



Installation Instructions Tailgate Lock PL8140

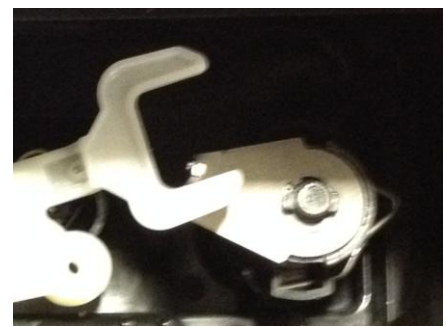
**Chevrolet/GMC
1500
2014 & Up**

Package Contents: Power Lock Assembly, Cam, E-Clip
Long and Short Wire Harness
2 Wire Taps, 8 Cable Ties
Instructions

Tools Required: T35 Torx (Star) Bit/Driver
10mm Wrench
Pliers

Step 1: Remove the torx (star) screws from the inside of the tailgate that hold the access panel in place and remove the access panel.

Step 2: The cam on the back side of the factory lock cylinder needs to be replaced with the Pop and Lock cam. **When doing this make sure the factory lock cylinder is in the unlock position (key vertical).** Start by removing the retainer clip located on the back of the lock cylinder. Use a small flat head screw driver to lift the little tab on the retainer clip up and slide the retainer clip off of the lock assembly. Remove the cam. Install the Pop and Lock cam onto the lock assembly so that the arm of the cam is positioned between the white plastic locking toggle as shown in the picture. Install the provided e-clip in place of the OEM retainer clip (this e-clip and cam design allows for some rotating play of the cam)



Step 3: Install the power lock assembly. Start by removing the handle mounting bolt on the passenger side of the handle. Position the power lock assembly so that one hole is over the plastic stud and the other is over the mounting bolt hole. The arm on the slide bar should be positioned between the white plastic locking toggle and near the arm of the cam, as shown in picture 4. Reinstall the bolt and tighten.



Step 4: Wiring (there are multiple ways to run the wiring this is one suggestion)

Route the bullet connector side of the short wiring harness through one of the drain holes at the bottom of the tailgate up to the power lock assembly. Connect it to the bullet connectors of the power unit. Secure the wire with cable ties to prevent the wire from getting pinched or in the way of the latch rods. Connect the other end to the long wire harness. Locate this connector under the truck so that it is accessible for tailgate removal. Run the long wiring cable along the factory wire harness to the engine compartment securing it with cable ties. Route wire into the driver's compartment and to the driver side step sill (the plate you step on when getting in and out of the truck). Use one of the factory's rubber grommets in either the firewall or along the floor pan. Cut a small slit in the grommet or run the wire next to the grommet to allow the wire to pass through. *It is recommended to seal around wire to prevent moisture from entering the cab.* Run the wire out of view to the step sill. Locate the **tan with a yellow stripe wire and the grey wire**. *If testing the wire to verify, all 2014 and newer Chevy/GMC Crew cabs the Lock and Unlock wires cannot be tested with a standard incandescent test light, you will need to use a computer safe tester.* Use the supplied wire taps to connect to these two wires. At this point it doesn't matter which wire is tapped to the OEM wires. Test the operation of the lock (if the tailgate lock works opposite of the door locks, disconnect the two bullet connectors back by the power lock assembly, switch the leads of the wires, and reconnect the bullet connectors. This will make the lock the same as the doors). Secure all the wiring and replace the removed trim pieces.

Step 5: Shut the tailgate. Test the function of the key lock and power lock. The key lock will function different. To lock the tailgate, rotate the key clockwise about 45 degrees and back to vertical. To unlock the tailgate, rotate the key counter clockwise about 45 degrees and back to vertical. *The key will always be removed in the vertical position.* If everything works, reinstall the access panel.