

## Universal Door Lock 1954 F100

The universal door lock receiver FL-L43 is sold by Autostar.

The kit contains 2 remote transmitters, 2 wiring harness cables and 1 programmable controller. From the factory it is programmed for “toggle” operation.

The output lines are (2) green and (2) blue wires. These wires are designed to be SPST switch circuit to ground. Therefore each of the (4) wires (zones) must have their own control relay.

*Please see (K1) shown below in wiring diagram.*

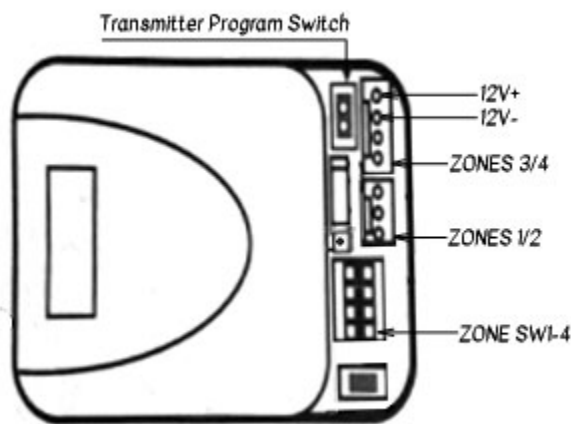
**Programming:** Information is available from the instruction sheet provided.

The F100 uses only one zone. That is programmed **on toggle off** and requires two pushes of the “lock” button on the transmitter in order to “pop” the left front door.

### The FL-L43 diagram:

The receiver looks very much like the illustration below

There are two harness connectors. One has 4 wires.



RED – BLACK – BLUE - GREEN (zones 3 and 4)

The smaller harness has 2 wires.

BLUE – GREEN (zones 1 and 2)

Each zone is represented on the transmitter by its own button.

LOCK – UNLOCK – ASTERISK – TRUNK (yellow)

RED WIRE – Connect to battery HOT (positive)

BLACK WIRE – Connect to battery (negative)

The “zone” wire provides a low current switch to ground.

### The wiring zones:

There are 4 total zones, (2) BLUE and (2) GREEN wires. These can be programmed as required or desired for the application. The “LOCK” and “UNLOCK” buttons are zones #1 and #2. These are on the small harness. Zones #3 and #4 are on the 4 wire harness and these are activated by the “ASTERISC” or the “TRUNK” button.

You can wire these zones for any format you choose. You must remember each zone will require a remote low power relay such as a horn or fuel pump relay. All four zones wired as a “low current” SPST switch to ground. This switch can be programmed momentary, pulsed or toggled.

### Examples:

Door popper, blow horn, flash lights, power window motor (up/down requires 2 zones)

*Starting your engine is not recommended, however an ignition kill switch is a good application.*

### DRIVER DOOR POPPER wiring:

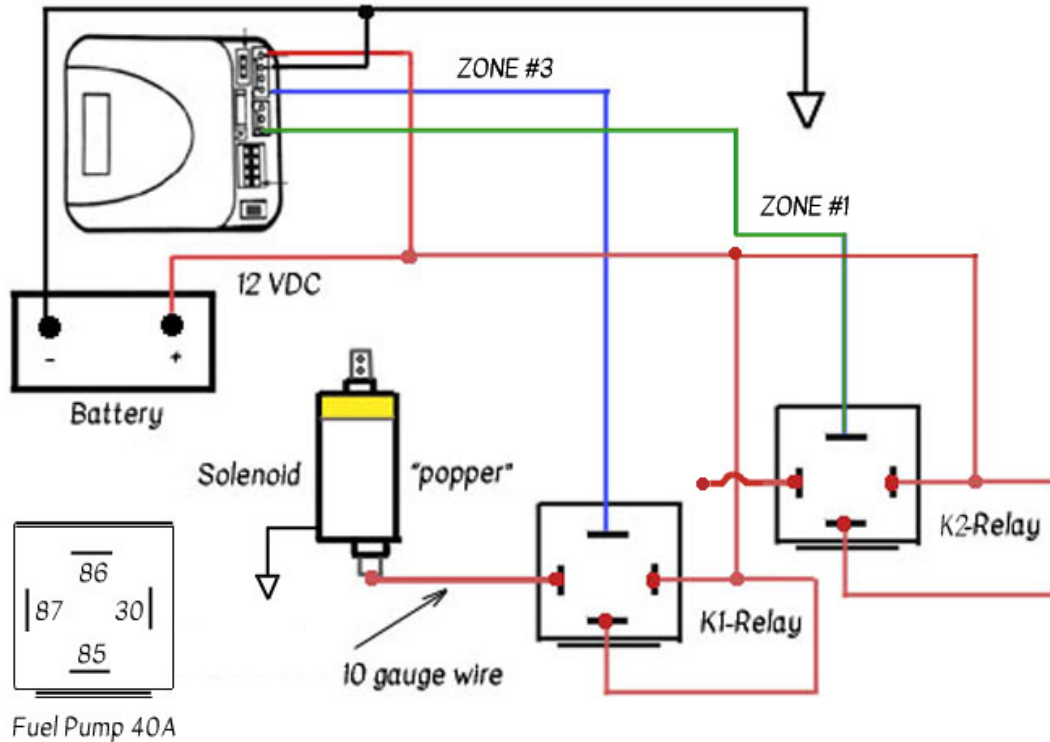
Wiring the receiver is as follows.

You cannot directly drive the door latch solenoid from the FL-L43 receiver. The latch current is a minimum of 10 amps required. The receiver cannot supply that current so a relay with a low current field will be required. These are never supplied with the receiver. You can purchase these at most all auto parts stores. You will need one relay for each zone.

### Wiring requirements:

Note that the latch solenoid is located inside the door. Modern latches have been installed in place of the original latch and door-striker assembly. The solenoid is located along the jam side and below the window channel. The "pop" cable is about 8 inches long (supplied) and is connected to the latch. The solenoid supplies a "tug" on the latch and pops the door open. This system is applied where no outside door handles are used. The only entry possible requires the solenoid be bypassed or triggered with your remote. This system allows original mechanical inside handles to be replaced with electric switch handles or buttons. Makes a very clean installation and eliminates ugly door handles. With power windows, the interior door panel has a very modern look. No handles at all. You will need 10 feet of #10 gauge wire for the solenoid. A small panel will be used to mount the FL-L43 and the "zone" relays.

### 1954 F100 wiring diagram: Two of four possible circuits are shown.



KEY: 85 to 86 is the relay coil activated through the controller zone, 87 to 30 carries 40 amps of current.  
*Be aware, the "zone" wires carry no voltage, they are only a passive "low current" switch to ground.*