

Some Tips About Original Door Latches When retaining original door latches it's important to give them a good "going over". That is, inspect them for worn or broken components, especially the driver side unit that gets 2 to 3 times the use of the passenger side. Make sure that it is smooth and free to move. When switching to powered entry systems, like our Solenoids, there are three additional checks that you'll want to make. First, the original latch "tongue" can often have a throw length (movement) of nearly an inch. But few solenoids have over a 5/8" action. To accommodate this, look for the rubber "bumper" that stops the tongue in its full out location. Replace the original with some thicker rubber to decrease the throw length. Second, the return spring is usually overly strong for the job. Just reverse bend it (cold, never hot) so that it returns the latch to its full out position but doesn't push excessively. Booster springs may be needed to apply a pretension to the cable. And finally, when aligning the latch and striker, limit their overlap to about 3/8" maximum.

TROUBLE SHOOTING GUIDE FOR STREETWORKS DOOR SOLENOIDS

<u>PROBLEM</u>	<u>POSSIBLE CAUSE</u>	<u>FIX</u>
WEAK PULL	<ul style="list-style-type: none"> • Poor Grounding - the #1 cause • Cable too tight - the #2 cause • Excess moisture • Insufficient switching power • Door too tight or misaligned 	<ul style="list-style-type: none"> • Don't expect to just bolt to the door and go. You MUST ground the solenoid back inside the car to a good chassis ground. Use the 12 ga. black wire and terminals we provided. Make sure that there is no rust or paint at the spot where you ground to prevent good electrical contact. • Loosen the cable using the hex adjuster provided. • In a setup that had been working properly, check to see if excess water has gotten into the door and solenoid. Remove the solenoid and remove its boot and plunger. Clean and reassemble. See OTHER IMPORTANT NOTES below before lubricating. • Check all connections going to the solenoid. Your switching source (button, remote control, etc.) must be able to switch 30 amps. Check for proper connection through and into the door. If using a battery charger to test your set-up, don't! A battery charger does not provide the amperage needed for full solenoid strength. • If your door is hard to close due to hard or thick door rubbers or other causes, you cannot expect anyone's product to compensate. Excessive pressure against the latch causes friction to skyrocket. The basic mechanical operation of the door and latch must be good for any system to work. Addition of StreetWorks Booster Springs will help (Part # L22B).
NO PULL	<ul style="list-style-type: none"> • All the above • Solenoid "burnt" 	<ul style="list-style-type: none"> • Check all per above. • Check for burnt solenoid by seeing if the label has fallen off (sign of getting hot) and smell for obviously noxious odor. If no signs of being burnt, revert to above and check all fuses/breakers. You can also remove the solenoid and test directly on a battery (be careful of explosive battery fumes!) If obviously burnt, you need to find out why. The solenoid is the victim - it didn't burn out on its own. The switching system has stuck "ON", a button has gotten wet or some other cause has sent power to the solenoid for an excessive time. THIS MUST BE FIXED BEFORE REPLACING THE SOLENOID! If you are the original owner of a complete StreetWorks system, solenoids and switching system, and they are at fault not due to outside causes, be assured that we will be here to solve your problem and make it right at our expense. If the solenoid has failed due to someone else's switch/remote control sticking or if water or other outside factors have caused the problem, we will be glad to assist with advice and replacement parts at our regular retail price.

OTHER IMPORTANT NOTES -

- **Never** use WD-40 or similar lubricants or grease of any kind on the solenoid plunger. The only approved lubricant is spray Teflon and a little goes a long way. If the plunger has gotten wet and shows rust, repeatedly spray with Teflon lube and wipe clean. **DO NOT ABRABE.**
- In normal operation and use inside a door, many things can corrode. It is good maintenance to periodically take apart all connections, clean them and reinstall. Electrically conductive grease (available at household electric supply houses) is great for preventing corrosion on electrical connections. Also periodically lubricate your latches (bear-claws, too) and pulley connection and check cable condition.