

TRAIL TEQ

80 Series Land Cruiser Keyless Remote Entry Module V4 – Install Notes

Thank you for purchasing the Trail Teq 80 Series Keyless Remote Entry system.

Our kits are made to order by hand. Thank you for your patience if you experienced a wait for this product.

This is our new Version 4 revision of this kit. It now features a smaller control box (1/3 the size of V3), and an OEM Zinc Steel Mounting Bracket that clips into the unused standoff on the side of the OEM Door Control Module. These features reduce the install time as well as complexity.

Package Contents:

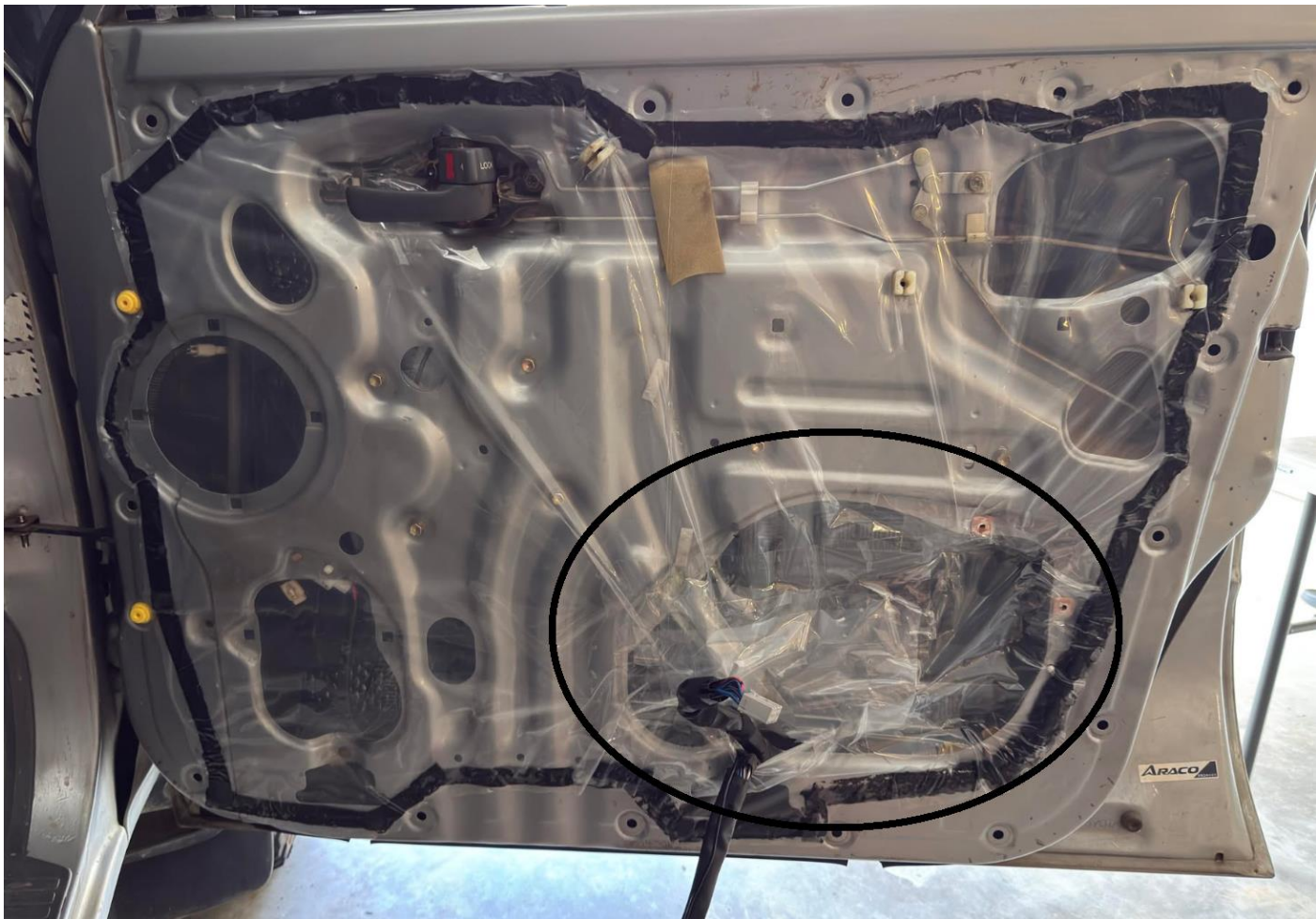
- Keyless Entry Control Box
- 2x Lock / Unlock Remotes
- Vapor Barrier Patch Plastic
- Pinch Weld Rubber

Optional Contents:

- Hazard Light Switch Patch Loom
- Signal Connection Wire

Quick Notes:

- This kit will allow you to fit a Keyless Entry module onto existing Toyota central locking. Your car must have the factory central locking for this kit to work as designed. This means, that when you unlock your drivers door with your key, all of your doors unlock.
- Another check point is that when you remove your drivers door card, you will have either a green, orange, or black Toyota door control module fixed to your door.
- This kit will NOT work if you still have the Toyota optional alarm system installed. This system added an alarm to the car which came with its own keyless FOB. This system is unreliable and out of replacement service. If you are using our kit to replace this system, all components of the Toyota keyless system must be removed.
- This kit has been tested and confirmed working on Australian, United States, European and Japanese market models with factory Toyota central locking, both without the alarm system originally installed, and in models where the alarm system was removed.
- **Important:** Prior to installing this kit, the customer **must ensure** that the vapor barrier on their door is intact and in good condition. Particular attention should be given to the opening near the door control module, where the power window mechanism is. See the circled area of the picture below.



If the vapor barrier is torn, damaged, or missing, there is a **risk** of the wiring harness being inadvertently caught by the power window mechanism.

If the vapor barrier is present and intact then there is no risk as the barrier separates the wiring harness and the power window mechanism. Damage to the wiring harness from being caught in the power window mechanism due to a missing or perished vapor barrier is not covered under warranty.

Trail Teq sells DIY vapor barrier replacement kits if needed.

Install Time: 10-15 minutes for the base keyless module kit. Allow an additional 1-2 hours if you have chosen the optional indicator flashing loom.

Step 1: Ensure your driver window is up. Disconnect your car battery for safety.

Step 2: Remove the master switch control panel, and the vinyl arm rest from your drivers side door. To do this, use a pry tool to pry them up gently. Note: When prying the master switch control panel, pry from the end closest to the dash. Disconnect the master switch control panel from the wiring harness.

Pry up from this end



Pry up around the perimeter gently

Note: If your master switch trim mounts are damaged, we sell a repair kit for this trim piece. We also sell a Power Window Auto-Up modification kit if you would like to add this feature to your car.

Step 3: Remove the small screw inside your door handle then gently remove the door handle trim.

Small screw is here. When reassembling, do NOT overtighten otherwise you will crack the trim plastic.



Step 4: Remove the three large screws holding the door card onto the door.



Three large screws found here. One is under the door pull, two are under the armrest.

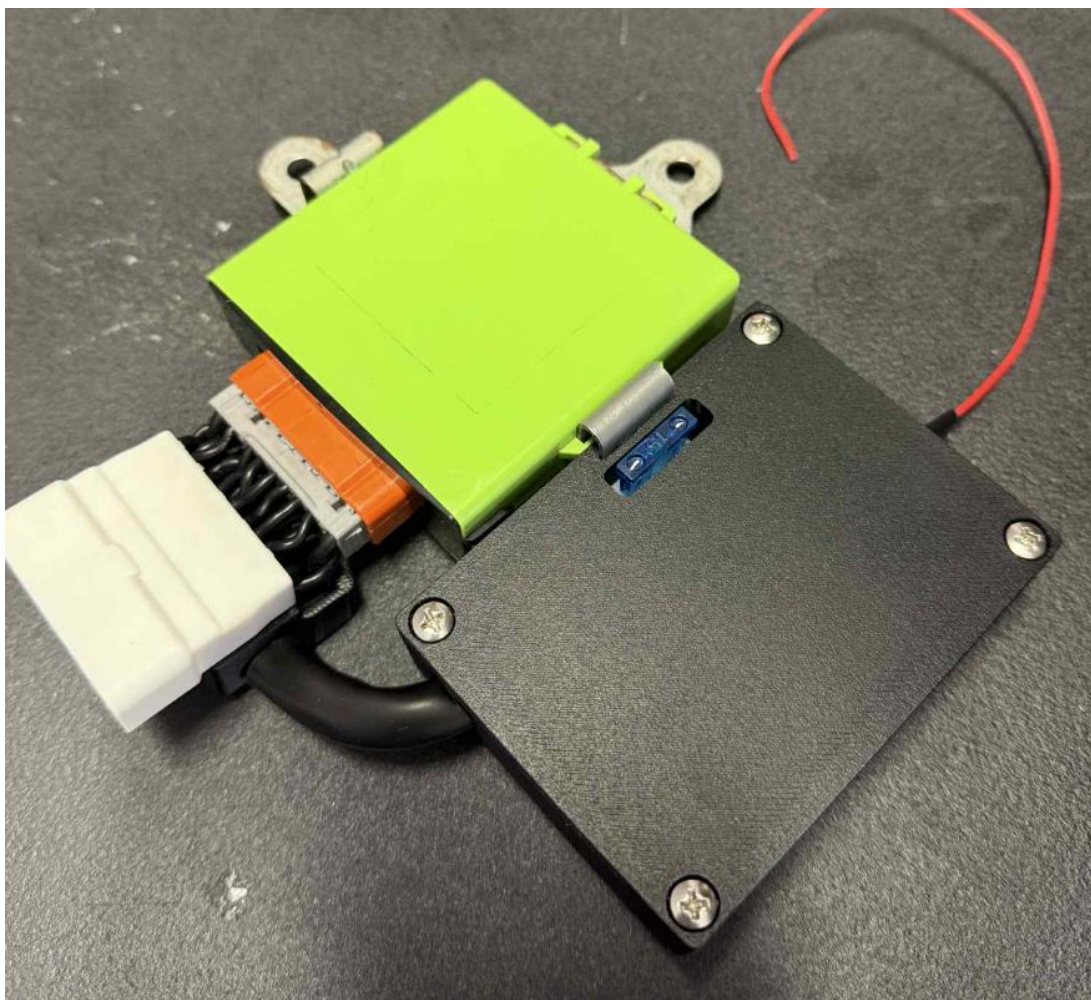
Step 5: Using a trim removal tool or otherwise, gently pop out the plastic clips holding the door card on along its perimeter. Once all clips have been popped out, you can then gently lift the door card off the door.

Step 6: Undo the two screws holding the door control module to the door and then remove the module.



Note: Your module may be green, orange, brown or black.

Step 7: Clip in the Trail Teq Keyless Module to the spare slot on the other side of the door control module, then plug the patch loom from the keyless module into the door control module.



Step 8: It is now time to refit the module to the door. If your existing vapor barrier has enough flex in it to fit the Trail Teq module, proceed with Step 8A. If it is too tight, proceed with Step 8B.

Step 8A: Fit the pinch weld to the door as shown, to prevent any rubbing of the wire harness on the door edge. You may need to cut a slot in the vapor barrier material to fit your hand in, if there is no existing access patch. Any cuts made can then be sealed with clear packing tape. Refit the module to the door using the two original screws / mounting brackets, and plug in the connector.

Note: Make sure the red antenna wire is not pinched or caught on anything when the door card is reinstalled (such as the two mounting posts for the armrest screws). It should sit sandwiched between the door card and the barrier plastic.



Step 8B: If your existing vapor barrier is too tight, make some relief cuts in your original vapor barrier so that the door control / keyless module assembly has enough room for fitment without any bending or flexing of the mounting brackets. Once this is achieved, use the supplied patch sheet of vapor barrier to reseal the vapor barrier behind the module assembly. You can fix the patch sheet to the vapor barrier using wide packing tape or similar sticky tape.



E.g. →

Step 9A: If you purchased the indicator flashing upgrade kit, skip to the Optional Indicator Flash Install Notes page and follow the instructions for the indicator flashing loom install. If not, proceed to step 10.

Step 10: Reinstall your door card in the reverse order as earlier. Connect your master switch control panel back to the car wiring harness. Reconnect your battery.

Step 11: It is now time to test that module is working correctly and to sync the system.

1. First, **unlock** your car with your key in the drivers door to unlock all of your doors using the central locking.
2. Now, using the keyless remote, **lock** the car first, then unlock.
3. The system is now synced.

Notes:

If you use the interior door locks, or use the key in the door barrel to lock the car, the unlock function on your remote will not work. This is a limitation of the Toyota central locking system and is not something we can circumvent. In simple terms, when the car is manually locked (by interior lock or by key in the barrel), the door lock sensor prevents the unlock signal from the control module from being sent to the door locks.

In practical terms, as long as you use the remote to unlock and lock the car, you will never notice this limitation. But if for whatever reason you decide to manually lock the car instead of using your keyless remote, you will need to manually unlock the car (via the interior door lock, or using your key in the door barrel) to sync the system again.

Optional Indicator Flash install notes (1-2 hours):

If you have chosen the optional indicator flashing relay, you will now need to partially disassemble your dash to access the hazard light switch wiring. This process varies slightly between early/late model dash. It is not hard, but it is time consuming and requires patience. The early model dashes are a bit more complicated. There are multiple youtube videos showing this process online, and in the interest of ensuring you do things properly we recommend you view a video if you have not done it yourself in the past. The video linked below titled: How to remove an 80 series Landcruiser dash, by Henry Builds, is a good reference for the early dash which is more complicated than the later dash.

The later dash simply requires you to remove the middle dash fascia to access the hazard switch. To do that, remove the screws in the ashtray area, then pop the panel out gently to access the switch.

https://youtu.be/WfzC7gHBL_c?si=LDCLUHkZWNXPnb4I



How to Remove an 80 series Landcruiser dash

13K views · 1 year ago



Henry Builds

This is a full instructional video on how to completely remove a 1990-1995 early model 80 series Landcruiser dash. Socials ...

Step 9B: Disassemble the dash so that you can unplug your hazard light switch. Plug the patch loom in between the hazard light switch and the car wiring. Leave the dash apart for the time being.

Step 9C: You now need to feed the hazard light connection wire through your door grommet. You can go either way – from inside the cab into the door (easier in our opinion), or from the door into the cab. Be very careful not to damage any of the car wiring harness while you do this. We have chosen to use a bullet connector for this wire as it is the easiest connector to feed through the door grommet and it also fits easy into wire tubes.



Feed wire through the door grommet here.

We have found the easiest way to get the wire through is to feed fencing wire or welding wire through the grommet, from inside the cab outwards to the exterior of the car. After it is through, tie the fencing wire around the cable carefully. Then gently pull it through the grommet. Repeat again for the next grommet into the door. A wire feeding tube coated in a lubricant is another option. Take your time and do not rush this step. Do not pull tightly on the bullet connector as it is not designed to be used as leverage and you risk ripping the connector off. If you are struggling to get the wire/connector through, you can also cut off the bullet connectors and feed the wire itself, however you would need to crimp new bullets on afterwards.

Step 9D: With the connection wire through the door grommet, gently pull it into the door cavity. (You may need to cut a slot in your vapor barrier to get your hand in the cavity). With the wire in the cavity, follow the main door wiring loom all the way to the control box, and tape or cable tie the connection wire to the main wiring loom to keep it secure. Use common sense and make sure that the wire is not fouling on anything that will cause it to rub through.

Step 9E: In the car, feed the connection wire upto the hazard light switch and connect it to the female bullet connector on the patch loom. Connect the connection wire to the red female connector on the control box in the door. If you cut a slot in your vapor barrier during this process, repair with clear packing tape and/or the vapor barrier patch sheet we supplied. Reinstall the dash once complete.