

GENERAL MOTORS – SOLENOID ACTUATED

Buick
 Skylark
Chevrolet
 Nova, Camaro
Oldsmobile
 Omega
Pontiac
 Phoenix, Firebird

DESCRIPTION

GM electric door lock system incorporates a solenoid for each door and a control switch for each front door, except Pontiac Firebird which has one instrument panel switch. All doors lock and unlock electrically from control switch, or manually from each door in the conventional manner.

Each solenoid has an internal circuit breaker which (under extreme conditions) may require up to three minutes to automatically reset. Wiring harness for door lock system is routed in the power window harness conduit.

TESTING

ALL BODY STYLES EXC. "F"

Circuit Breaker – 1) Connect test lamp across ground and circuit breaker output terminal. Lamp should light.

2) If lamp does not light, check circuit breaker input terminal. If lamp lights on input terminal but not on output terminal, replace circuit breaker. If lamp blinks (breaker clicking on and off) there is a short circuit in feed wiring.

Junction Block Output – 1) Connect test light prod into junction block output terminal. If lamp does not light, check power feed jumper to junction block. If lamp lights, check feed wiring for open circuit.

2) Disconnect feed connector (ORG-BLK, LT.BLU and BLK wires) and insert test lamp prod into feed terminal. If no light, check for an open or short in feed circuit,

Door Lock Control Switch – 1) With door trim panel removed, insert test lamp prod into feed terminal of switch block. If lamp does not light, repair open or short in ORANGE-BLACK wire.

2) Connect a jumper lead between feed and lock (or unlock) terminal. If locks operate in both cycles, replace switch.

Front & Rear Door Solenoid – 1) Disconnect solenoid connector and insert test lamp prod into connector. If lamp lights at both terminals when switch is actuated, switch and feed wires are okay. Check solenoid ground and solenoid operation with separate power source.

2) If lamp does not light at both terminals, repair open or short circuit in BLK or LT. BLU wire.

"F" BODY STYLES

Door Lock Control Switch – 1) Insert test prod into feed wire insulation at switch base. If lamp does not light, repair open or short in feed wire from circuit breaker.

2) Disengage switch jumper harness connector (BLK and LT. BLU wires) from door lock center harness connector. Insert test prod into each terminal of switch jumper harness connector (BLK wire, unlock and LT. BLU wire lock) and actuate switch accordingly. If lamp does not light at both terminals, repair open wire or replace switch.

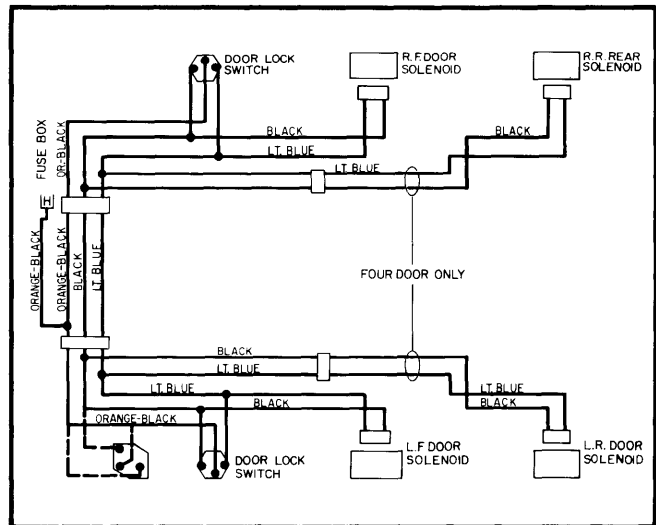


Fig. 1 Solenoid Actuated Door Lock Wiring Diagram (Nova, Phoenix, Omega, Skylark, Camaro)

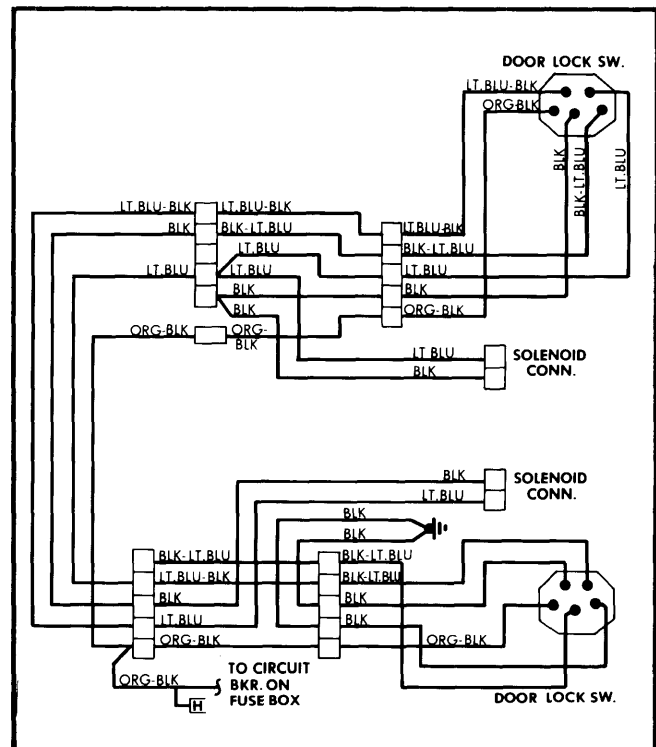


Fig. 2 Solenoid Actuated Door Lock Wiring Diagram (Pontiac Firebird)

Door & Tailgate Locks

GENERAL MOTORS – SOLENOID ACTUATED (Cont.)

Solenoid & Harness – 1) With door trim removed, disengage solenoid harness from solenoid. Connect a jumper wire from circuit breaker output at fuse block to one terminal of solenoid and then the other terminal.

2) If solenoid operates in both functions there is an open or short circuit in solenoid harness. If solenoid does not operate in both functions and no mechanical binds exist, replace solenoid.

NOTE – *Prior to solenoid replacement, ensure that solenoid body is properly grounded.*

Door Lock Center Harness – 1) Remove left shroud side finishing panel and disengage lock center harness from lock solenoid harness. Connect a jumper wire from circuit breaker output at fuse block to door lock center harness feed connector. Insert test lamp prod into corresponding terminal at left shroud side connector.

2) If lamp does not light, check for open or short circuits. If lamp lights, repeat step two for other terminals. If lamp lights at both terminals at left shroud, repeat above steps at right shroud side panel.