

**Start**.....key turned to locked & back to vertical four times. <<Tells the BecM you are now going to enter the EKA Code>

Then <1st digit> entered in the unlocked (clockwise) direction and **back to vertical** for each time.

Then <2nd> digit entered in the locked (anti-clockwise) direction and **back to vertical** for each time.

Then <3rd> digit entered in the unlocked (clockwise) direction and **back to vertical** for each time.

Then <4th> digit entered in the locked (anti-clockwise) direction and **back to vertical** for each time.

Finally, Turn once to unlocked and all the doors should unlock and the car "should" be re-mobilised.

It is very important to make sure you deliberately and carefully execute each key-turn AND back to vertical (and no further).

The doorlock contacts do go dodgy with age & use.

The flashing of the side-repeaters or the dashboard lamp (depending on how the system was set up) are your only indications that your entries are being seen.

If they are not consistently being seen then you will need a Nanocom to re-mobilise the engine.

If the switches are inoperative then EKA entry may be simulated by shorting the wires at the plug(s) if you have access to the inside of the door on the driver's side with the door-card removed.

A short between the **Black** Wire and the White wire simulates an "Anticlockwise" or "Lock" action of the key.

A short between the **Black** wire and the RED wire simulates a "Clockwise" or "Unlock" action of the key.

This may (at the very least) enable the EKA code to be entered and normal key-fob locking/unlocking and engine starting to resume.