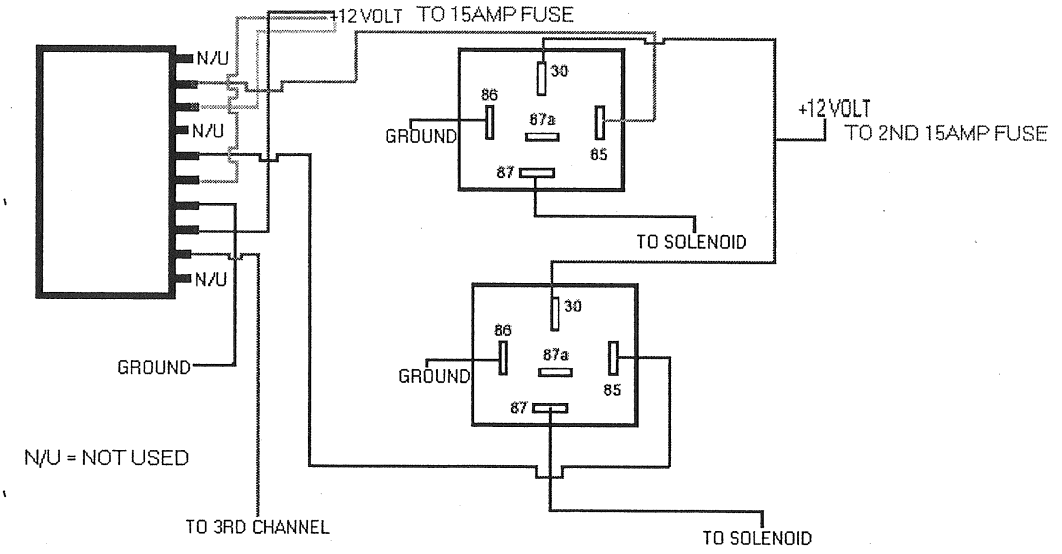
SHAVE DOOR KIT
50 LBS.

Shaved Door Kit Instructions

This shaved door kit is universal and can be used on any vehicle.

1. 12 volts should be supplied directly from battery w/10 gauge power wire.
2. A 30 amp fuse should be installed on the 10 gauge power wire within 6" of the battery.
3. The solenoid mounting bracket must be grounded for solenoid to operate correctly.
4. Some doors are not grounded due to nylon bushings preventing a metal to metal contact. These type of doors will need to be strapped with a ground connecting the door to the cab or chassis creating a ground.

The control module must be mounted away from any moisture, preferably under the dash, tie strapped to a wiring harness. Once the module is mounted, you will need to run your channel wires to each door. Channel 1 goes to the driver, channel 2 the passenger. Finish your installation by wiring the control module. Follow wiring diagram below.



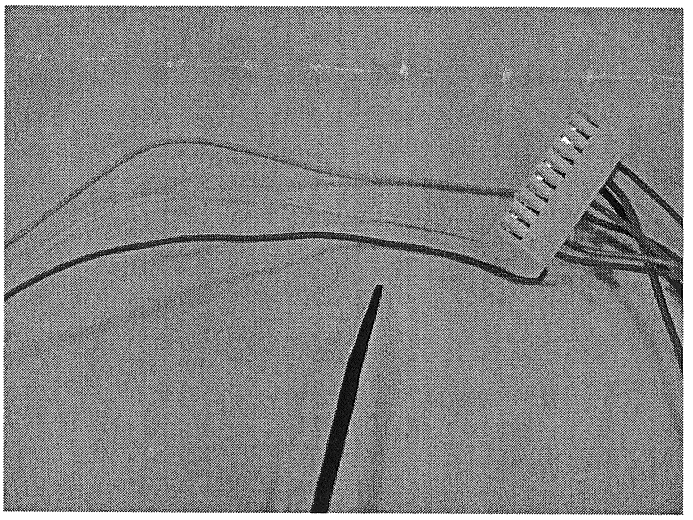
6. The BROWN, WHITE AND PINK wires are not used.

Wiring on brain is as follows

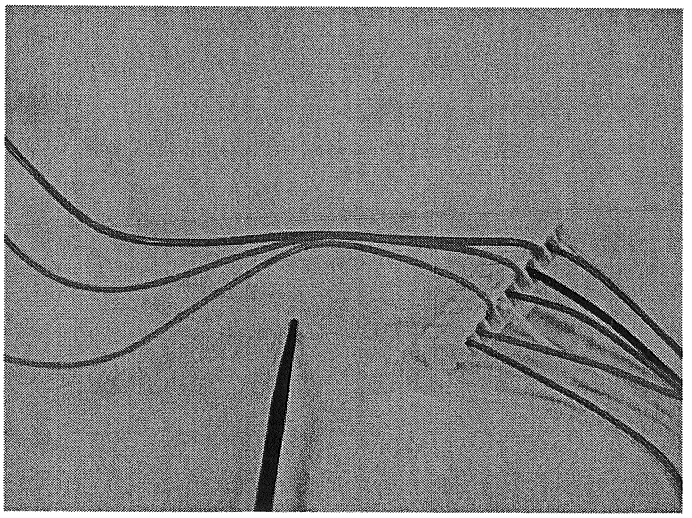
RED- 12volts
GREY- 12volts
ORANGE- 12volts
BLACK- Ground
BLUE- 85 Terminal on relay for channel 1
GREEN- 85 Terminal on relay for channel 2
PURPLE- 85 Terminal on relay for channel 3 (trunk) eliminate if not used

Programming of remote to brain

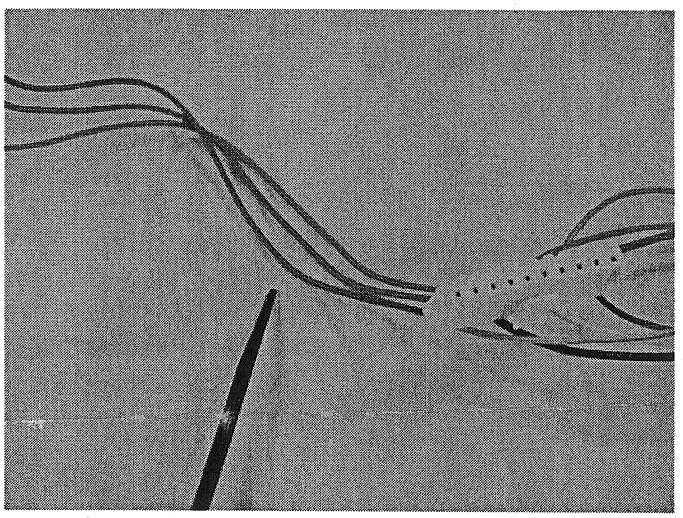
1. Push button on brain next to harness and hold until brain clicks (keep holding once it clicks)
2. Still holding the button on the brain, push channel 1 on the remote until the brain clicks again.
3. Release both buttons as soon as the brain clicks for the second time. The remote is now programmed to the same frequency as the brain.



Brown, White and Pink wires not used



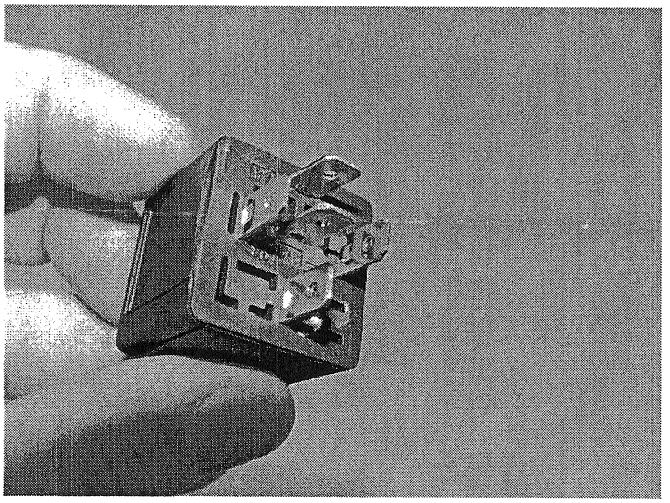
Red, Orange and Grey wires all get 12 volts



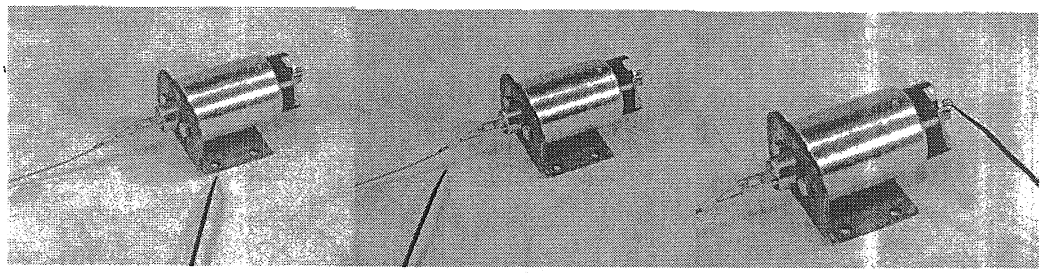
Blue, Green and Purple wires for channel 1, 2 & 3 to be wired to 85 terminals on relays

Wiring for relay is as follows

30- 12 volts
86- Ground
85- Blue or Green from brain
87- To solenoid
87a- not used



5 prong relay showing 87 top, 86 left, 85 right and 30 bottom. (87a center is not used)

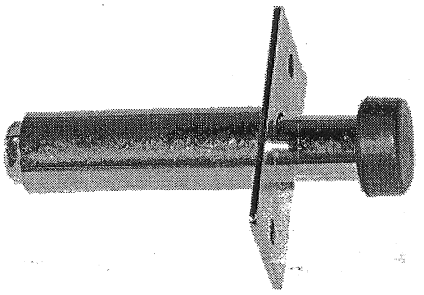


1 2 3

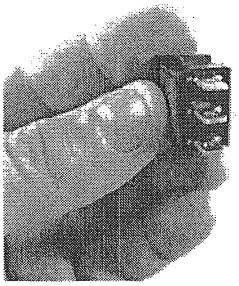
Once you have these wires in the door, you will need to attach your high powered solenoids to the door. Begin by removing the door panel. Inside your door, you should have a void where you can recess the solenoid. Use the straps and hardware provided to mount the solenoid. Keep it as close to and inline with the door handle rod as possible. Once the solenoid is mounted tight, connect the aircraft cable and crimp to the door handle rod then to the hole on the top to the solenoid. This will make it so when the solenoid pulls, the handle pulls as well. When the door handle is pulled itself, there should be no bind. Now, connect the wires you have run to the positive side of the solenoid. Run the black wire into the cab of the vehicle and connect it to chassis ground (-), or the negative battery terminal. Make sure you ground the solenoid inside the vehicle. Grounding it in the door will surely cause malfunction.

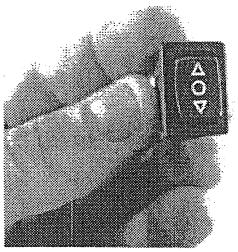
DOOR POPPERS

If the door unlatches but does not pop open, you will need to install a set of spring loaded door poppers. The best place to put your Poppers is in the bottom corner of the door jamb. Drill a hole for the popper to mount to. Make sure there is no wiring or hoses that will interfere. Install the popper with pop rivets or sheet metal screws.



If you purchased the <u>OPTIONAL</u> BACKUP BATTERY OPTION:





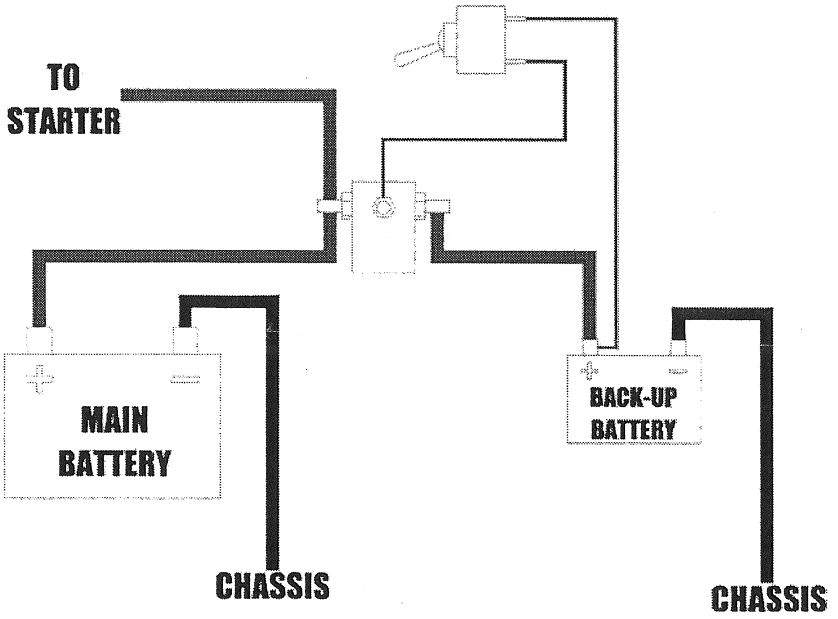
Emergency Bypass Switch. This switch is to enable you to open your doors if your remote does not work.

Emergency Bypass Switch wiring

1. 85 terminal of channel 1 relay
2. 12 volts from battery
3. 85 terminal of channel 2 relay

3-POSITION SWITCH
MAGNETIC SOLENOID
BACKUP MOTORCYCLE BATTERY

BACKUP BATTERY WIRING DIAGRAM



The switch should be turned on periodically while driving to keep the secondary battery charged.