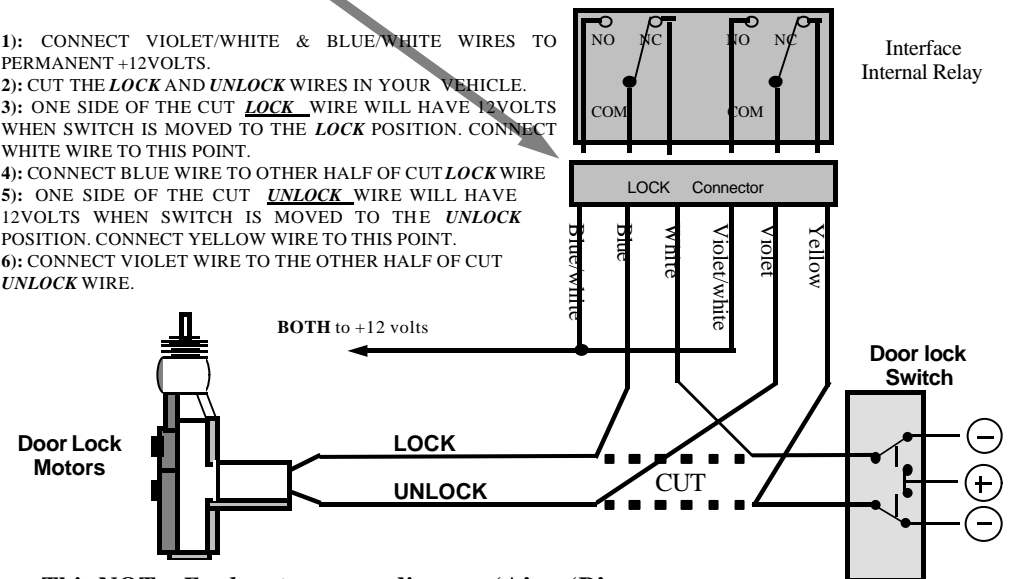
Most Vauxhall, Toyota, Fiat most Far Eastern and some early Ford vehicles. Check polarity *before* connecting.

- 1): CONNECT THE BLUE/WHITE AND VIOLET/WHITE WIRES TO GROUND.
- 2): CONNECT THE VIOLET WIRE TO YOUR VEHICLE'S UNLOCK WIRE
- 3): CONNECT THE BLUE WIRE TO YOUR VEHICLE'S LOCK WIRE
- 4): **DO NOT CONNECT THE YELLOW AND WHITE WIRES. TAPE THEM OFF TO**



SYSTEM (C or D): 4/5 WIRE REVERSE POLARITY TYPE SYSTEM

- 1): CONNECT VIOLET/WHITE & BLUE/WHITE WIRES TO PERMANENT +12VOLTS.
- 2): CUT THE **LOCK** AND **UNLOCK** WIRES IN YOUR VEHICLE.
- 3): ONE SIDE OF THE CUT **LOCK** WIRE WILL HAVE 12VOLTS WHEN SWITCH IS MOVED TO THE **LOCK** POSITION. CONNECT WHITE WIRE TO THIS POINT.
- 4): CONNECT BLUE WIRE TO OTHER HALF OF CUT **LOCK** WIRE
- 5): ONE SIDE OF THE CUT **UNLOCK** WIRE WILL HAVE 12VOLTS WHEN SWITCH IS MOVED TO THE **UNLOCK** POSITION. CONNECT YELLOW WIRE TO THIS POINT.
- 6): CONNECT VIOLET WIRE TO THE OTHER HALF OF CUT **UNLOCK** WIRE.



This NOT a Ford system—use diagram 'A' or 'B'