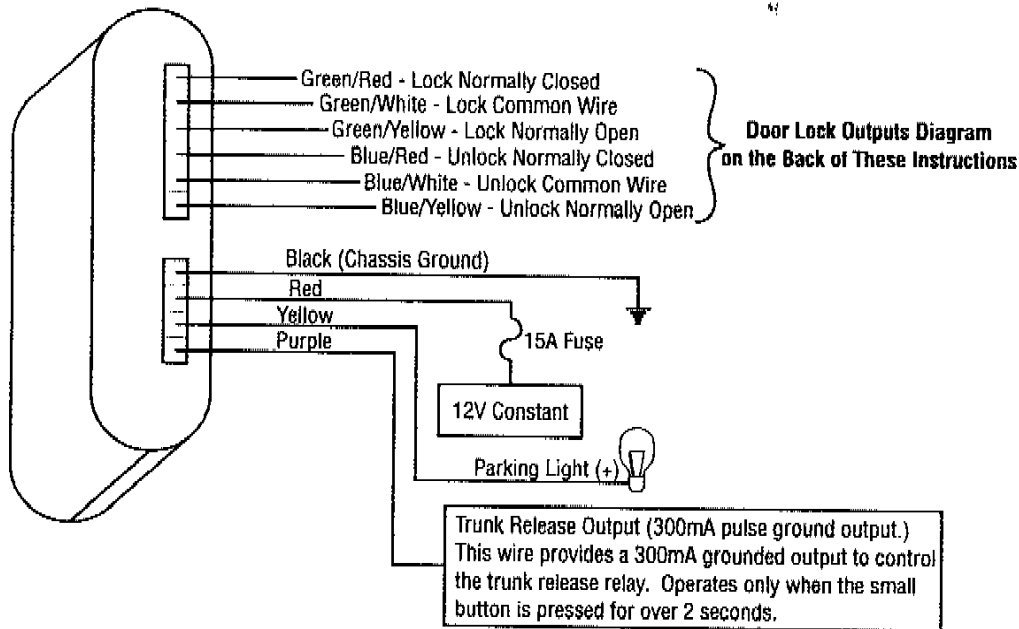


REMOTE CONTROL KEYLESS ENTRY



DE LEARNING:

Locate the control module and unplug the harness.

Remove the two screws in front of the module, Remove the cover panel and slide out the PC board

Remove the jumper. (Please note the position before removing the jumper. You'll need to put the jumper back to the original for the door lock/unlock timing.)

Use the jumper to short the two terminals together. The parking lights will stay on for two seconds. (The learning remote steps must be completed within these two seconds.)

Press and hold the large button of the transmitter for over 1.5 seconds. The parking lights will flash 4 times to confirm that the code of the new transmitter was learned in the control module.

Please repeat steps 2, 3, & 4 to learn another transmitter code.

If the door lock timing is set for 0.8 seconds, please open the 2 terminals by removing the jumper, but you must replace the jumper onto the terminal near pin #1 (For use later). If the door lock timing is set for 3.5 seconds, let the 2 terminals remain connected together.

Disconnect the harness and slide the PC board back into the module housing and place the cover plate over the connector, securing it with the two screws that were removed earlier. This will end the learning remote procedure.

PURPOSE of JUMPER (Inside the PC board):

- A) For learning the transmitter code.
- B) For the door lock/unlock timing setting (not at the programming remote situation).
The 2 terminals are shorted by the jumper.: Lock/Unlock timing is 3.5 seconds.
The 2 terminals are disconnected.: Lock/Unlock timing is 0.8 seconds.

OPERATION INSTRUCTIONS:

1. LARGE BUTTON = LOCK
When pressing this button the parking lights will flash once and locks are also locked at the same time.
2. SMALL BUTTON = UNLOCK
When pressing this button the parking lights will flash twice and locks are also unlocked at the same time. If held down, this button will unlock the doors and, after 2 seconds, the trunk will open (this feature will function only if the vehicle is equipped with an electric trunk release.)

1 of 2

Rev. 05-99

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REMOTE CONTROL KEYLESS ENTRY

*Technical information and diagrams provided by AEW is "as is" information. User assumes entire risk and responsibility.
AEW recommends verifying all wire colors and operation before installing product.

HOW TO IDENTIFY THE TYPE OF DOOR LOCK SYSTEM:

Remove the driver side master door lock switch. You may have to remove the door panel in some cases. Examine the wires coming out of the switch to the factory motor (Actuator). One of the following types should be found. Testing must be done with a test light or volt meter.

* FOR VEHICLES WITH SINGLE WIRE OR RESISTOR DOOR LOCK SYSTEMS USE AEW's # JW-DRL6 RESISTOR DOOR LOCK KIT

Blue/Yellow	_____
Blue/White	_____
Blue/Red	_____
Green/Yellow	_____
Green/White	_____
Green/Red	_____

JW-164F

DIAGRAM A: 3 WIRE NEGATIVE (-) TYPE SYSTEM

One wire should be grounded all the time.
One wire should be grounded when the switch is pressed to LOCK.
One wire should be grounded when the switch is pressed to UNLOCK.

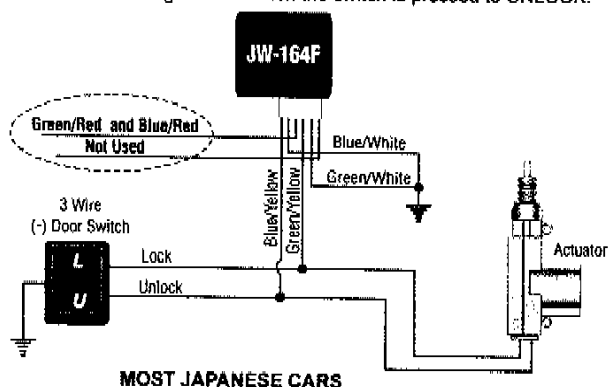


DIAGRAM C: 5 WIRE REVERSE POLARITY SYSTEM

One wire should be powered (+) all the time. Two wires should be Grounded all the time.
One wire should be grounded all the time, but will be powered when the switch is pressed to LOCK.
One wire should be grounded all the time, but will be powered when the switch is pressed to UNLOCK.

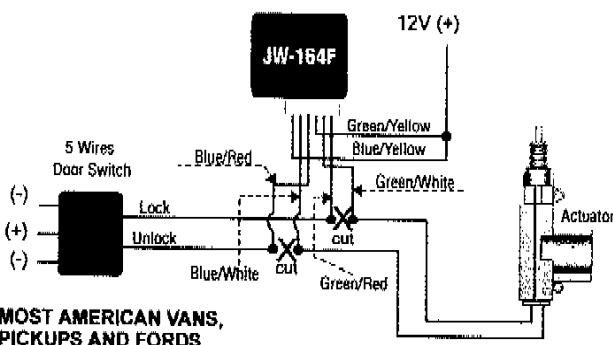


DIAGRAM B: 3 WIRE POSITIVE (+) TYPE SYSTEM

One wire should be powered all the time.
One wire should be powered when the switch is pressed to LOCK.
One wire should be powered when the switch is pressed to UNLOCK.

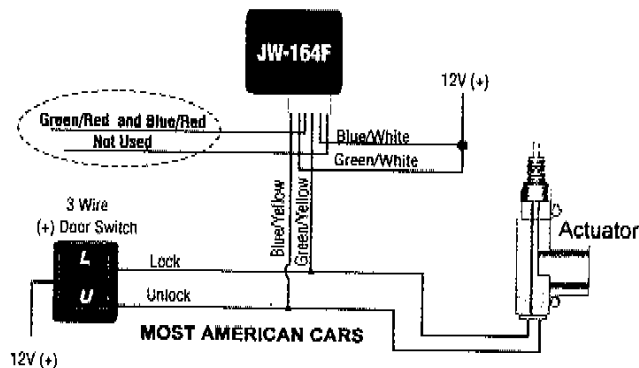
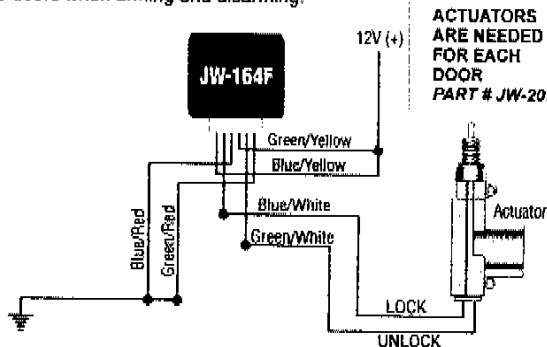


DIAGRAM D: NO FACTORY DOOR LOCK

If the vehicle is not equipped with a power door lock system; you have to add one 12V actuator in each door, for locking and unlocking the doors when arming and disarming.



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2 of 2

Rev. 05-99

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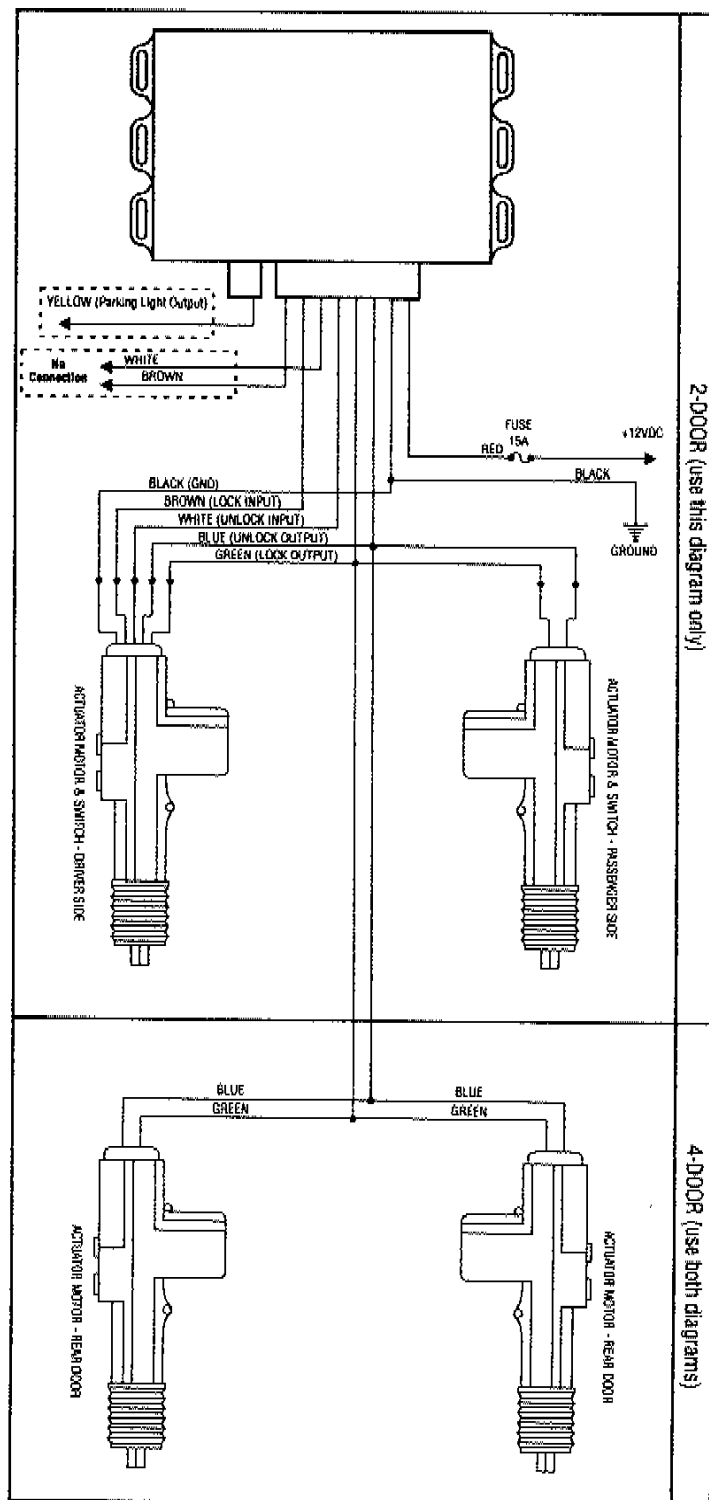
REMOTE CONTROL DOOR LOCK SYSTEM

CODE LEARNING:

1. Locate the control module and unplug the harness.
2. Remove the two screws in front of the module, Remove the cover panel and slide out the PC board
3. Locate the (2) pins at the rear of the PC board.
4. Use a jumper to short the two terminals together. The parking lights will stay on for two seconds. (The learning remote steps must be completed within these two seconds.)
5. Press and hold the large button of the transmitter for over 1.5 seconds. The parking lights will flash 4 times to confirm that the code of the new transmitter was learned in the control module.
6. Please repeat steps 2, 3, & 4 to learn another transmitter code.
7. Disconnect the harness and slide the PC board back into the module housing and place the cover plate over the connector, securing it with the two screws that were removed earlier. This will end the learning remote procedure.

OPERATION INSTRUCTIONS:

- LARGE BUTTON = LOCK**
When pressing this button the parking lights will flash once and locks are also locked at the same time.
- SMALL BUTTON = UNLOCK**
When pressing this button the parking lights will flash twice and locks are also unlocked at the same time.



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REMOTE CONTROL DOOR LOCK SYSTEM

ACTUATOR INSTALLATION:

1. Carefully remove the door panels.
2. Align the actuator in the correct direction as shown in fig. 1-a, 1-b, and fig. 2. Make sure the actuator does not obstruct any moving part (window and associated mechanism) within the door. Make sure the actuator moves parallel with the rod.
3. Select an existing -or- drill two holes (Dia. 3/16") in the internal side of the car door, then secure the actuator.
4. Use a connecting block to connect the steel rod and knob rod together, tighten the set screws in the connecting block after making sure there is adequate allowance for the actuator (as in fig. 3 & 4).

CAUTION:

1. Make sure the actuator's movement is parallel with the knob rod (fig. 2). Otherwise, it will make the lock/unlock motion incorrectly and/or decrease the life of the actuator.
2. For the front door (5-wire) actuator, make sure you have adjusted the stroke of the actuator and knob rod to the middle point of each full stroke before tightening the set screws in the connecting block which connects the steel rod and the knob rod (fig. 4).
3. For the rear (2-wire) door actuator, please make sure you have adjusted the stroke of the actuator to max. or min. position, and push it back or pull it up about 1/16" before tightening the set screws in the connecting block (fig. 4). Then push and pull the door knob to assure that the mechanism is working well. If not, please readjust it.

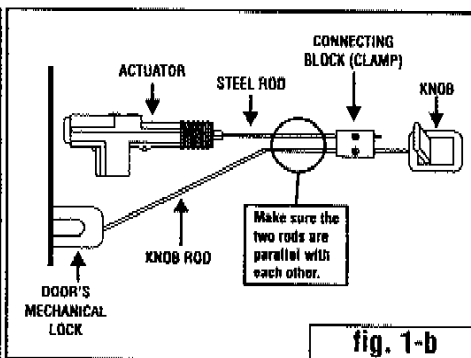
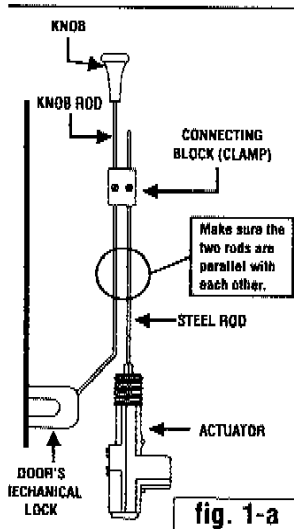


fig. 1-b

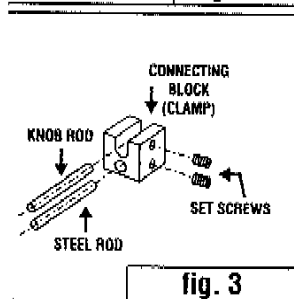


fig. 3

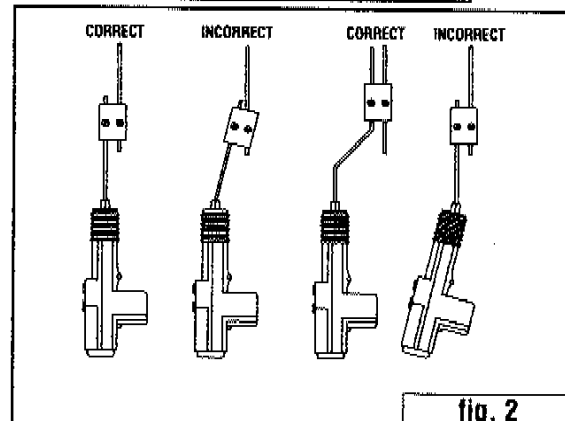


fig. 2

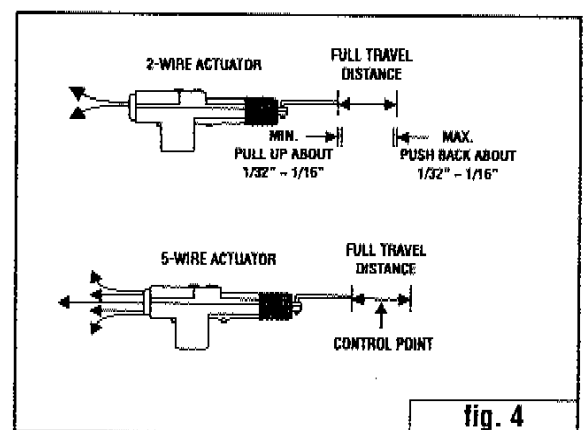
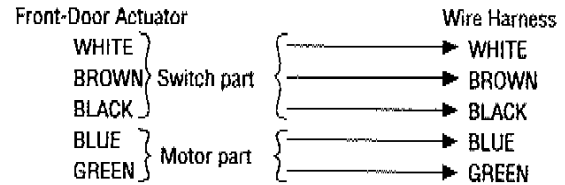


fig. 4

WIRE HARNESS INSTALLATION:

1. Please make sure you have installed all of the actuators and the wire harness before you connect the RED and BLACK wires to battery (+12V) and ground.
2. When connecting the front door (5-wire) actuators and the wire harness together, make sure to connect the same color wires together (pg. 1 diagram).



- Connecting the WHITE wire of the actuator to the BROWN wire of the harness (or BLUE to GREEN) will make the actuator go up and down automatically.
 - (1) The WHITE and BLACK wire of the 5-wire actuator are auto-connected if the actuator rod is extended.
 - (2) The BROWN and BLACK wire of the actuator are auto-connected if the actuator rod is contracted.
 - (1) The actuator will be extended if the BLUE and GREEN wires of the actuator are connected to +12V and ground, respectively.
 - (2) The actuator will be compressed if the BLUE and GREEN wires of the actuator are connected to ground and +12V, respectively.
3. When connecting the rear door (2-wire) actuator terminal and the wire harness together, make sure to connect the same color wires together.
 - Please exchange the BLUE (actuator) and GREEN (wire harness) wires if the up/down (lock/unlock) direction of the rear door actuators are not synchronized with the front door actuators.
 4. Please make sure the wires have been installed and secured well and are not twisted by the window regulator or any screws, otherwise the circuit will short and malfunction.
 5. Push and pull the front door (5-wire actuator) knob to see whether all the locks work well and move in the same direction.
 - Please reverse the BLUE and GREEN wires as explained in step 3 if all locks are not synchronized.

Operation and Installation Instructions:

Transmitter:

This equipment has been tested and found to comply with the limits for a class B digital device, pursuant to part 15 of the FCC rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help.

This equipment has been certified to comply with the limits for a class B computing device, pursuant to FCC rules. In order to maintain compliance with FCC regulation, shielded cables must be used with this equipment. Operation with non-approved equipment or unshielded cables is likely to result in interference to radio and TV reception. The user is cautioned that changes and modifications made to the equipment without the approval of manufacturer could void the user's authority to operate this equipment.