

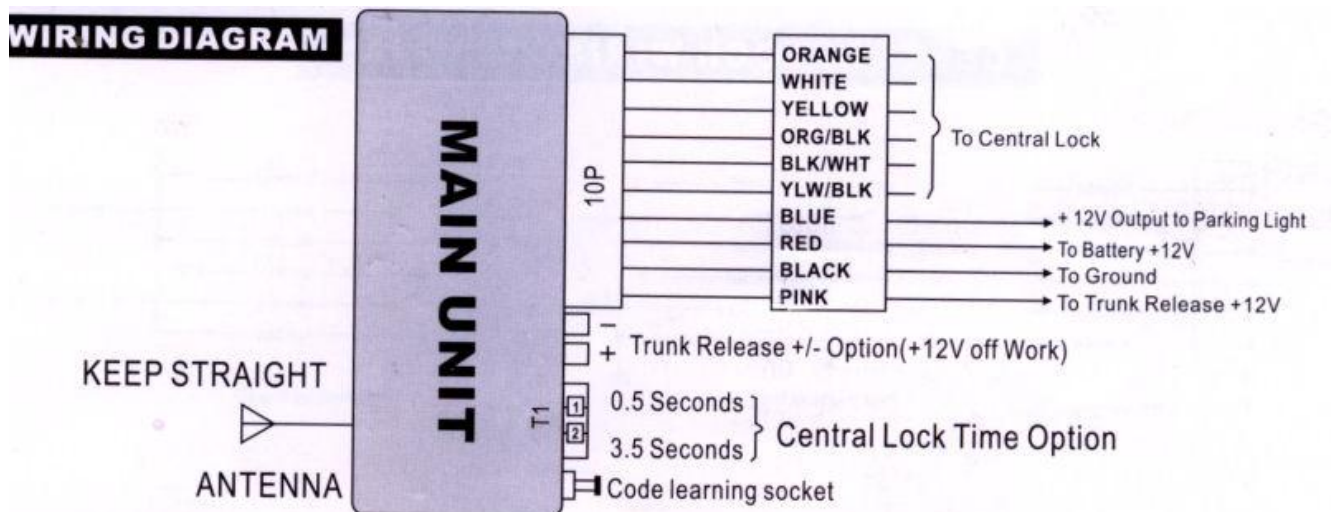
## HOW TO FIT A KEYLESS ENTRY SYSTEM

THE KITS ARE WIDELY AVAILABLE TO BUY FROM THE INTERNET AND OTHER GOOD STOCKISTS

HERE IS AN IDEA OF WHAT YOU SHOULD RECIEVE IN YOUR KIT.



PLUS WIRING DIAGRAM



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## CENTRAL LOCK WIRING DIAGRAM

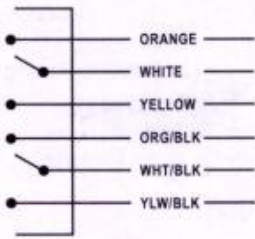


Fig1. Car Alarm Out-port

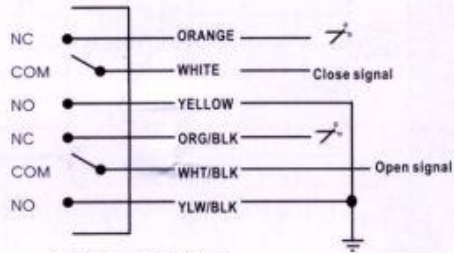


Fig2. Negative Trigger

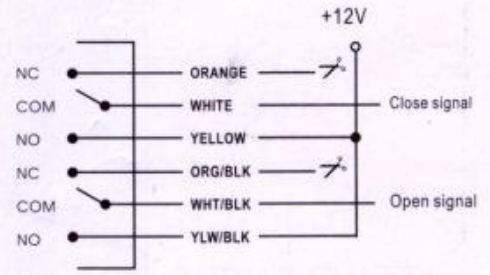


Fig3. Positive Trigger

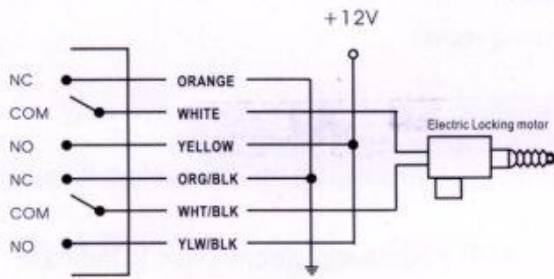


Fig4. Positive/Negative Trigger

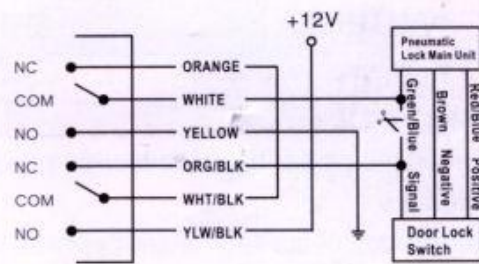


Fig5 Pneumatic Lock

Notice: Pneumatic lock must be set to the 3.5 seconds mode.

Technical Parameter: Working voltage: DC 12V; Static current: 15~20mA; Output current: Parking light 5A; Working frequency: 315/433MHz

P/N 806C CDY-020304

**THE FTO USES A NEGATIVE TRIGGER CENTRAL LOCKING SYSTEM.**

## **TOOLS AND EQUIPMENT REQUIRED**

KEYLESS ENTRY UNIT (£30 FROM EBAY)  
PHILLIPS SCREWDRIVER  
WIRE STRIPPERS  
WIRE CRIMPERS  
WIRE CUTTERS  
ELECTRICAL INSULATION TAPE  
VARIOUS CRIMP CONNECTORS  
10MM SOCKET & WRENCH, OR 10MM SPANNER  
ABOUT AN HOUR OF YOUR SPARE TIME

1. WE NEED TO PREPARE THE LOOM THAT CAME WITH THE KEYLESS ENTRY SYSTEM.

A) WE DO NOT NEED EITHER OF THE ORANGE WIRES, AS THESE ARE USED FOR POSITIVE/NEGATIVE TRIGGER SYSTEMS, OR PNEUMATIC CENTRAL LOCKING. YOU CAN CUT THESE IF YOU LIKE, I JUST COILED THEM UP. MAKE SURE YOU TAPE THE ENDS OF THESE WIRES.

B) STRIP THE ENDS FROM BOTH OF THE YELLOW WIRES, AND THE BLACK WIRE. ADJUST THE LENGTH OF THESE WIRES EITHER BY CUTTING OR COILING UP. THEY ONLY NEED TO BE ABOUT 10" LONG. TWIST THE ENDS OF THESE 3 WIRES TOGETHER, AND CRIMP TO A RING TERMINAL. THESE ARE YOUR GROUND WIRES.

C) THE PINK WIRE IS FOR A BOOT RELEASE, IF YOU ARE NOT GOING TO USE THIS, COIL IT UP AND TAPE THE END OF THE WIRE UP. YOU CAN GET A LOCK SOLENOID OFF EBAY (AS I DID) FOR A FEW POUNDS THAT CAN BE FITTED TO YOUR BOOT LOCK AND THIS WIRE TO USE THE BOOT RELEASE FUNCTION ON THE KEY FOB.

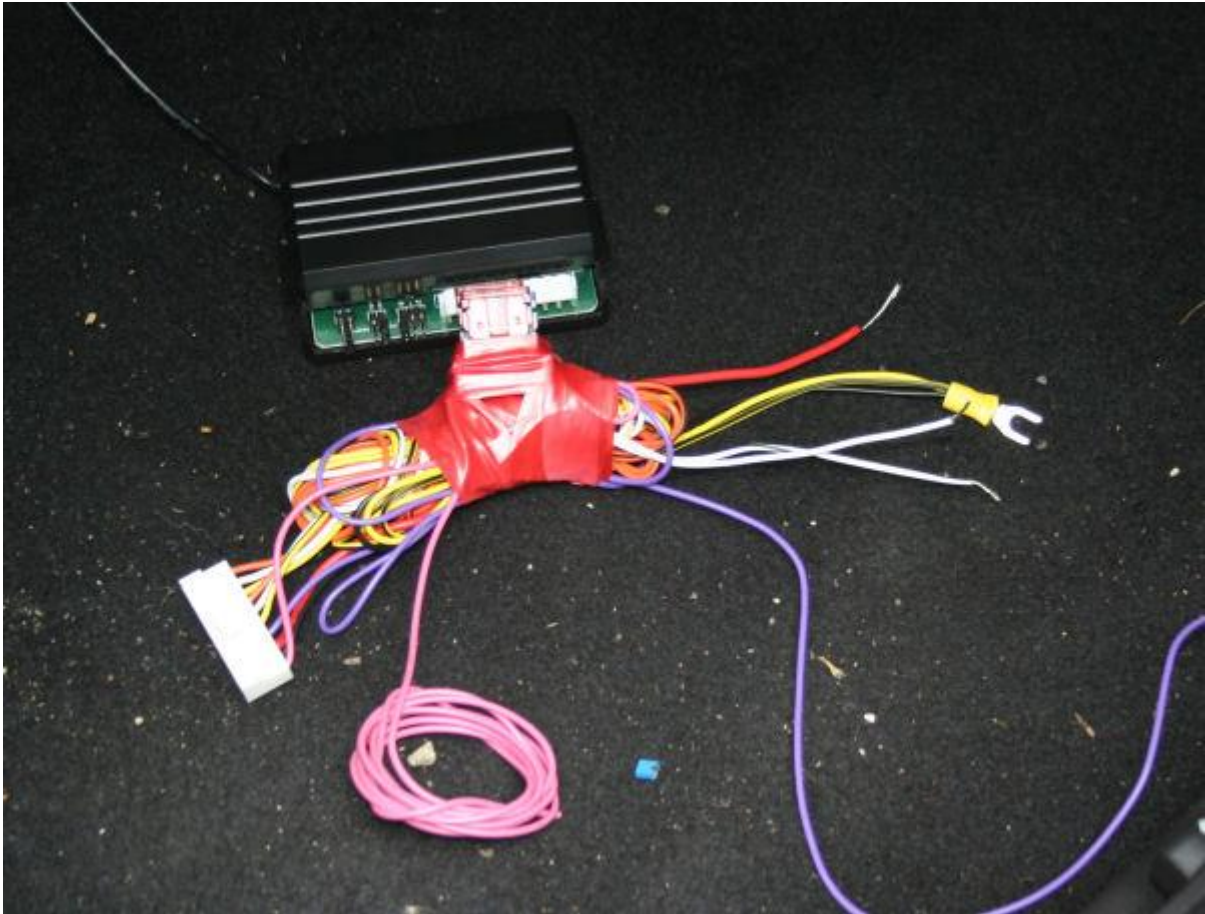
D) THE BLUE (WELL MINE WAS PURPLE!) WIRE IS USED TO CONNECT TO YOUR PARKING LIGHTS. ENSURE THERE IS ENOUGH LENGTH ON THIS TO REACH YOUR HAZARD SWITCH (THERE ARE PROBABLY EASIER PLACES TO WIRE THIS TO, HOWEVER I INTEND TO GET A 2-CIRCUIT RELAY AT SOME POINT SO THAT I CAN USE THE LEFT/RIGHT INDICATOR CIRCUITS, SO AT LEAST THE WIRE IS IN THE CORRECT AREA). STRIP THE END OFF THIS WIRE.

E) STRIP THE ENDS OFF THE WHITE AND WHITE/BLACK WIRES (LOCK/UNLOCK TRIGGER)

F) STRIP THE END OFF THE RED WIRE (+12V)

G) TAPE THE LOOM UP NICE AND TIDY. I ARRANGED THIS SO THE 3 FUSES WERE ON TOP OF THE LOOM SO THEY ARE EASILY ACCESSIBLE.

H) YOU SHOULD NOW HAVE SOMETHING THAT LOOKS LIKE THIS...

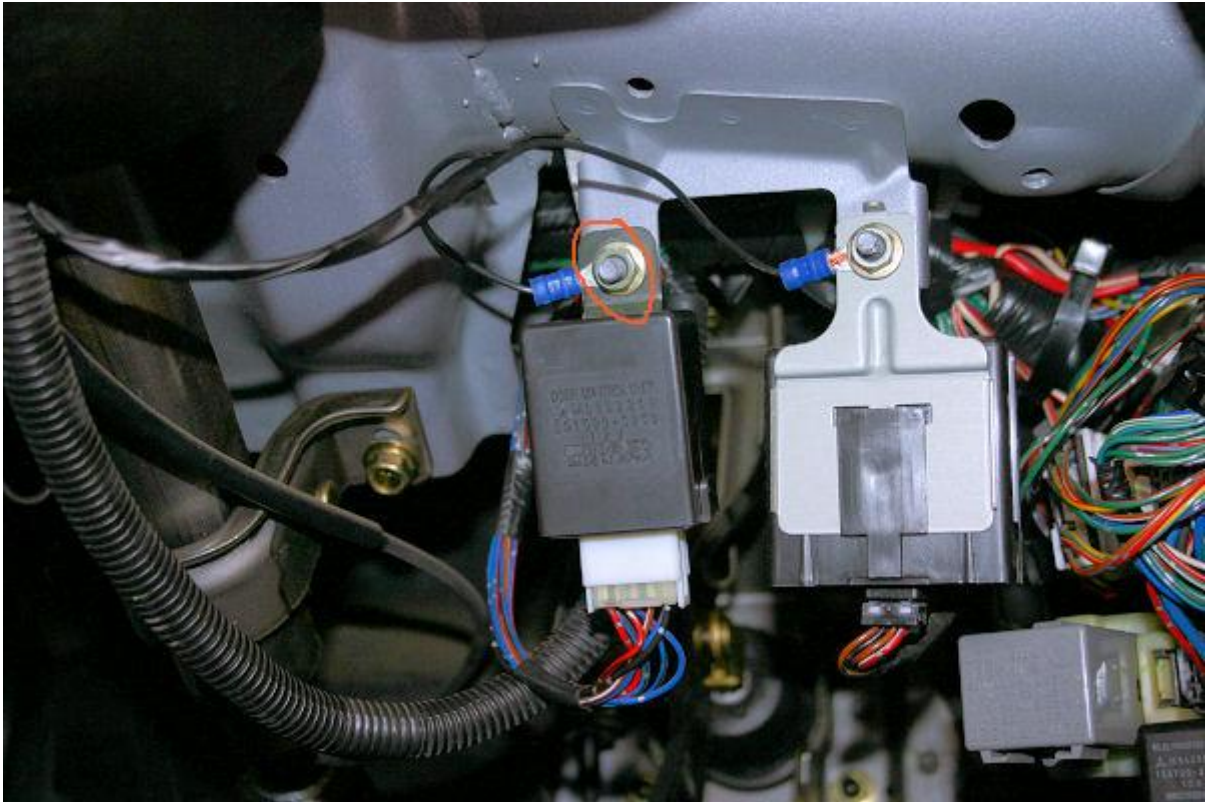


2. DISCONNECT THE CAR BATTERY.

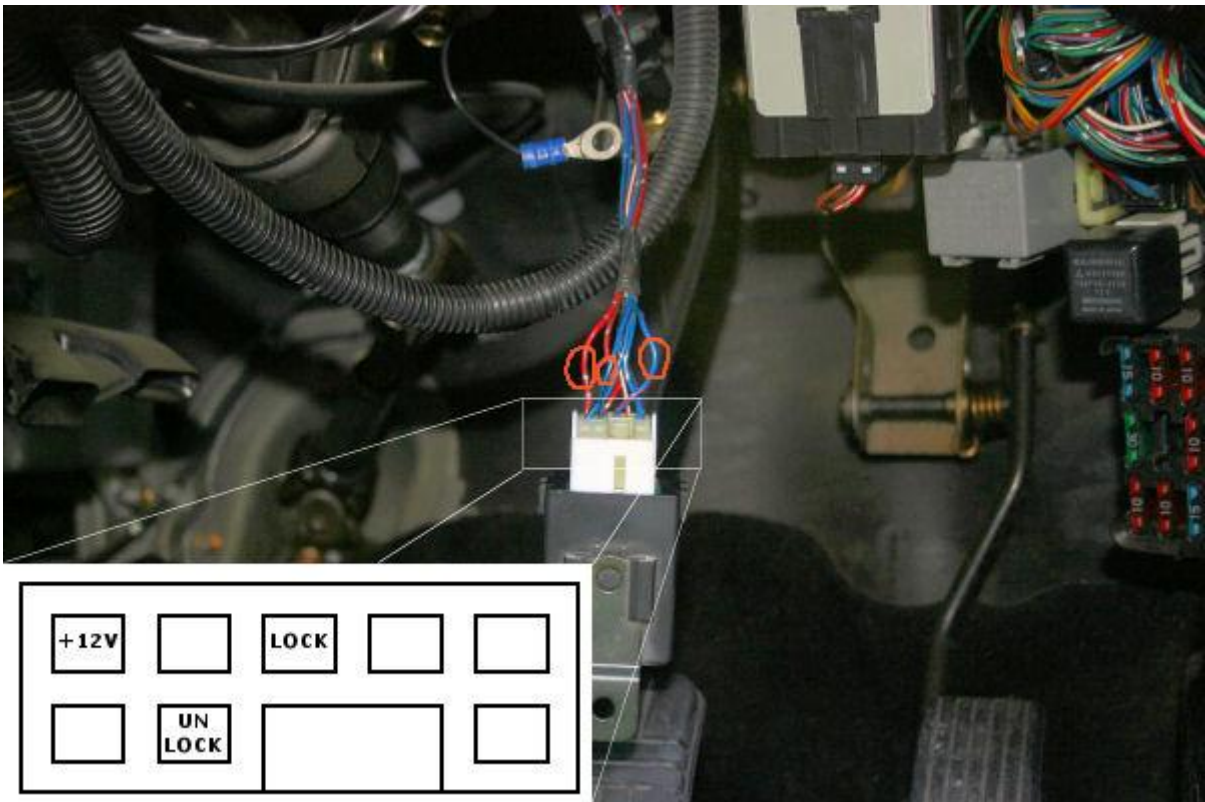
3. UNDO THE 4 SCREWS HOLDING THE PLASTIC COVER AT THE TOP OF THE DRIVERS FOOTWELL, AND GIVE IT A GOOD TUG TO UNCLIP IT (SAME COVER USED TO ACCESS INTERNAL FUSEBOX)

4. DISCONNECT THE BONNET RELEASE CABLE FROM THE PLASTIC COVER, THIS ENABLES YOU TO REMOVE THE COVER AND GIVES YOU MORE ROOM TO WORK.

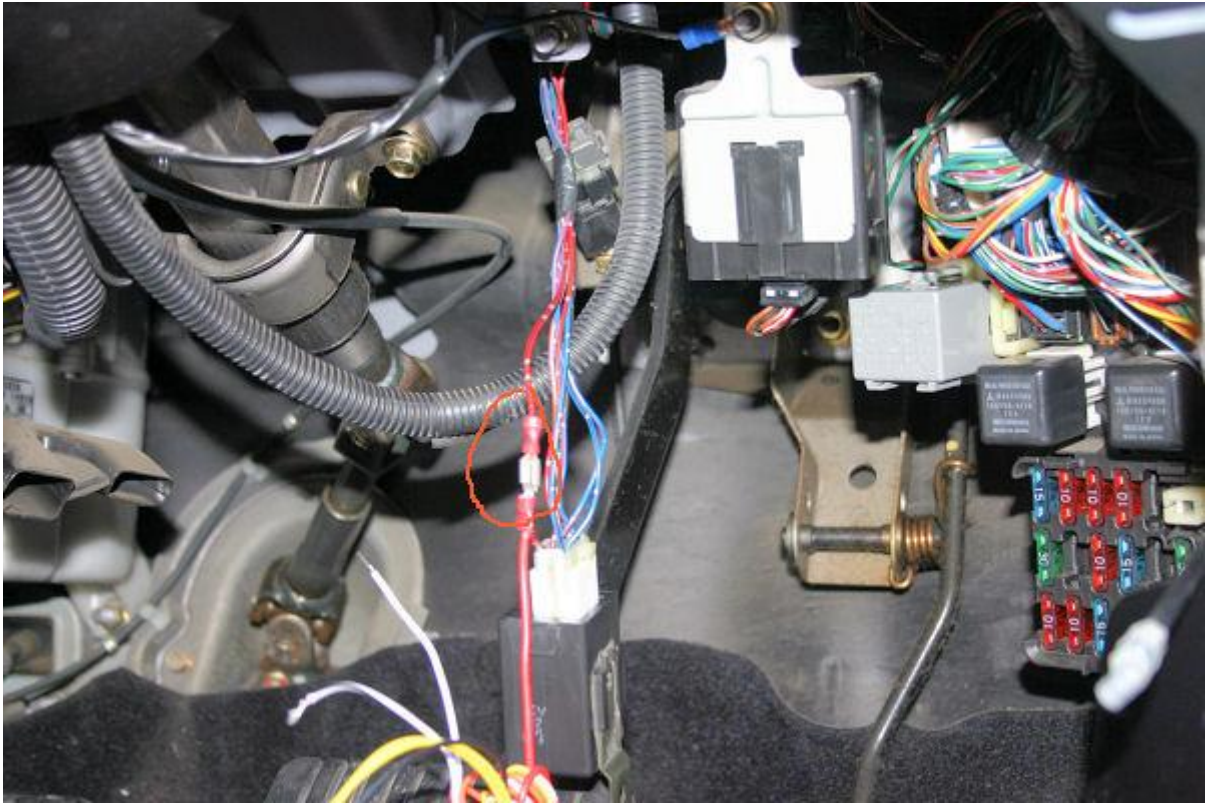
5. UNDO THE 10MM BOLT THAT HOLDS THE CENTRAL LOCKING CONTROL UNIT DOWN, AS BELOW. THIS GIVES YOU BETTER ACCESS TO THE WIRING LOOM, AND WILL ALSO BE USED AS AN EARTH POINT LATER ON.



6. WE WILL BE USING 3 WIRES FROM THE CENTRAL LOCKING LOOM... +12V, LOCK TRIGGER, AND UNLOCK TRIGGER, AS BELOW...



7. CUT THE POSITIVE WIRE ON THE FTO'S LOCKING LOOM (SEE PICTURE ABOVE). MAKE SURE YOU DO THIS AT LEAST 1" AWAY FROM THE WHITE CONNECTOR. TRIM BOTH NEW ENDS OFF THIS WIRE, AND TWIST ONE OF THEM TOGETHER WITH THE +12V WIRE IN THE KEYLESS ENTRY LOOM. USE A SUITABLE CRIMP CONNECTOR TO JOIN THE WIRE BACK UP (OR SOLDER, IF YOU PREFER).



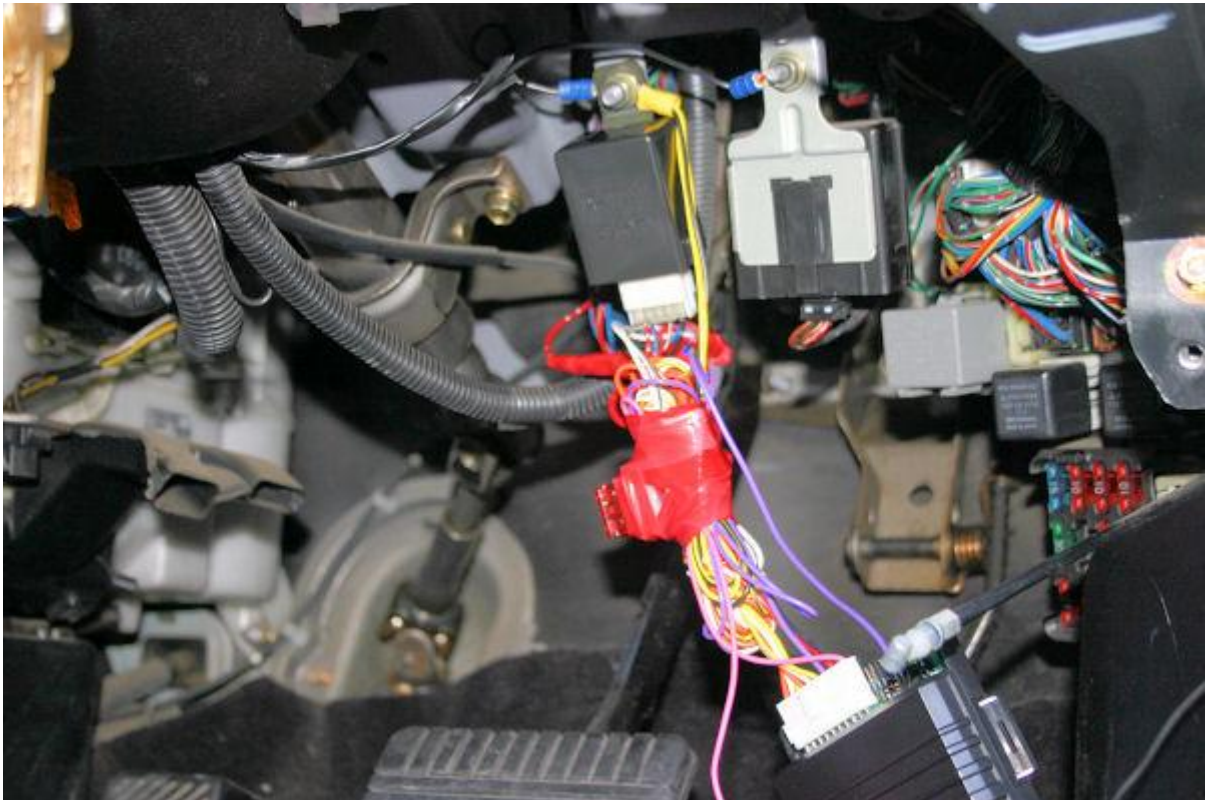
8. CUT THE LOCK/UNLOCK TRIGGER WIRES ON THE FTO'S LOCKING LOOM (SEE PICTURE IN STEP 6). MAKE SURE YOU DO THIS AT LEAST 1" AWAY FROM THE WHITE CONNECTOR. TRIM BOTH NEW ENDS OFF THESE WIRES, AND TWIST ONE OF EACH TOGETHER WITH THE LOCK/UNLOCK TRIGGER WIRES IN THE KEYLESS ENTRY LOOM. USE A SUITABLE CRIMP CONNECTOR TO JOIN THE WIRES BACK UP (OR SOLDER, IF YOU PREFER). IN MY KEYLESS ENTRY KIT, THE WHITE WIRE WAS THE LOCK TRIGGER AND THE WHITE/BLACK WIRE WAS THE UNLOCK TRIGGER.

I USED MALE AND FEMALE SPADE TERMINALS AS MY CRIMP CONNECTOR SO THAT THEY CAN BE UNPLUGGED IF NEEDED IN THE FUTURE.



9. WRAP SOME ELCTRICAL INSULATION TAPE AROUND EACH OF THE NEW JOINS, ENSURING THERE IS NO WIRE/METAL ON THE CRIMP CONNECTORS EXPOSED.

10. PLACE THE RING TERMINAL YOU CRIMPED ON IN STEP 1B OVER THE BOLT WHERE THE FTO CENTRAL LOCKING UNIT WAS BOLTED, PLACE THE CENTRAL LOCKING UNIT OVER THIS, RE-ATTACH THE 10MM NUT AND TIGHTEN UP.



11. USING THE LARGE STICKY PAD SUPPLIED WITH THE KIT, OR CABLE TIES, AFFIX THE

KEYLESS ENTRY UNIT ABOVE THE FUSE/RELAY BOX, AS BELOW. MAKE SURE THE ANTENNA AERIAL IS STRETCHED OUT STRAIGHT.



12. REMOVE YOUR STEREO SURROUND. BE CAREFUL NOT TO BREAK THIS AS THEY ARE VERY FRAGILE. START BY PULLING AT THE BOTTOM AND WORK YOUR WAY UP. I HAVE CUT THE TWO LUGS OFF THE TOP OF MINE (ABOVE STEREO) SO THAT IT CAN BE REFITTED/REMOVED WITHOUT FLEXING. THIS HAS NO EFFECT ON HOW THE SURROUND FITS.

13. REMOVE THE TWO SCREWS HOLDING THE TOP OF THE CONSOLE CONSOLE, AND PULL THE TOP CONSOLE OUT.

14. UNPLUG THE CONNECTOR FROM THE BACK OF THE HAZARD WARNING LIGHT SWITCH. I REMOVED THE WHOLE SWITCH SO THAT I COULD TEST THE LOOM AND FIND THE RELEVANT WIRE, YOU DO NOT NEED TO!

15. FEED THE BLUE (PURPLE IN MY KIT) PARKING LIGHT WIRE FROM YOUR KEYLESS ENTRY UNIT INTO THE AREA WHERE THE HAZARD SWITCH IS, AS BELOW. THE WIRE WE WILL BE USING IS CIRCLED.





16. CUT THE WIRE CIRCLED (BOTTOM ROW OF HAZARD PLUG, 2ND FROM RIGHT), TRIM BOTH NEW ENDS, AND TWIST ONE OF THEM TO THE WIRE YOU HAVE JUST FED FROM THE KEYLESS ENTRY SYSTEM. CRIMP TOGETHER USING A SUITABLE CRIMP CONNECTOR, OR SOLDER IF YOU PREFER. TAPE THE NEW JOINT UP WITH ELECTRICAL INSULATION TAPE.



17. PLUG THE HAZARD WARNING SWITCH CONNECTOR BACK IN. REFIT TOP CENTRE CONSOLE AND STEREO SURROUND.

18. RECONNECT YOUR CAR BATTERY.

19. YOU NOW NEED TO 'SHORT' THE TWO PINS ON THE 'CODE LEARNING SOCKET' OF THE KEYLESS ENTRY UNIT. I USED A JUMPER FROM A COMPUTER MOTHERBOARD. PRESS ANY BUTTON ON THE SUPPLIED KEYFOB FOR AT LEAST 1 SECOND....THE PARKING LIGHTS WILL FLASH AND YOU WILL HEAR A RELAY 'CLICK' INSIDE THE KEYLESS ENTRY UNIT - THE UNIT WILL NOW 'RECOGNISE' THE KEY FOB - REPEAT WITH THE SECOND KEY FOB.

20. REMOVE THE JUMPER FROM THE CODE LEARNING SOCKET, OR WHATEVER OTHER METHOD YOU USED TO SHORT THE PINS.

21. TEST THE BUTTONS ON YOUR KEYFOB - THE CAR SHOULD NOW LOCK AND UNLOCK, WITH THE PARKING LIGHTS FLASHING ON EACH PRESS.

22. REFIT THE BLACK PLASTIC COVER IN THE DRIVERS FOOTWELL.

23. GO TO THE PUB AND HAVE A FEW BEERS!

THE FLIPPY OUT KEY FOBS THAT COME WITH THE KIT CANNOT BE CUT FOR THE FTO AS THEY ARE OF THE WRONG TYPE. HOWEVER, THE KEY BLANK CAN BE REMOVED FROM THE FOB (TWO SCREWS NEAR THE BASE OF THE KEY BLANK, CAN ONLY BE SEEN WHEN HALF FLIPPED OUT). I USED THIS BLANK AS A TEMPLATE, AND 'BUTCHERED' MY 2 FTO KEYS TO FIT THIS FOB. ALL THAT IS INVOLVED IS CUTTING THE BASE OFF THE FTO KEY (THE BIT YOU HOLD), ADJUSTING THE SHAPE OF THE BASE TO MATCH THE BLANK, AND CUTTING A GROOVE IN THE BOTTOM OF THE BASE FOR THE TWO SCREWS. DIFFICULT TO EXPLAIN BUT SIMPLE IF YOU HAVE A LOOK AT THE BLANK.