

REMOTE LOCKING MOD FOR THE FORD PROBE

You will need: -

- Microscan SCL3000
- 30Amp 12v automotive relay x2
- 0.5-1.0watt 4.7kOhm leaded resistor
- DMM (Digital Multimeter)
- Soldering iron & solder
- Philips screwdriver
- Craft/ Stanley knife (to remove outer wire insulation)
- Small pair of snips/ cutters
- Insulation tape
- Cable ties
- Female insulated spade connectors (to fit on the relays)
- A few lengths of wire (you may have enough, if you re-use wires, removed from the unit)

Many have fitted this unit inside the drivers' door, but may have experienced problems with water and/or damp getting inside and causing malfunctions. For this reason, I will detail how I installed the unit **INSIDE** the car.

Firstly, remove the drivers' door card, by unscrewing the screws shown here. (The one in the door handle will be hidden under the small piece of material at the bottom and the one in the bottom left will be a very long screw, hidden in the bottom corner of the outer edge of the door-bin.)



Then carefully pull away the clips along the bottom edge of the door-card and lift and remove. Next, reach down behind and unplug the two multiplugs from the door switch and electric mirror controls. Then by twisting the door card, you are able to coax the door handle through the hole without any need to disconnect it from the metal rod.

Pull the clear plastic sheet away from the inside of the door, to access the wiring behind. The plug you need to access is the bottom of the 3. It has 4 wires with the following colours – RED, BLUE, YELLOW & BLACK to the switch end, and WHITE/GREEN*, GREEN/BLACK, BLACK/RED & YELLOW/RED to the cars loom.

* On later cars, the white/green wire may be blue/red

Now remove the kickplate on the drivers' side and carefully open the white casing and pull out the loom.

Locate the wires, matching the colours of the ones in the door (WHITE/GREEN*, GREEN/BLACK, BLACK/RED & YELLOW/RED)

Note – The wires diameter may not match between the wires in the door and wires under the kickplate, and there may be several wires the same colour under the kickplate.

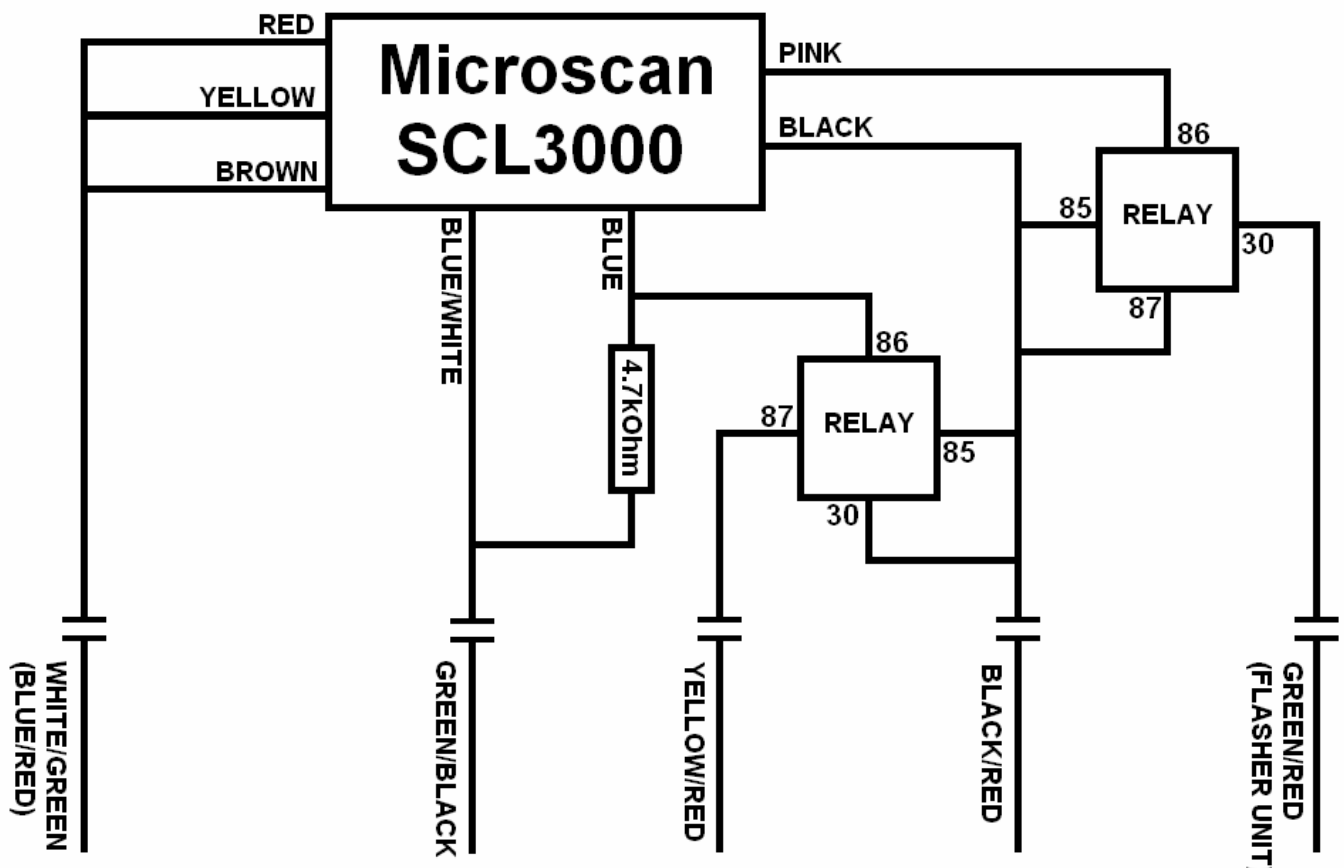
Set the DMM to Ohms, to measure resistance. Touch the test leads together and take note of the reading (this is a closed circuit). Then separate the leads and the reading should change (this is an open circuit).

Carefully press the points of the test leads through the outer insulation of the four wires in the door in turn. Push the other test lead through the insulation of the matching coloured wires under the kickplate. When you find the correct wire, the reading will change to show the reading as in the closed circuit above.

Once you have identified all four wires under the kickplate and marked them up, you can replace the door card.

Now, get your SCL3000 unit and cut off the green wire, the green/white wire and the orange wire and insulate the tag ends well with insulation tape.

Assemble the following:-



The wires shown at the bottom of the diagram (WHITE/GREEN*, GREEN/BLACK, BLACK/RED & YELLOW/RED) are the wires which have been identified under the kickplate.

Carefully, with a craft knife, slice away a little of the outer insulation of each of the wires under the kickplate, 'tin' the exposed wire with solder and solder the relevant coloured wire from the SCL3000. Cover each solder joint with insulation tape.

The SCL3000 unit will be mounted under the steering column, so leave enough wire to reach the distance.

Next, put on your hazard warning lights and lay on your back in the drivers' foot well and locate the flasher unit. It will be ticking in time with the hazard lights. It's a white box above the fuse-box on the outer edge of the car. Locate the GREEN/RED wire (pin 2) on the flasher unit and slice the outer insulation in exactly the same way as before, and solder the relevant wire from the SCL3000. Cover the joint with insulation tape.

Now you need to mount the SCL3000 unit & relays under the steering column with cable ties. (I attached mine to several different cables and wires to ensure it didn't move). Tidy the wires with insulation tape and make a "loom". Make sure all the wires are tidy and safe.

Note – You may have to remove and refit the trim in front of the fuse-box to allow you to hide wires when routing them from the SCL3000 unit.

Now carry out a check.

Lock the doors with the button on the fob. Both doors should lock and the hazards should flash once. Unlock the doors with the button on the fob and the hazards should flash twice.

Replace all the trims – Job done!!

Write-up by Darren King (Daz V6)