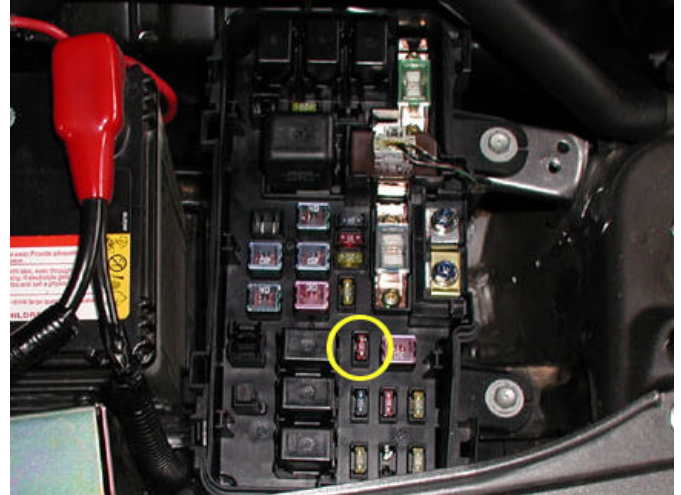


Convenience Module Installation Instructions

1. Remove fuse 49 from the under-hood fuse block.

This photo shows the fuse box by the battery, and what it looks like after you remove the cover.

This will remove power from the circuits you will be working on.



2) Remove the driver's side door sill trim - 3 clips in the middle snap into the door sill, 1 locking tab at each end snaps over the front and rear plastic trim panels.

3) Remove the driver's side kick panel – one screw near the firewall, one clip below the hood release, and one plastic button inside the door jamb (hinge side). Once the screw and clips are removed wiggle it out around the hood latch to remove it.

4) Remove the radio trim panel.

There are 7 spring clips holding this panel in place, shown here in a photo of the back side of the panel.



If you lower the door, grasp both sides of the door and gently pull and wiggle, the bottom 3 clips will come loose.

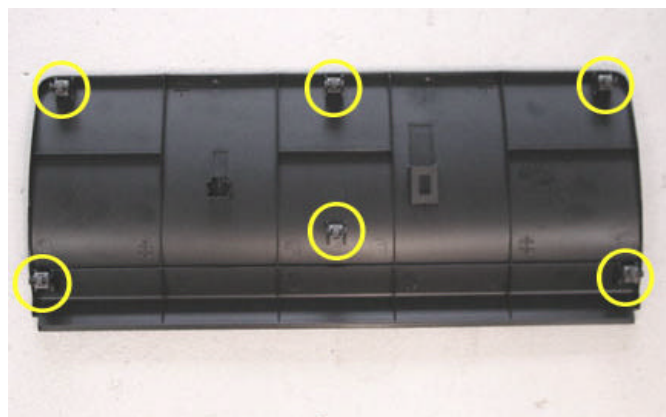


I usually use a small pry bar to coax the top clips loose, but you can get them loose just by careful pulling on the door and sides of the trim panel. Go slow, they will come out without too much effort.



5) Remove the passenger side dash access cover.

You can reach behind the dash to help loosen the clips. It's easier if you start at the bottom and go up. This photo shows the back side of the access panel so you can see where the clips are



6) Remove the console cover

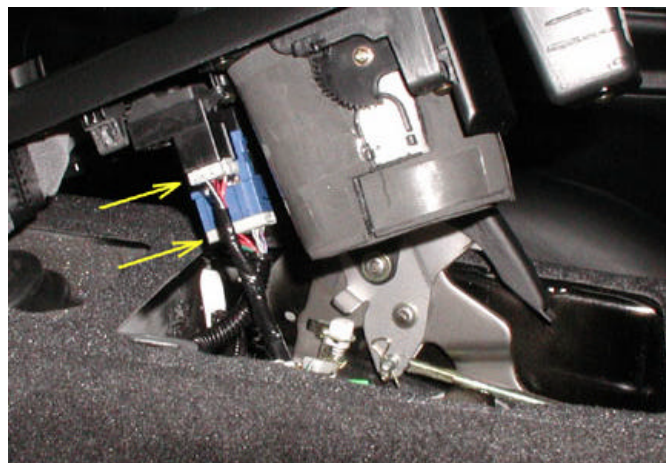
There are 8 spring clips as shown here. You can use a small pry bar like mine or just use your fingers. If you start at the rear it's easier.



Tilt up the rear of the cover and unplug the ROOF and HAZARD switch connectors, shown here.

They have locking tabs you must release first, so don't yank too hard till you depress the tab.

You can rotate the cover 90 degrees to the left to move it out of your way, that way you won't have to remove the shift knob



7) Run the four 6' wires from the console to under the dash.

These are yellow, white, green, and black if you're using my colors.

You can fish the wires through using two coat hangers or stiff wires with hooks on the ends. Push one wire from the right side of the shifter hole (outside of the foam collar) to up under the radio. You should be able to see the end of the wire by looking down through a hole just below and in front of the radio. Hook the wire with your fishhook, and pull it through.

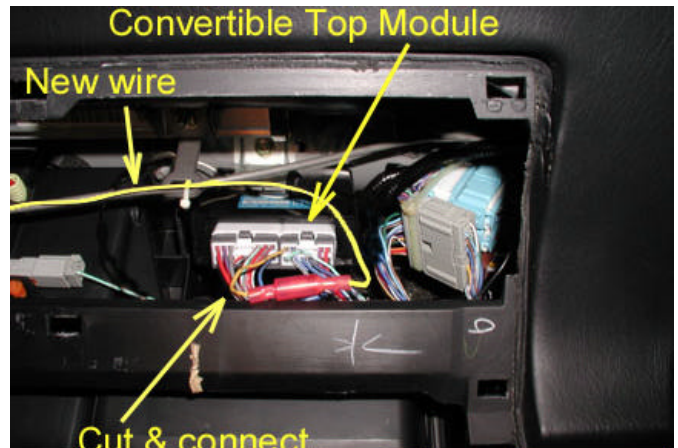
Run the yellow wire over to behind the passenger dash. Run the rest of the 6' wires over to the driver's foot well area.



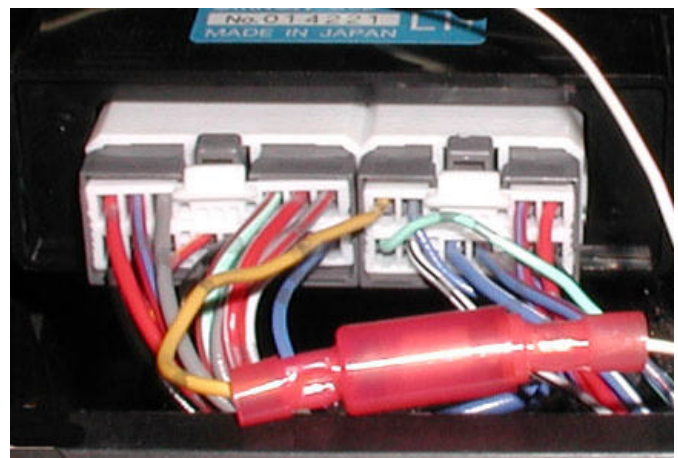
8) Connect the 4 new wires as follows:

Yellow - to pin 14, yellow wire, on connector B of the Convertible Top Module. This is behind the passenger access cover you removed.

You must cut the wire on pin 14 a few inches from the Convertible Top Module, and connect the new wire to the module. Insulate the other end of the cut wire, or put a mating insulated connector on it so you can return the wiring to normal if you decide to.



Here's a close-up of the Convertible Top Module showing where I cut the yellow wire, attached a connector, and spliced into it with the yellow wire from the Convenience Module.

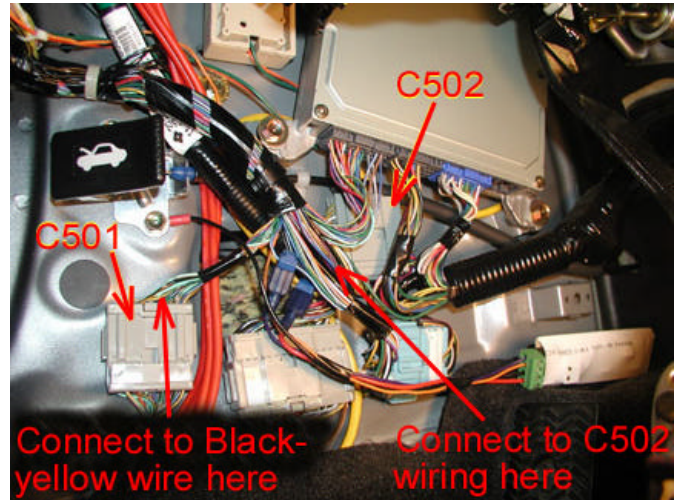


Continuation of step 8, connecting the wires under the dash:

Black - to pin 4, black/yellow wire, on connector 501. Use a 'tap-in' connector, do not cut the wire on connector 501

White - to pin 3, white wire, on connector 502. Use a 'tap-in' connector, do not cut the wire on connector 502

Green - to pin 16, green/black wire, on connector 502. This one is tricky. C502 connects the driver's door wire harness to the car wire harness. You need to cut the green/black wire, and make your connection to the wire that leads into the door, NOT the wire that goes to the car wire harness. Put a mating insulated connector on the wire that goes to the car wire harness, so you can return the wiring to normal, if you decide to. There is no connection to the cut end of the green/black wire that goes to the car wire harness



Layout of pins on connector 501:

1	2	3		4	5	6	
7	8	9	10	11	12	13	14

Layout of pins on connector 502:

1	2	3	4		5	6	7	8	
9	10	11	12	13	14	15	16	17	18

9) Dress the wires under the dash, and pull any slack back into the console. Leave enough wire to comfortably wire the Convenience Module, but not too much, as the excess will have to be tucked into the 'tunnel' on the right side of the shifter

10) In the console, connect your four new wires to the Convenience Module as follows:

Green & yellow wires - to terminal 6, (+12 volts out).

Black - to terminal 7, (trunk output).

White - to terminal 8, (door unlock output).

11) Slip the 3" long piece of heat-shrink tubing over the module and a few inches up the 4 new wires. This will keep it out of the way till you're finished wiring.

12) Connect the 18" wires to the Convenience Module as follows:

red - to terminal 1, (+12 volts input)

blue - to terminal 2, (top down input)

orange - to terminal 3, (ignition input)

green - to terminal 4, (top up input)

white - to terminal 5, (parking brake input)

black - to terminal 9, (ground input)

yellow - to terminal 6, (+12 volts output). There will be 3 wires on terminal 6, two yellow and one green.

13) Connect the 18" wires in the console:

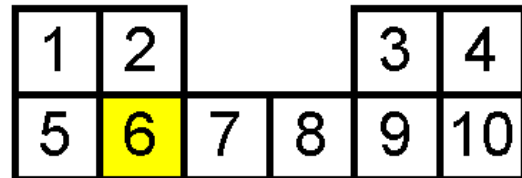
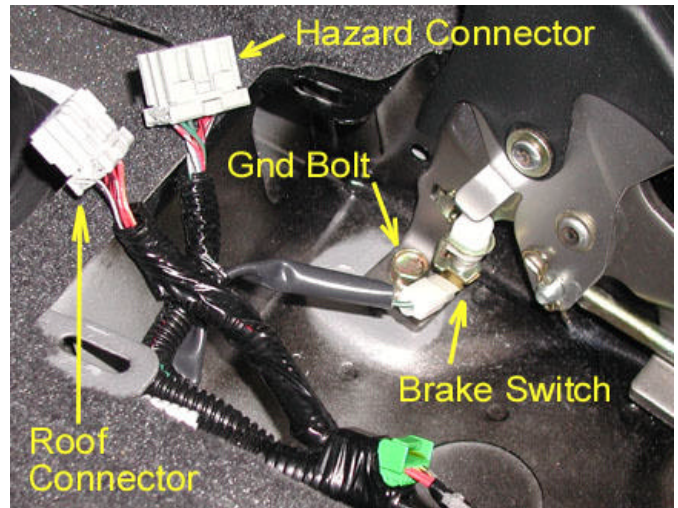
You can trim the length of the wires if needed, bearing in mind the final position of the module inside the 'tunnel' next to the shifter. If you want a neater installation, use the 'solder and tape' method instead of tap-in connectors.

white - to the green/white wire going to the BRAKE switch, using a 'tap-in' connector. Do not cut the green/white wire.

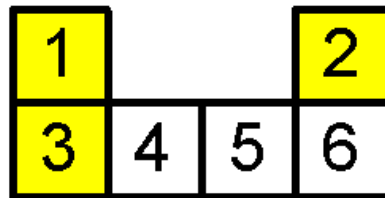
black - remove the forward mounting bolt for the parking brake, and using a 5/16" ring terminal on the wire, connect it under the bolt and re-tighten.

red - to the white/black wire on pin 6 of the HAZARD connector, using a 'tap-in' connector. Do not cut the white/black wire.

Pin layout of HAZARD connector shown here:



Layout of pins on the ROOF connector:



blue - to the red/black wire on pin 1 of the ROOF switch, using a 'tap-in' connector.

green - to the red/yellow wire on pin 2 of the ROOF switch, using a 'tap-in' connector

orange - Cut the black/white wire, pin 3 on the ROOF switch, a few inches from the connector, and connect the orange wire to the wiring harness side of the black/white wire.

yellow - connect to the connector side of the cut black/white wire on the ROOF switch

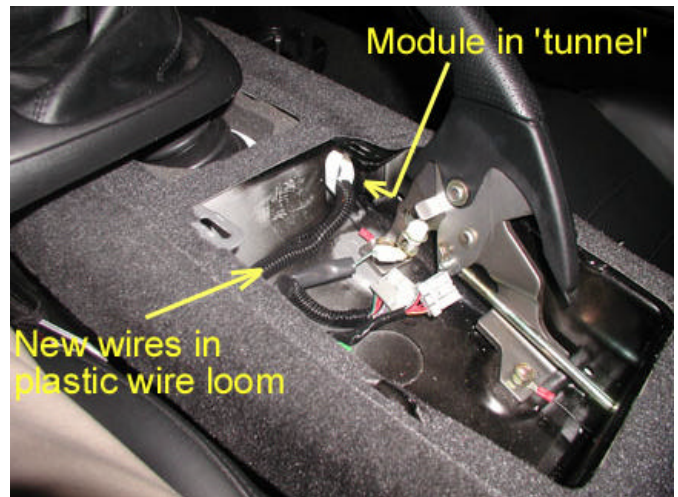
Stop here and perform the Test Procedures on the last page before completing the rest of the installation. After a successful test, come back and complete step 14.

14) Finish the install:

Slide the heat-shrink tubing over the module to cover the wire connections. If you want, you can shrink it using a heat gun or hair dryer on high. I left mine unshrunk so I can get to the wires later if I need to. I also used a plastic wire loom to keep the wires neat.

Stuff the Convenience Module and slack wire inside the 'tunnel' on the right side of the shifter

Put everything back together.



Test Procedures

The installation is almost finished. But before you put everything back together you should conduct a few tests to make sure nothing is wired wrong. Pay attention here, you could fry the module if the wiring is not correct.

- 1) **Put fuse 49 back in the under-dash fuse block.**
- 2) **Turn the ignition key to the full "ON" position**, wait a second or two, then turn it off again.
 - a) If the dash lights go OFF when you turn the ignition off, continue testing with step 4.
 - b) If the dash stays lit up, **TURN THE KEY BACK ON IMMEDIATELY** and remove fuse 49 again. Once fuse 49 is removed, turn the ignition key to OFF and go to step 3 for troubleshooting.
- 3) **Troubleshooting** - Something is wired wrong and the Convenience Module is powering the entire ignition circuit for the car, instead of just the window and top circuits, and it can't handle it. Usually this means:
 - a) you connected the 6' green wire to the wrong end of the green/black wire on C502, or
 - b) the orange and yellow wires to the Roof switch are reversed.Check the above 2 areas for correct wiring. If you can't find your mistake, put the green/black wire in C502 back to stock (with the mating wire connector you installed), put the ROOF switch black/white wire back to stock, and contact me for assistance. With these two connections back to stock the car will operate fine, but the Convenience Module will be disconnected from all power.
- 4) **Test the remainder of the installation for proper operation:**
 - a) Sit in the driver's seat and turn the ignition ON.
 - b) Pull the parking brake handle UP.
 - c) Verify the ROOF button operates the convertible top. If the trunk pops when you pull the ROOF switch back, your connection to the BRAKE switch is bad. Check it out. Make sure the white wire from module (terminal 5) has a good connection to the green/white wire on the brake switch.
 - d) With the ignition still ON, put the parking brake DOWN, and make sure the passenger door is LOCKED and the driver's door is UN-LOCKED.
 - e) Pull the ROOF button back – it should pop the trunk. If not, you have a bad connection to either the TRUNK wire from Convenience Module (terminal 7 black 6' wire) to pin 4 (black/yellow) on C501. Or, the ROOF down switch, module terminal 2 (blue) to pin 3 (red/blk) on the ROOF switch.
 - f) Push the ROOF switch forward and hold for 3 seconds. The passenger door should unlock. If it does not, check your connection from module terminal 8 (white wire) going to pin 3, white wire on C502, and your connection from module terminal 4 (green wire) to ROOF switch pin 2 red/yellow wire.
 - g) Now turn the ignition OFF and take out the key. Make sure the trunk pop, passenger door unlock, windows, and convertible top operate for about a minute. After 2 minutes, these functions should no longer operate.

Convenience Module Wiring Diagram

