

# The Auto-Bolt Installation Guide

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## **I. Equipment needed for installation.**

- A. The Auto-Bolt™ Security System Kit
- B. Control System (i.e. keyless entry, alarm, remote starter, aux. outputs/channels\*)
- C. Power Drill
- D. 1.0" (1-inch) hole saw
- E. Circular grinding bit.
- F. Automotive grade primer
- G. # 2 Phillips head bit
- H. 1/8 inch drill bit
- I. Masking tape
- J. Non-permanent marker
- K. Shrink Tube
- L. Wire Loom

\*NOTE: If you are planning on using the auxiliary output channels on your alarm/keyless entry/remote starter, you must have two (2) available channels/outputs. One for lock, and the other for unlock. Additional wiring may also be necessary. Please contact the manufacturer of your control system. For longer wire runs, such as in a van, you will want 3 amp relays to insure full power to all the deadbolt locks. See relay diagram for proper installation.

## II. Finding the appropriate mounting location for the The Auto-Bolt™ Dead-Bolts.

**Step 1** - Open the doors and look at the B-Pillar. Look for a spot on the B-Pillar that allows you have the entire dead-bolt sit flush with the B-Pillar and that the door sheet metal and B-pillar sheet metal is parallel to each other. Make sure that where you decided to mount the deadbolt is not directly opposite the factory door lock mechanism. In some cases you may have to mount the deadbolt and receiver plate higher or lower than the factory latch. If you do not find two parallel surfaces on the B-pillar and door, we have mounted bolts in the rocker panel and door bottom. Finding the best position to mount the deadbolt is the critical factor, the farther away from the hinges of the door, the more leverage works in your favor. Keep in mind there must be enough room from the flange of the bolt and the 2" depth requirement, other than that your imagination and skill will help you out. Mark the center of this spot with a non-permanent marker.

**Step 2** - Take off all the interior trim located in the general area of the B-Pillar. This will expose the factory sheet metal and bracings. The dead-bolts need **2 inches** of clearance behind the front flange. Make sure that there are no obstructions of anything stopping the dead-bolt from sitting flush with the B-Pillar. Place the supplied adhesive template over the area you have marked.

### III. Cutting the hole for the The Auto-Bolt™ Dead-Bolts.

**Step 1** - Using a 1.0" (1-inch) hole saw, center punch for the pilot drill bit on the spot marked in the center with crosshairs. Drill the pilot hole and cut the 1.0" (1-inch) hole. Repeat for all doors which will contain a dead-bolt.

**Step 2** - Using the circular grinding bit, grind the hole smooth to remove any extra shrapnel.

**Step 3** - Test fit a dead-bolt to make sure that the bolt slides into the hole easily. It should not be too tight, and you should be able to remove the bolt by hand. If you cannot remove the bolt by hand, continue grind the circumference of the hole until the bolt fits in easily. Make sure not to over grind the hole. Remember, the bolt should go in freely, but not be too loose.

**Step 4** - Prime any exposed metal using the automotive grade primer and let dry before continuing the installation.

**Step 5** - Place a bolt into the hole and turn the housing until the flat of the actual bolt (the part that extends) is either facing straight up or down. While holding it in that position use a marker to mark the three screw holes. Center punch the holes for starting the drill bit accurately.

**Step 6** - Using the 1/8<sup>th</sup> inch drill bit, drill the 3 holes for dead-bolt mounting screws (included)

#### **IV. Running external bypass for the The Auto-Bolt™ Dead-Bolts.**

**Step 1** - Look for a place on the outside of the vehicle in which you can run an external bypass. This location should be a place where you can access the wiring without having to pop the hood, where if needed you can get to the wiring without accessing the inside of the vehicle. The location should be a place in which the wiring is not in plain view but accessible incase of an emergency.

**Step 2** - Route the wires from the interior compartment of the vehicle to the location chosen in Step 1. Make sure the wiring is protected with wire loom, and the ends of the wiring are shrink-tubed to stop corrosion. The wiring should be protected from the elements.

**Step 3** - Connect the wiring directly to the drivers door dead-bolt wiring.

**Step 4** - Test the wires with a power source between 9-14.4 V DC. The dead-bolt should unlock when power is applied.

**Step 5** - Tie up the external bypass and make sure it is secure. Make sure the wiring is free of moving components, and not in plain view. You do not want anyone to be able to find the wiring easily.

## V. Mounting the The Auto-Bolt™ Dead-Bolts.

**Step 1** - Connect the wiring to the drivers door dead-bolt. Make sure the wire is secured and properly connected. Connect the wiring to all other dead-bolt locations preferably in parallel as opposed to series.

**Step 2** - Place the dead-bolt in the mounting location. Make sure to align the screw holes and secure the dead-bolts with the supplied mounting screws. Make sure to secure the screws as straight as possible. The head of the screws should fit as flush as possible with the top of the bolt flange. Repeat for each door.

**Step 3** - Using the control system, arm and disarm the system. Check each dead-bolt and make sure they are working. If a dead-bolt is not working, check the wiring and make sure it is properly connected. If all wiring is properly connected, check the dead-bolt for binding. Over-tightening the mounting screws or forcing the dead-bolt in the mounting hole could cause binding.

## **VI. Marking the receiver plate mounting location on the opposite surface.**

**Step 1** - Place the supplied pressure sensitive foam tape opposite the deadbolt and close the door. Activate the deadbolts 3-4 times, it will leave an impression on the foam. Open the door and spot the center of the bolt impression. Using a pen or pencil, immediately and accurately mark the spot so that you can see it clearly when you remove the foam tape.

**Step 2** - Now take a receiver plate and center it around the mark (showing the center of the bolt) and while in place, mark the three screw holes for drilling.

**Step 3** - Center punch these marks and drill (1/8 drill bit ) for mounting screws.

**Step 4** - Mount receiver plate with screws. DO NOT DRILL OUT CENTER OF RECEIVER PLATE. The receiver plate is flush mounted and is all that is needed to hold the door dead bolted shut.

**Step 5** - Close the door enough to see approximately how much of a gap is between the two surfaces. Use multiple receiver plates stacked on top of each other to make up the gap if needed.

**Step 6** - Take the wires connected to the deadbolt and apply power (9-14.4 v or from the control module if already connected) ) and the bolt should go into the receiver plate and prevent the door from opening. IMPORTANT now you must close the door so that the factory latch catches and holds the door closed. If you do not do this...the deadbolt cannot retract because there is a bind on it (supposed to be). You must make sure that the factory latch catches and releases the bind and the deadbolt will easily retract.

**Step 7** - Repeat this procedure for each door.

## VII. Testing the system.

**Step 1** - Close all the doors and arm the system. Once armed, attempt to open the door. If the door does not open, then the system is installed properly. If the door opens, then go back and check everything. Is the receiver plate centered? If everything checks out, and the door still opens, use a grinding bit to router out the receiver plate a little. Do not over-grind the receiver plate.

**Step 2** - Test each door several times to make sure there are no problems.

\*NOTE- The Auto-Bolt™ Dead-Bolts are designed to NOT disengage under stress. When testing the doors, you will notice that the dead-bolts will not disengage once you attempt to open the door. In order to open the door, you will need to push the door back into the body. You will hear the factory latch “click” once the door is secure. If you can’t get the latch to click, put pressure on the door in the approximate area of the dead-bolt while disarming the system. Be careful not to dent the vehicle. You may need to place a lot of weight on the door to get it to re-latch.

Before you are done, you must demonstrate this procedure to the customer. With all doors closed have them activate (lock) the deadbolts, then have them attempt to open the door. Have them notice that when the factory latch releases that the door moves very little. Now have them attempt to deactivate (unlock the door). The door should still be dead bolted closed. NO matter how many times you hit the unlock button UNTIL you push the door in and have the factory latch catch it and lock THE DEADBOLT WILL NOT UNLOCK. HAVE THEM PERFORM This procedure until you are sure they understand because it happens to many who go to test or show-off their new system and can’t get back in OR while sitting in the vehicle with the ignition off, they activate (lock) themselves in and attempt to open the door before deactivating (unlock) and are now stuck in the vehicle and calling you to come get them out! Have them drive to where you are and go thru the proper procedure for getting the factory latch to catch before attempting to unlock the deadbolt.

**DONE!!**