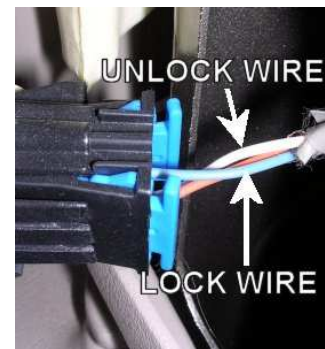


WIRING RELAYS FOR 2003-2006 GM FULL SIZE TRUCK AND SUV

NOTE:



On 2003 models, the door locks are controlled by a data bus system. Only on base model pickups and upper-trim model SUVs can the door lock wires be controlled from a central location. On base models, the door lock wires are negative trigger and can be found at the Body Control Module. On upper-trim level SUVs, the door lock wires can be found at the door lock switch on the rear passenger panel. Shown below is a rear door lock switch from a 2003 Cadillac Escalade and the wires behind it

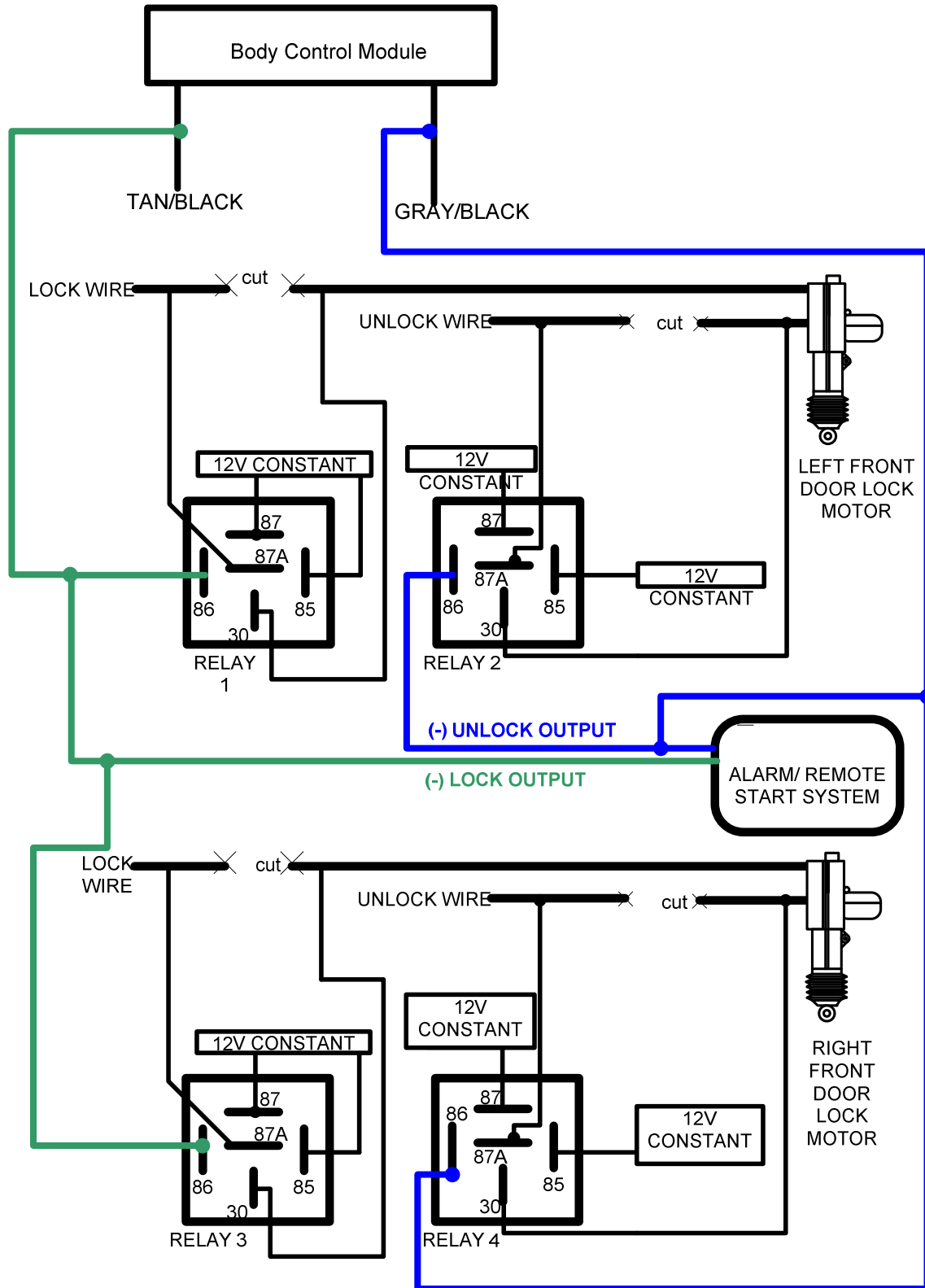


CAUTION:

DO NOT PURCHASE A DATABUS INTERFACE MODULE FOR THE 2002-UP TRAILBLAZER, ENVOY, OR BRAVADA to use on a 2003 Escalade, Avalanche, C/K Pickup, Silverado, Suburban, Tahoe, Full Size Pickup, Sierra, Yukon, Yukon Denali, Yukon XL, Yukon XL Denali, and Hummer H2. It will not function properly and serious damage may occur.

- + There are aftermarket door lock and factory security databus interface kits available on the market today. They are highly recommended as they save time and make the installation much easier.
- + Designed specifically for the 2003 Escalade, Avalanche, C/K Pickup, Silverado, Suburban, Tahoe, Full Size Pickup, Sierra, Yukon, Yukon Denali, Yukon XL, Yukon XL Denali, and Hummer H2 these databus interface kits provide:
 - ▶ Complete integration to the factory doorlocks and security system with any aftermarket remote starter and/or alarm system.
 - ▶ Factory personalization features such as: Drivers Seat, Mirror, and Radio station preset memory are maintained with the installation of this kit with any remote aftermarket system.
 - ▶ Disarm/rearm GM factory security system as well as unlock and lock doors.
 - ▶ Factory priority unlock feature: Drivers door unlock (First press) and passenger door unlock (Second press) is maintained
 - ▶ Easy to install kit eliminates the need for relays and **does not require the door panels to be removed.**
- + Without a databus module, wires must be routed into the driver's front door and the passenger front door to control the front doors. This involves removing the door panel on each front door. To control the rear doors, if equipped with rear doors, wires must be routed to the Body Control Module under the driver's side dash. The front doors are wired as a reverse polarity door lock system and the rear doors are wired as a negative trigger door lock system.
- + Follow the diagram on the following page:

Remote starter and security installations should be attempted by experienced security installers only. Information contained is accurate to the best of our knowledge and experience. Information contained is without any representation of warranty. It is the installer's responsibility to test and confirm all circuits with a digital multi-meter. Proper installation remains the responsibility of the installer. CarInstallExperts.com assumes no liability or responsibility resulting from an improper installation, even in reliance with the information contained in this guide.



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RELAY 1

PIN	CONNECTION
85	TO 12V CONSTANT
86	TO (-) UNLOCK OUTPUT FROM ALARM/REMOTE START SYSTEM
87	12V CONSTANT
87A	TO DOOR LOCK WIRE – MOTOR SIDE
30	TO DOOR LOCK WIRE – SWITCH

RELAY 2

PIN	CONNECTION
85	TO 12V CONSTANT
86	TO (-) UNLOCK OUTPUT FROM ALARM/REMOTE START SYSTEM
87	12V CONSTANT
87A	TO DOOR UNLOCK WIRE – MOTOR SIDE
30	TO DOOR UNLOCK WIRE – SWITCH

RELAY 3

PIN	CONNECTION
85	TO 12V CONSTANT
86	TO (-) UNLOCK OUTPUT FROM ALARM/REMOTE START SYSTEM
87	12V CONSTANT
87A	TO DOOR LOCK WIRE – MOTOR SIDE
30	TO DOOR LOCK WIRE – SWITCH

RELAY 4

PIN	CONNECTION
85	TO 12V CONSTANT
86	TO (-) UNLOCK OUTPUT FROM ALARM/REMOTE START SYSTEM
87	12V CONSTANT
87A	TO DOOR UNLOCK WIRE – MOTOR SIDE
30	TO DOOR UNLOCK WIRE – SWITCH

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