

1955-72 POWER DOOR LOCK KIT INSTALLATION



Randy Irwin - Technical Writer

Randy has been involved in the Chevy parts business for over 25 years. He is a wizard at creating, making and modifying custom parts for Chevys.

Can you even buy a car anymore without power door locks? It's gotten to be second nature to just push a button on your key fob to open the doors or pop the trunk. Remember when you had to actually stick the key in the door or trunk lock and turn it? That's all gone now along with the dinosaurs it seems. There are several door and trunk lock kits on the market and many of the kits are really over-engineered to be used on early model cars. The Electric-Life kit from CCI is just perfect for either a two or four-door car and can be used with a power trunk lock kit if you have one. The electric door lock actuators are easy to wire up and mount to the inner door skins. There are safety features built into the kit so you can be sure that you and the car will be safe.



35-202



35-203



35-201



35-78

Parts Needed:

		Catalog price	Member price
35-202	Power Door Lock Kit (2-Door)	\$199.99	\$189.99 kit
35-203	Power Door Lock Kit (4-Door)	239.99	227.99 kit
35-201	Power Trunk Release Kit	129.99	123.49 kit
35-78	Door Wire Conduits	49.99	47.49 pr.

To order parts call 1-800-456-1957 or visit ClassicChevy.com

Tools Needed:

Philips Screwdriver
Drill And 3/16" Drill Bit
Pliers
Cutters

Time Frame:

3 Hours

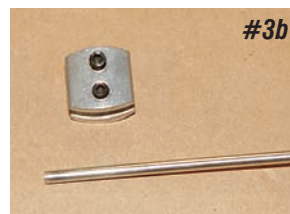
Photo #1: The door lock mechanism is part of the door latch mechanism located at the rear of each door. The door lock knob is screwed onto a solid rod that is attached to the door lock mechanism. When pulled up, the rod unlocks the door and when pushed down it locks the door.



Photo #2: The door lock actuators are a simple push/pull motor that attach to the inner door skin and when activated, will lock and unlock the doors.



#3a

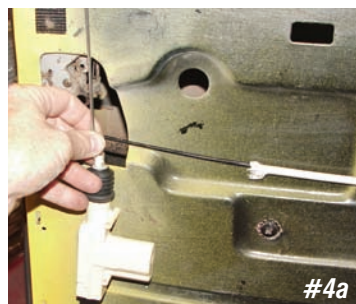


#3b

Photo #3a & 3b & 3c: The rod on the door lock actuator is connected to the stock door lock mechanism rod with an aluminum coupler. The coupler has set screws to anchor the two rods together.



#3c



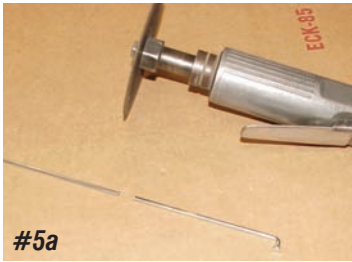
#4a



#4b

Photo #4a & 4b: The door lock actuator mounts to the inside of the inner door skin. Make sure the door glass clears the actuator when the glass is rolled up and down. The actuator rod may be bent by hand to connect to the stock door lock rod

if necessary. Hold the actuator and rod in place so that the actuator rod is lined up with the stock door lock rod and mark the door where the two actuator mounting holes will need to be drilled. Drill two 3/16" holes in the inner door skin, making sure the door glass is clear of where you are drilling.



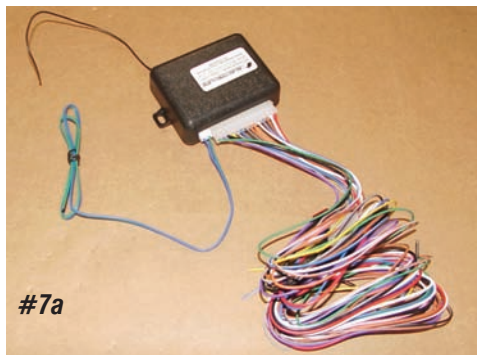
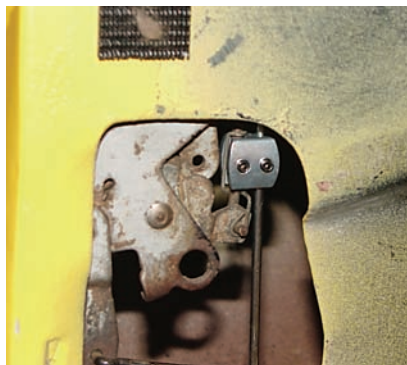
#5a



#5b

Photo #5a & 5b: With the ram in the door lock actuator retracted and the door lock mechanism in the locked position, measure and cut the new actuator rod. The rod can be cut with a hack saw, a cut-off wheel or heavy cutters.

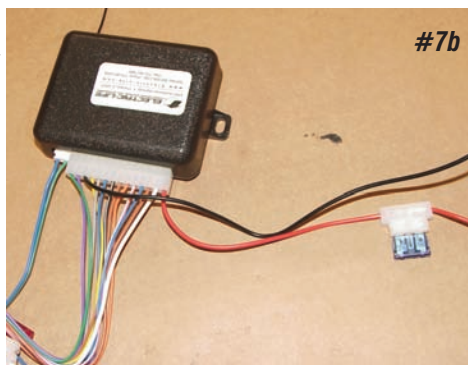
Photo #6: Using the supplied coupler, connect the rod from the actuator to the door lock mechanism rod. With the two rods connected, manually lock and unlock the door to make sure there is no bind in the shaft movement.



#7a

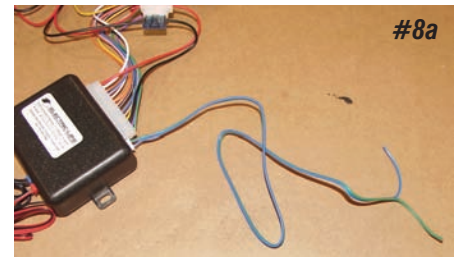
Photo #7a & 7b: Before doing any wiring, disconnect the (-) negative battery cable. The transmitter box will need to be mounted under the dash clear of the heater box or

AC unit. The transmitter box has a 3" long BLACK wire. This is the antenna wire and will not be connected to anything. Do not cut the antenna wire. The RED fused wire needs to be connected to a constant 12-volt source (not ignition-on 12 volts). The solid BLACK wire needs to be connected to a good body ground.

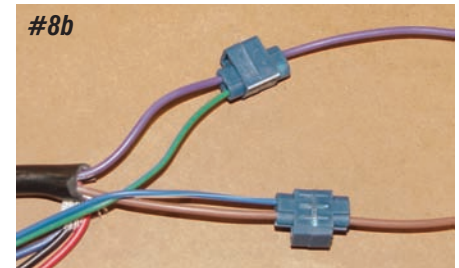


#7b

Photo #8a & 8b: The GREEN and BLUE wires on the separate white jack need to be connected to the PURPLE and BROWN wires on the door lock control module.



#8a

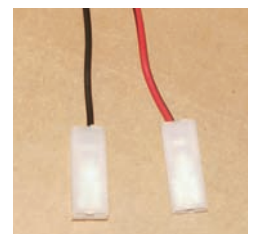


#8b

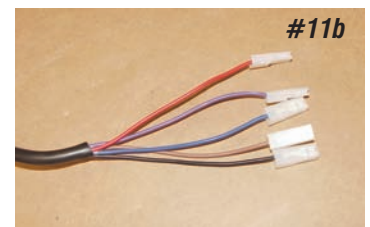


Photo #9: The control module has a pre-wired harness that will plug into the module and connect to the door lock actuators.

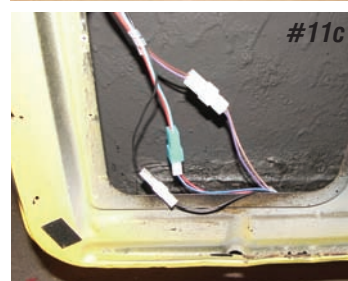
Photo #10: The RED wire with the female spade connector on the door lock control module needs to be connected to a constant 12-volt power source. The BLACK wire with the female spade connector should be connected to a good body ground.



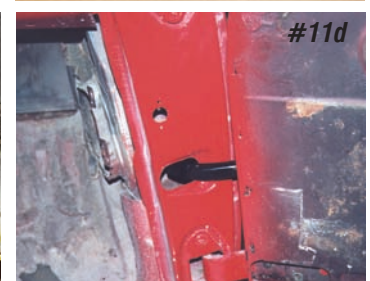
#11a



#11b



#11c



#11d

Photo #11a & 11b & 11c 11d: The RED, PURPLE, BLACK, BLUE and BROWN wires will connect to the left and right door lock actuators. Install the supplied female spade connectors onto the ends of the wires, route the wires to the two door lock actuators and plug the wires into the corresponding colors on the actuators. The factory door wire conduits **P/N 35-78** work great to route the wires from the cowl to the doors. These conduits do require cutting and drilling. If you don't wish to cut or drill your doors or cowl, consider using the door hinges with hidden wiring **P/N 54-134**.

Photo #12: There are twelve remaining wires on the transmitter box. The YELLOW wire should connect to a key-on power source. The BLACK/WHITE wire connects to the door jamb switches. The remaining wires from the transmitter can be connected (if you desire) to the horns, headlights and even a siren that will flash/chirp for a second when the doors are locked or unlocked, which is another great feature. If the car has an electric trunk release, like our **P/N 35-201**, follow the wiring diagram in the owner's manual to be able to remotely open the trunk.

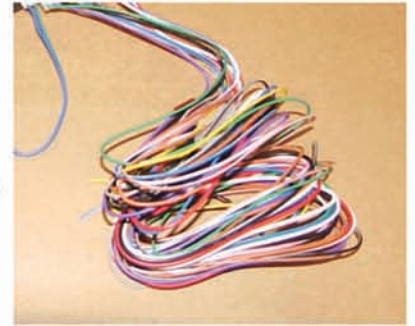



Photo #13: The key fob has four buttons: an "UN-LOCK" button, a "LOCK" button, a "TRUNK UN-

LOCK" button and a red "PANIC" button. With all the wiring completed, reconnect the negative battery cable and test the system. If the control module hums there is a bad ground somewhere in the system. Go through each function and be certain everything works properly before installing the door panels. Good luck! 

CHEVYS ON THE WEB

This neat '58 Del Ray 2-door sedan was a nearly rust-free southern car that had received some nice custom updates and could have been bought "Buy-It-Now" in July for just \$16,900. What a way to celebrate the 50th of the '58!

