

HOLESHOT SOLENOIDS (30lbs +)

By *STREETWORKS*

#L22 (Dual) \$150.00

#L22S (Single) \$80.00

HoleShot solenoids can convert your doors or trunk to electrical operation when used with switches such as our MagTech #L20 or Button Entry #L25, #L35 or a Remote Control.

*Powerful (30lbs +), fast acting solenoids to open your door or trunk latches. Brackets, connectors, cable, wire, hardware, circuit breaker and instruction included. **NOTE:** Be sure the switch you use to activate the solenoids is capable of switching **30 amps minimum**.

PLEASE READ AND UNDERSTAND ALL INSTALLATION INSTRUCTIONS BEFORE BEGINNING. PLANNING AND PREPARATION WILL MAKE THE ACTUAL INSTALLATION PROCESS EASY AND QUICK

DISCONNECT ELECTRICAL POWER AT THE BATTERY BEFORE DOING ANY WIRING

- 1. LAYOUT** the best routing for the cable and location for the solenoid on solid sheet metal, away from window or other interference. The cable **must** pull straight in line with the operation of the latch and the solenoid. The pulley allows the cable to change directions so that the solenoid can be located in a convenient place.
- 2. DETERMINE** the best way to attach the cable to the latch. For new, aftermarket latches, simply loop the cable through the latch lever hole and secure the cable to itself using the aluminum compression sleeve provided. Original latches frequently have a "T" that slides in a slot, flat mechanical band. Remove the band, grind off the "T" and drill a 3/16" hole exactly in its place. Mark a straight line on the inside of the door to represent the centerline-of-action for the latch (through the center of the latch and the hole you just drilled). Loop one end of the cable and secure with a crimp sleeve provided. The loop should be about the size of a nickel. Install a #10-32 screw through the band then the hole, add one flat washer, the cable end loop, a second flat washer and nylon lock nut and tighten only enough to still allow the band to slide under the head of the screw. This will allow the use of inside door handles. If going all electric, eliminate the band and tighten the screw.
- 3. THE PULLEY** location is determined by the latch centerline-of-action. Drill a 3/16" hole, 1/2" off that line-of-action and at least 3 inches away from the cable end and mount the pulley with screw, cable, wire retainer, washer(s) and nut. Be sure that the pulley is able to rotate freely.
- 4. THE SOLENOID** can be attached to the other end of the cable through the solenoid "eye" and securing with the adjustable screw/hex nut. This will help to assure that the final location keeps the cable and solenoid in line. Mark for the bracket holes. Attach the red power lead with terminal. Drill 1/4" holes and mount the bracket and solenoid including the black ground lead with large round terminal. Adjust the cable tension to be slightly loose and test the operation by applying 12 vdc to the solenoid, + to the push-on terminal connection and - (ground) to the bracket. Good lubrication on the latch and pulley help to assure the best operation. If there are problems, assure "straight line" action on the latch and solenoid and that the pulley is free to rotate and that the cable is not too tight.

5. **WIRE** per the diagram below. **IMPORTANT:** The switch (buttons, remotes, etc.)you use to activate the solenoids **must** be capable of switching 30 amps minimum.

Some Tips About 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 HoleShot Solenoids, there are three additional checks that you'll 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. And finally, when aligning the latch and striker, limit their overlap to about 3/8" to 1/2" maximum.

FOR TECHNICAL QUESTIONS PLEASE CALL 1-860-859-0513

TROUBLE SHOOTING GUIDE FOR STREETWORKS HOLESHOT SOLENOIDS

PROBLEM	POSSIBLE CAUSE	FIX
WEAK PULL	*Poor Grounding-the #1 cause	Don't expect to just bolt to the door and go. You MUST ground the solenoid bracket back inside the car to a good chassis ground. Use the 12ga. 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.
	*Cable too tight - the #2 cause	Loosen the cable using the hex adjuster provided. A minimum of 1/8" is needed.
	*Excess moisture	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 bracket. Shake the solenoid upside down to make sure there is no water inside (if there is, drain as best as possible). Clean all electrical contact points such as solenoid-to-bracket and bracket-to-grounding wire. See OTHER IMPORTANT NOTES below before lubricating.
	*Insufficient switching power	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.
	*Door too tight or misaligned	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	*All the above	Check all per above
	*Solenoid "burnt"	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 fuse/breakers. You can also remove the solenoid and test directly on a battery by grounding the case and tapping a hot lead wire to the solenoid terminal(be careful of explosive battery flames!) 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.

*In normal operation and use inside a door, many things can corrode. It is good maintenance to periodically take apart all connectors, clean them and reinstall. Electrically conductive grease (available at household electric supply house) is great for preventing corrosion on electrical connections. Also periodically lubricate your latches (bear-claws, too) and pulley connection and check condition.

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