



Nomad Lock-Up Kit Installation Instructions

Suitable for:



Toyota LandCruiser 200 Series with 6 Speed Auto

WITH THE FOLLOWING ENGINES:

1VD-FTV 4.5L Twin Turbo Diesel (2007 to 2021)

2UZ-FE 4.7L V8 Petrol (2007 to 2011)

1UR-FE 4.6L V8 Petrol (2011 to 2021)

Please read through all of the instructions carefully before proceeding. If any of the information does not appear correct or the diagrams don't match your vehicle, please contact Wholesale Automatic Transmissions or your place of purchase.

Table of Contents

1. Parts List	3
2. Information to note prior to starting	4
2.1. Electrical Safety.....	4
2.2. Identifying the Nomad Lock-Up Kit Parts.....	5
3. Installing the Nomad Lock-Up Kit	7
3.1. Recommended Mounting Location	7
3.2. Installing the Harness in the Cabin	8
3.3. Installing the CANBUS wires for Diesel DPF model vehicles	14
3.4. Installing the CANBUS wires for Non-DPF Diesel and all Petrol model vehicles ...	16
3.5. Finishing In-Cabin Installation.....	18
3.6. OEM ECU Wiring in the Engine Bay	20
3.7. Large Connector ECU Wiring for Turbo Diesel Models	25
3.8. Large Connector ECU Wiring for Petrol V8 Models.....	29
3.9. Small OEM ECU Connector for all Models	33
4. Downloading the Nomad Lock-Up App	35
4.1. Installing Nomad Lock-Up App onto Apple Devices.....	35
4.2. Troubleshooting Installation on Apple Devices.....	37
4.3. Installing Nomad Lock-Up App onto Android Devices	39
4.4. Troubleshooting Installation on Android Devices	41
5. Setup Wizard	43
5.1. First Connection and Firmware Update	43
5.2. Vehicle Configuration.....	45

1. Parts List

Nomad Lock-Up
ModuleNomad Lock-Up
Main HarnessLC200 OEM Style
Momentary Switch

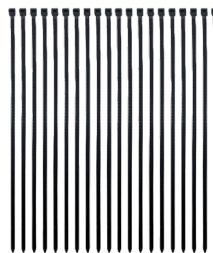
OEM Switch Loom



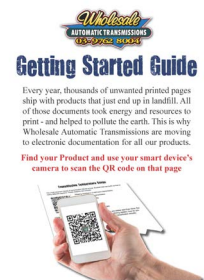
Resistor Loom - 6D

LC200 CAN Bus
Interface LoomModule Bypass
Connector2 x Long Metal Self
Tapping Screws2 x Short Metal Self
Tapping Screws4 x 30mm Pieces of
Black Heatshrink

10 x Cable Ties



Getting Started Guide



Estimated Install Time: 4 Hours

2. Information to note prior to starting

2.1. Electrical Safety

- 2.1.1 Disconnect all vehicle power sources including batteries, chargers and solar systems before starting the installation process.
- 2.1.2 The Load Resistor **MUST** be mounted to a metal surface clear of carpet, plastic or any material that could melt. This resistor can reach temperatures over 50°C when in operation.



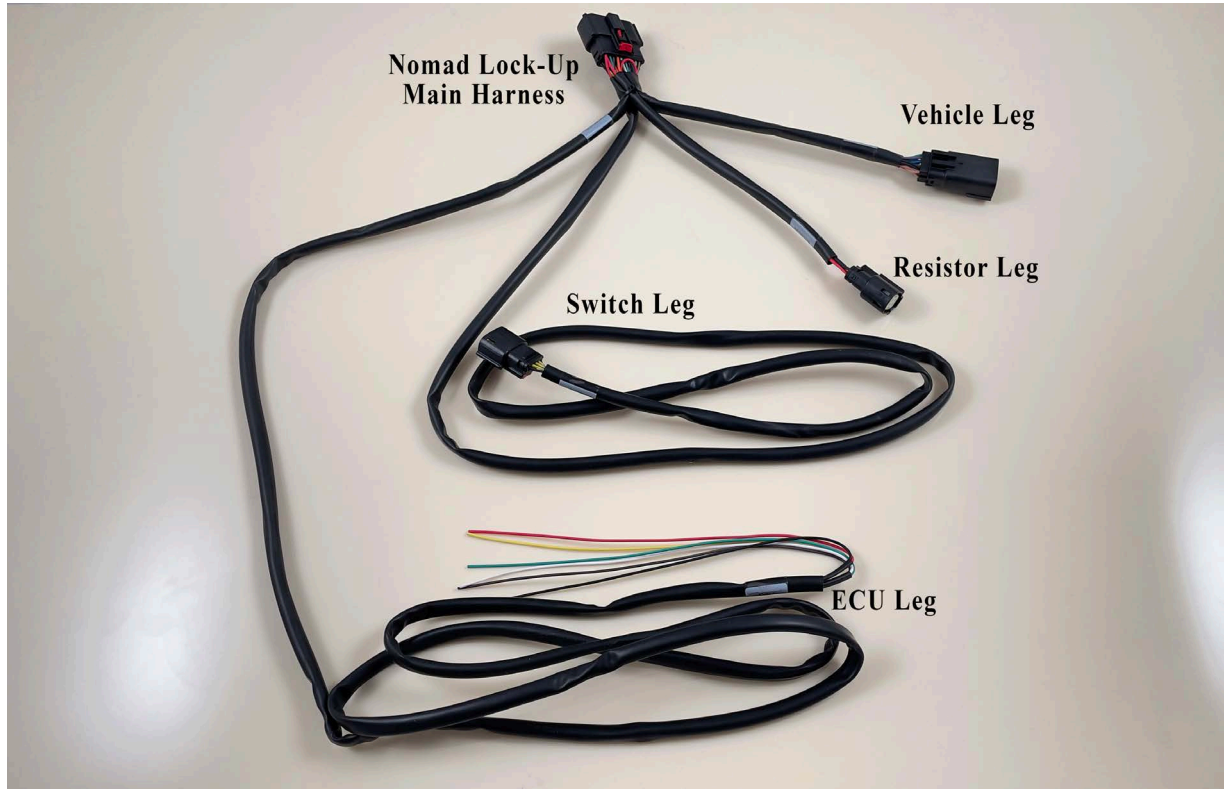
- 2.1.3 You can mount the Module anywhere inside or outside of the vehicle. The Module is IP68 rated, so it can be mounted in the engine bay, however it must be away from heat sources such as turbos, exhausts and the engine block. Also take into consideration, the further away from the driver, the lower the Bluetooth signal strength will be. We recommend mounting the module inside that cabin.



- 2.1.4 The installation of this kit requires the fitter to have good knowledge of 12 volt wiring, an understanding of wiring schematics and good experience with soldering wires together. If you don't feel comfortable doing any of these tasks, then please contact one of our local Authorised Fitting Agents or your local Auto Electrician to have the unit installed professionally.

2.2. Identifying the Nomad Lock-Up Kit Parts

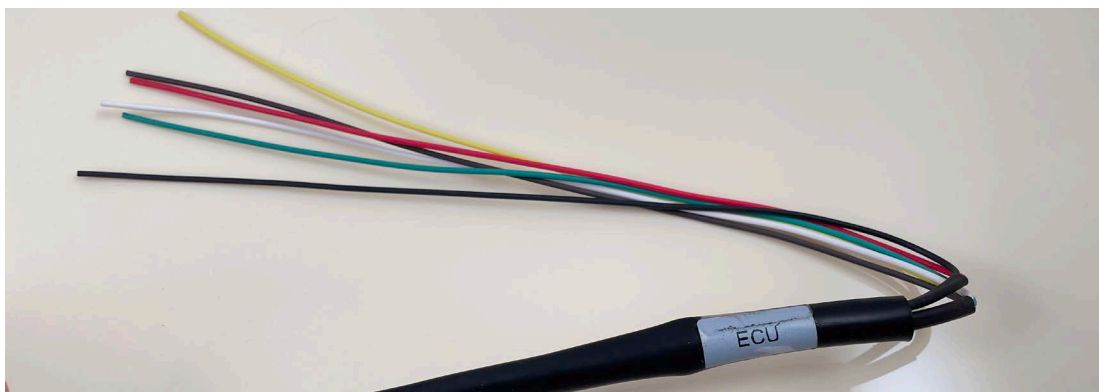
There are four (4) legs on the Nomad Lock-Up Harness (TCLU-HARNESS) that you need to be aware of. These legs define the purpose of the wires contained within.



2.2.1 ECU Leg

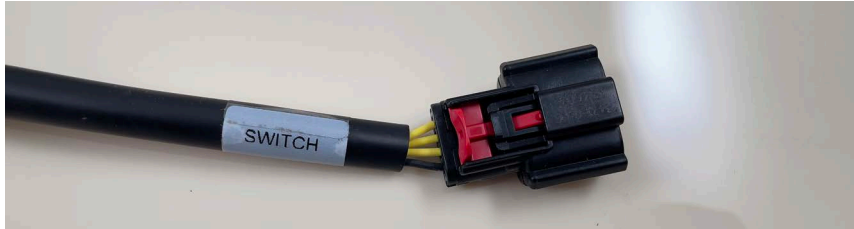
This leg contains the wires that will be wired into the OEM Transmission TCU. These wires connect to the Lock-Up Solenoid inside the transmission as well as picking up 12v+ Switched Power and Ground.

Please note: we highly recommend using the ground wire for the TCU as this ensures that our Nomad Lock-Up Module ground is equal to the TCU ground. Using a ground other than the TCU ground may result in Engine Lights due to ground differences.



2.2.2 Switch Leg

This leg runs to where ever you plan to install the manual lock-up switch. This may use either a OEM style push switch or a Carling style rocker switch, depending on your vehicles dash configuration.



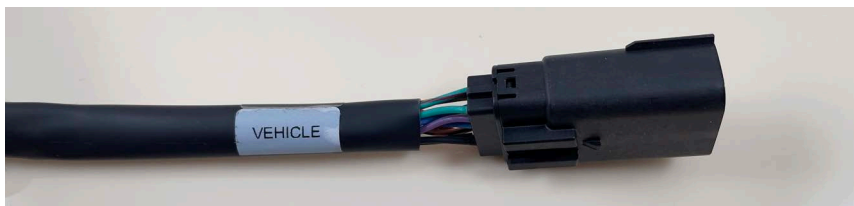
2.2.3 Resistor Leg

The resistor leg is one of the smaller legs that provide a universal connection to the load resistor. This load resistor will vary depending on the transmission the Nomad Lock-Up Kit is controlling.



2.2.4 Vehicle Leg

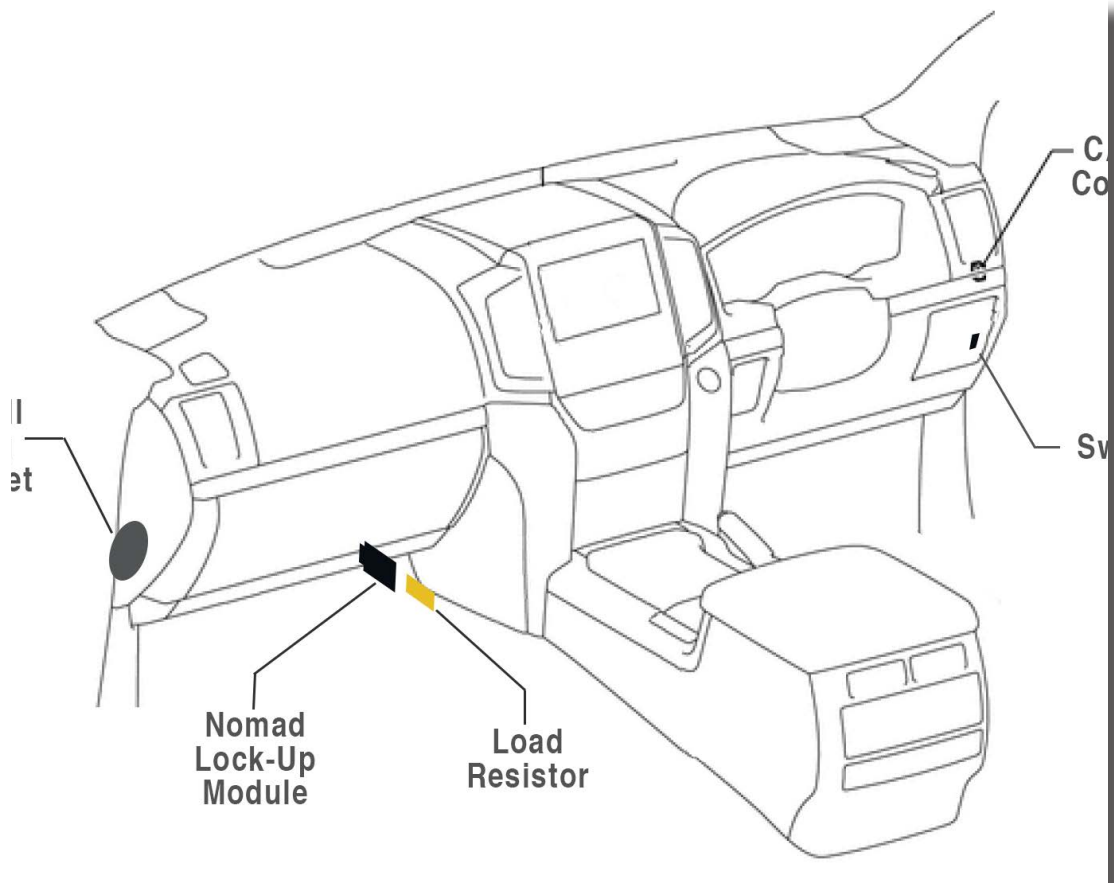
Lastly the vehicle leg, this leg is for the wires that will connect to various signals in the vehicle depending on the vehicle you are installing the Nomad Lock-Up kit into. This may include TPS (Throttle Position Sensors), VSS (Vehicle Speed Sensors), or the vehicles internal CAN Bus.



3. Installing the Nomad Lock-Up Kit

3.1. Recommended Mounting Location

- 3.1.1 While you are free to mount the various parts of the Nomad Lock-Up kit any where in your vehicle that you feel is most appropriate, the installation instructions will assume you are mounting the parts in our recommended locations.



3.2. Installing the Harness in the Cabin

****Disconnect all vehicle power sources including batteries, chargers and solar systems before starting the installation process.****

The resistor is used to dissipate heat/power from the OEM TCU. As such, the resistor will get extremely hot when the Nomad Lock-Up system is operating.

The resistor **MUST** be mounted to a flat, metal surface to aid in heat dissipation and because mounting to anything other than metal may cause that surface to melt due to the heat.

For the Toyota LandCruiser 200 Series, we have found the best location for the Load Resistor and the Module is on the passenger side of the transmission tunnel. There is perfect location for the Load Resistor right behind the dash support bracket. This location provides a flat metal surface as well as the dash support bracket preventing the carpet from touching the resistor.

3.2.1 Remove the passenger side soft dash cover and passenger lower footwell cover.



- 3.2.2 Pull back on the carpet to expose the side of the transmission tunnel as this is where we will be starting our installation.

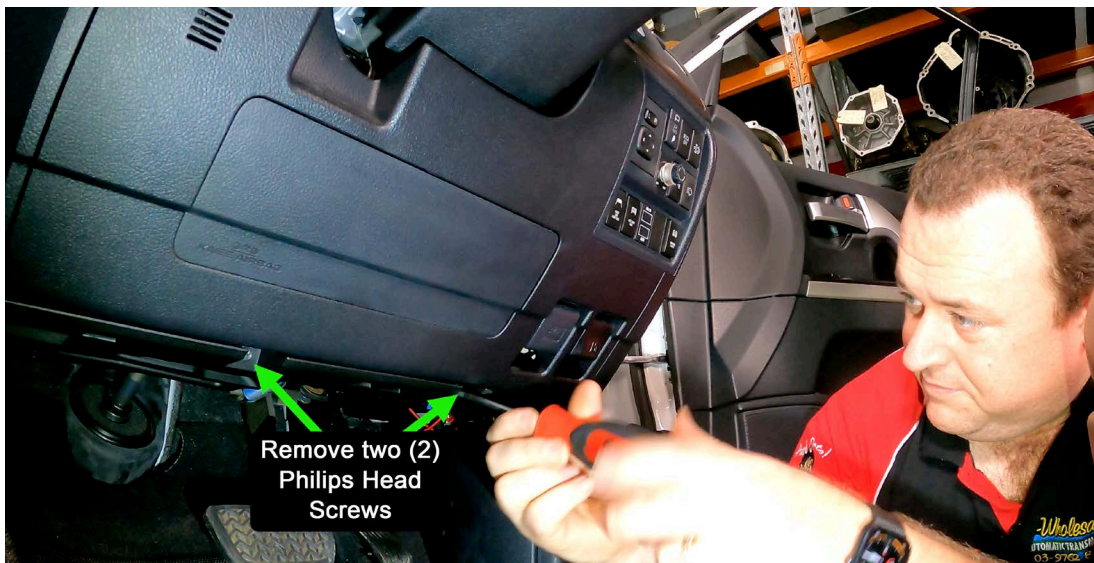


- 3.2.3 Locate the metal dash support bracket that is bolted to the transmission tunnel. We will be mounting the load resistor to the transmission tunnel, directly behind the bracket. This bracket will protect the carpet from touching the resistor.

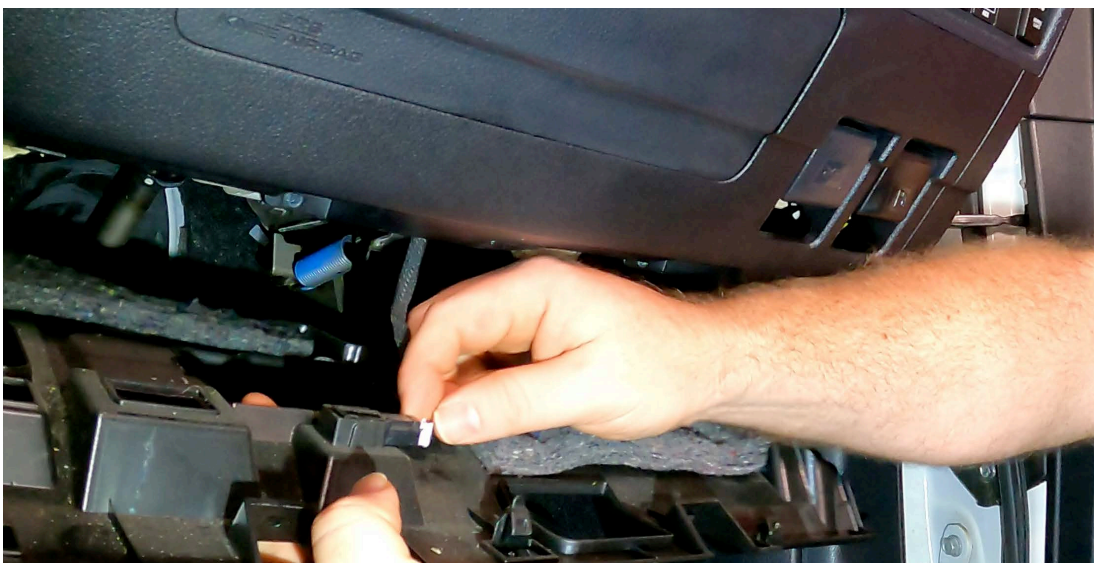


- 3.2.4 Hold the resistor in place so that you can access the mounting holes on either side of the dash support bracket. Using a 3mm drill bit, drill a pilot hole through one of the mounting flange holes.
- 3.2.5 Use one(1) of the supplied 15mm metal self tapping screws to secure the load resistor in place. Don't fully tighten yet.
- 3.2.6 Use the 3mm drill bit and drill a pilot hole through the other mounting flange hole in the load resistor.

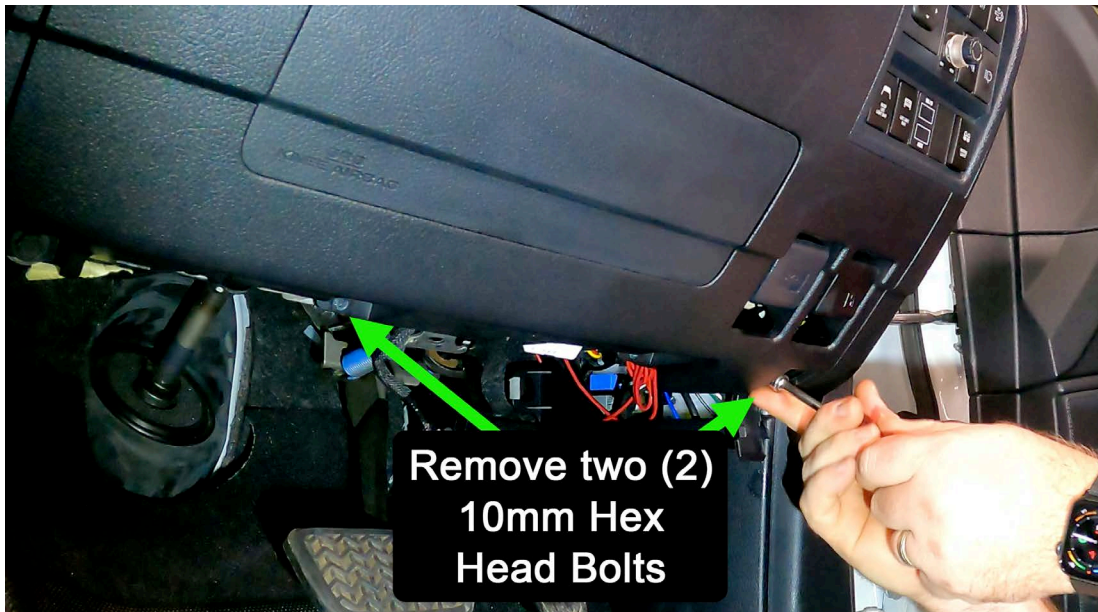
- 3.2.7 Use one (1) of the supplied 15mm metal self tapping screws to secure the load resistor in place. Tighten both screws.
- 3.2.8 Prior to mounting the Lock-Up Module, we find it easier to feed the CANBUS and Switch wiring across the transmission tunnel from the passenger to the drivers side.
- 3.2.9 Before you can feed the wires across the tunnel, you will need to remove the dash panels on the drivers side, so you can gain access to the wires. We will also remove the other panels for accessing the switch and CANBUS locations.
- 3.2.10 On the drivers side footwell, remove the lower footwell cover by removing the two (2) philips head screws and releasing the three (3) retaining clips.



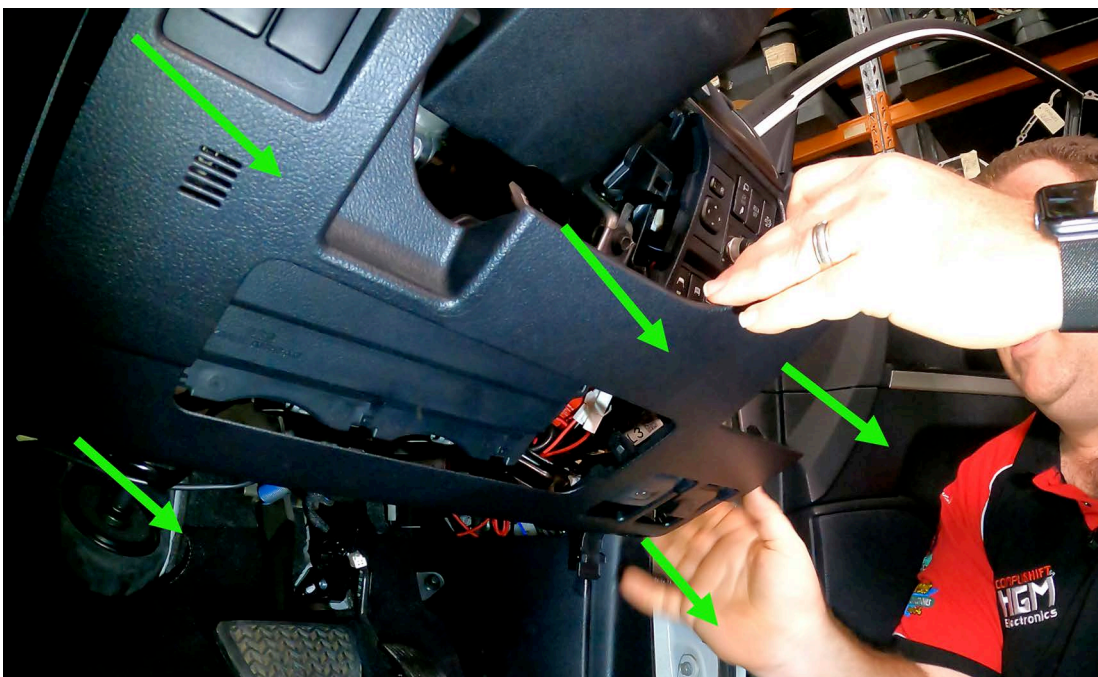
- 3.2.11 Also remove the wiring connector for the footwell LED. Remove cover and set aside.



3.2.12 Remove the two (2) 10mm hex bolts from the lower dash panel section.



3.2.13 Gently pull rearward on the bottom of the lower dash panel section to unclip the panel. Slowly work your way around the panel until all of the clips have released. Be careful not to pull the panel away without disconnecting the wiring and unclipping the fuel cap and hood release handles.



- 3.2.14 Starting at the bottom of the right hand side switch panel, gently pull rearward on the panel to release all of the clips. Careful not to pull too far as there are many connections on the back of the switch panel.



- 3.2.15 Now returning to passenger side, use a coat hanger or push wire, tape the CANBUS terminal ends to the coat hanger. Approx 50cm from the switch connector, loop the leg and tape to the coat hanger also.



- 3.2.16 Push the coat hanger across the top of the transmission tunnel from the passenger side and retrieve from the drivers side. Pull through a sufficient amount so as to reach the switch panel on the right hand side of the steering wheel.

- 3.2.17 Remove the tape from push wire and remove push wire.
- 3.2.18 Select the position in the switch panel that you are going to use for the manual lock-up switch and remove the switch blank.
- 3.2.19 Insert the TCLU-SW-OEM loom into the rear of the switch using the green plug end of the loom. Match up the latch on the green plug with the guides in the switch. Then insert the loom and switch into the front side of the blank switch panel until the switch clicks into place. Press the button on the switch a few times to verify that the switch is free moving.

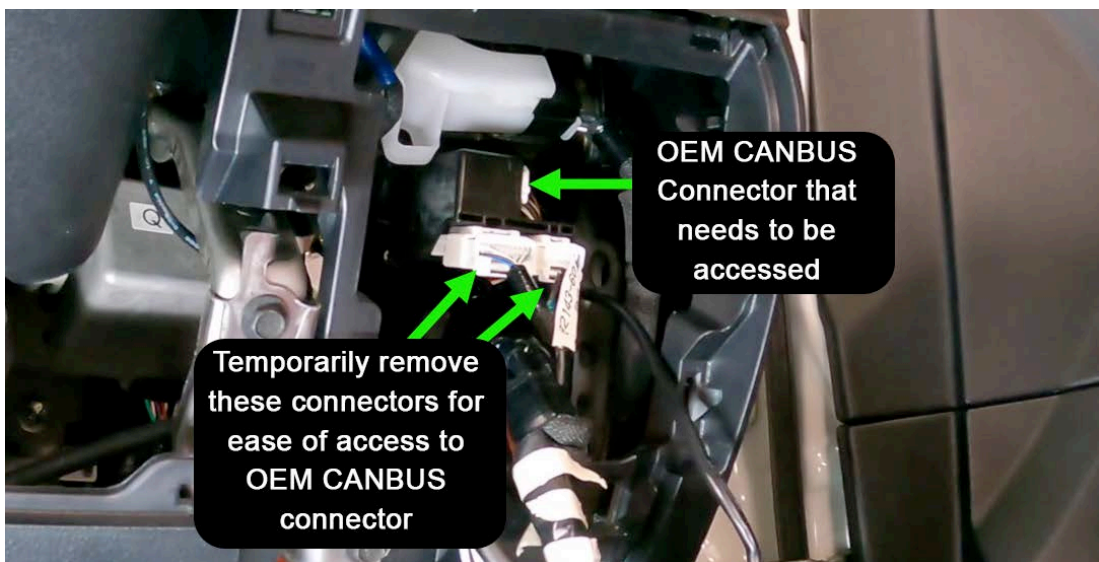


- 3.2.20 Route the switch leg of the main harness (that you previously pushed across the transmission tunnel) in a way that you can cable tie up when finished so that it won't interfere with any moving parts or prevent the cover from being replaced.
- 3.2.21 Connect the Switch Leg loom to the other end of the TCLU-SW-OEM loom.

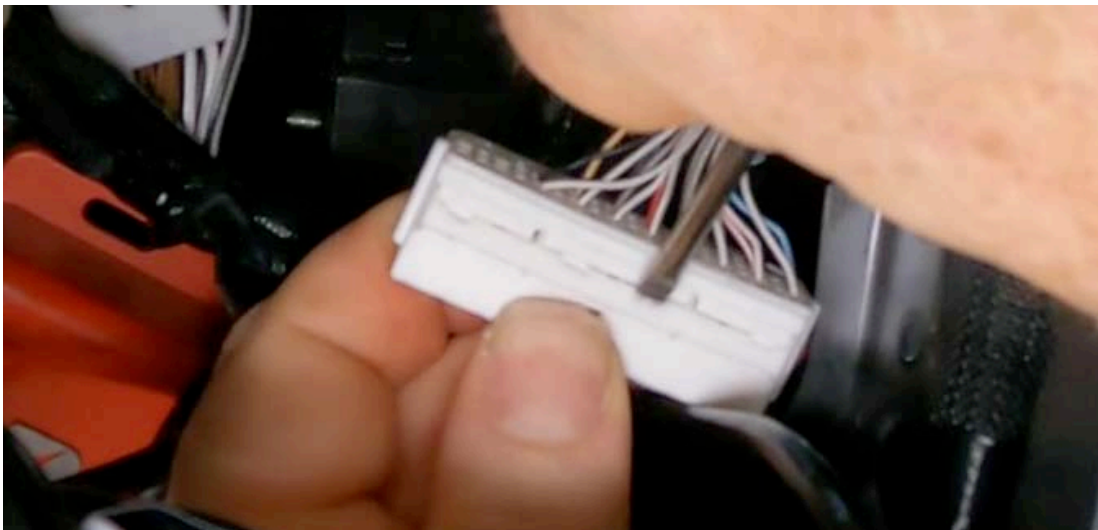
3.3. Installing the CANBUS wires for Diesel DPF model vehicles

- 3.3.1 If you have a non-DPF model vehicle, skip to the section **Installing the CANBUS wires for Non-DPF model vehicles**
- 3.3.2 Locate the OEM CANBUS Connector at the top of the area behind the switch panel. You need to remove this connector to add wires to the vehicle. You can aid access to the area by removing the two smaller connectors below the CAN connector.

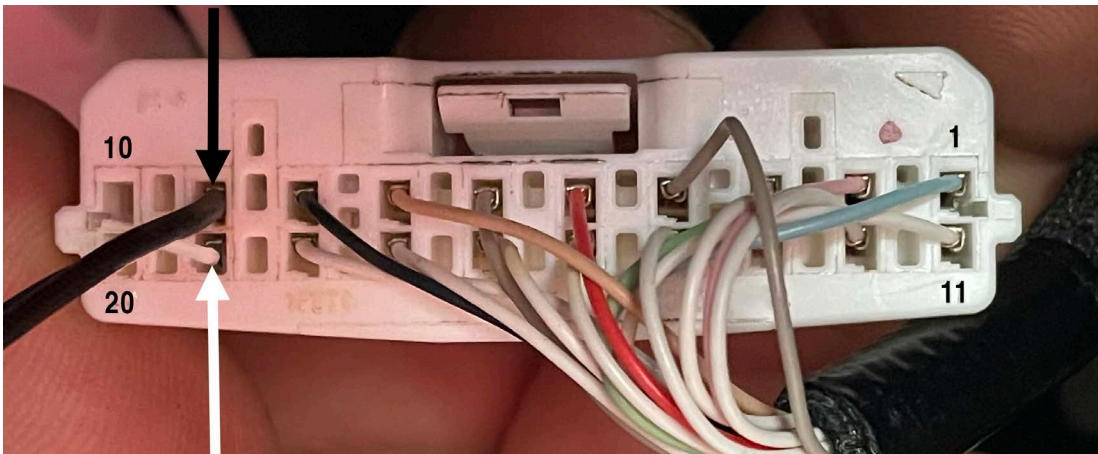
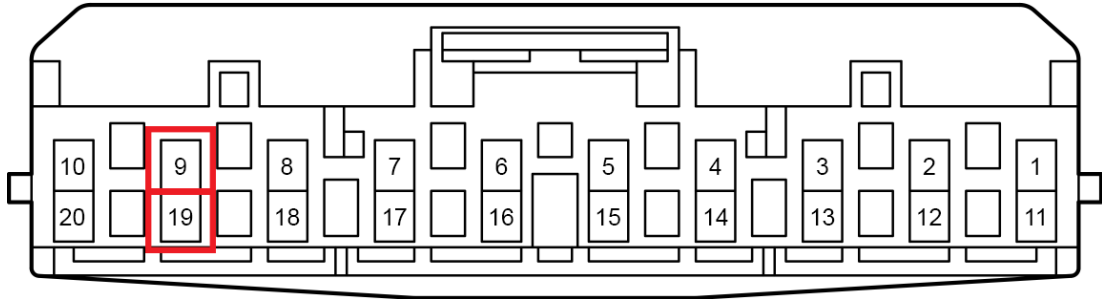
PLEASE ENSURE YOUR BATTERIES ARE DISCONNECTED BEFORE REMOVING THIS CONNECTOR



- 3.3.3 Turn the connector over to show the TPA (Terminal Position Assurance). Unlock the TPA to allow addition of new terminals to the connector, using a small flat blade screw driver. The TPA only needs to move approx 1mm.



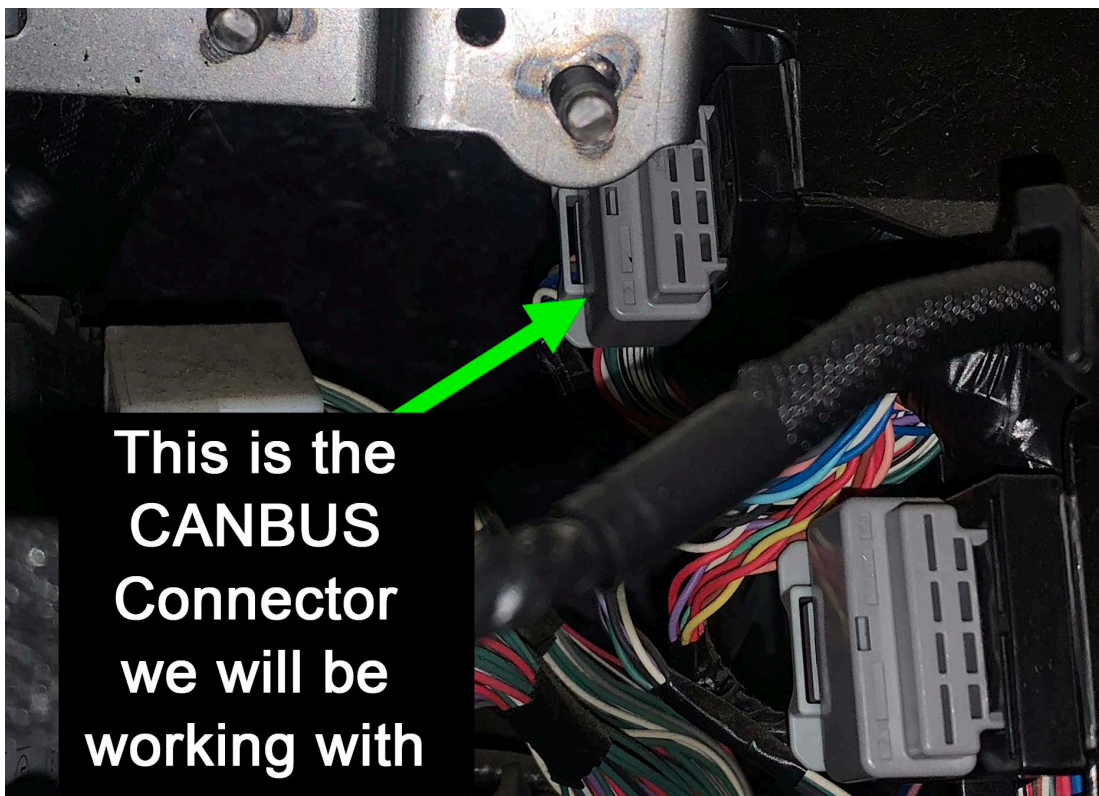
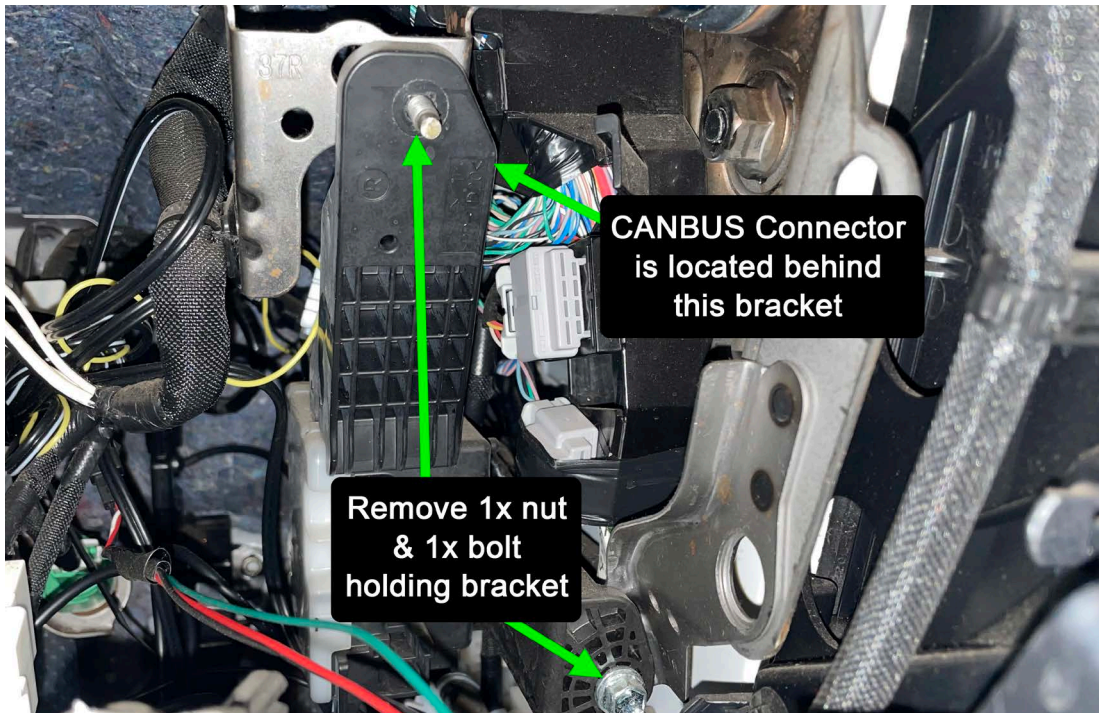
- 3.3.4 Insert the new terminals with the cutouts in the terminal facing the TPA side of the connector. Location of the correct wires in the correct pins is VITAL.
Black Wire with terminal into Pin 9 (Top row - closest to locking clip)
White Wire with terminal into Pin 19 (Bottom row - away from clip)
Push both wires it until you feel a click.



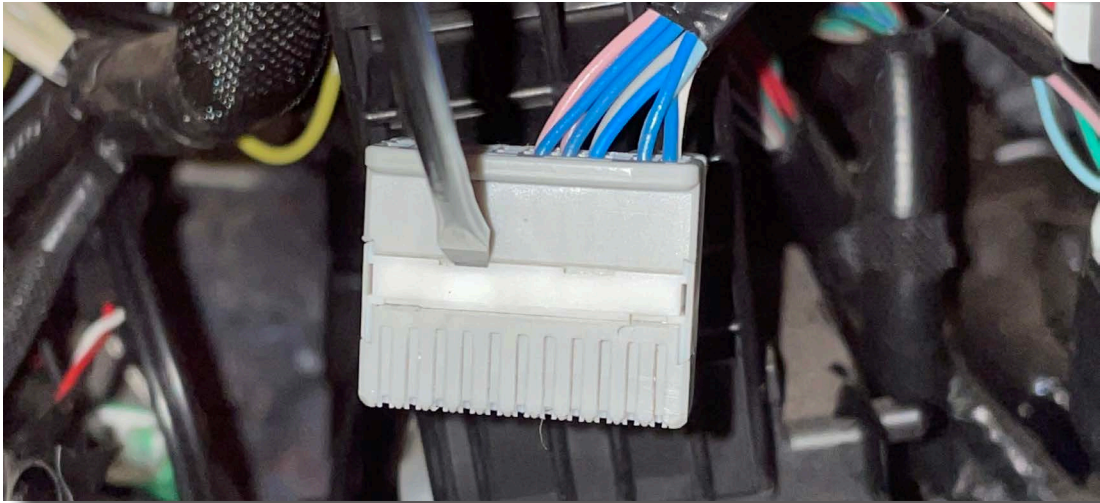
- 3.3.5 Push the TPA back into the connector so it is flush with the connector, locking the terminals in place.
- 3.3.6 Re-install the CAN Connector into its socket in the vehicle.
- 3.3.7 Re-install the two small connectors below the CAN connector that were removed previously for access.

3.4. Installing the CANBUS wires for Non-DPF Diesel and all Petrol model vehicles

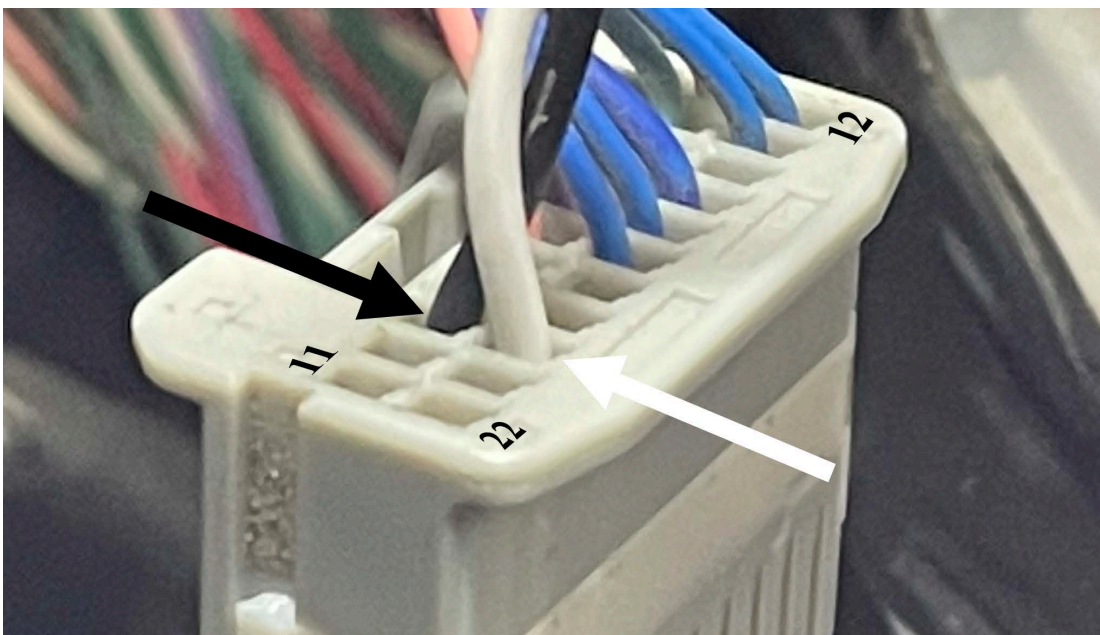
- 3.4.1 Unbolt the 1x 10mm nut and 1x 10mm bolt holding the black plastic bracket behind the switch panel to locate the OEM CANBUS Connector.



- 3.4.2 Remove CANBUS Connector from the socket and unlock the TPA (Terminal Position Assurance) using a small flat blade screw driver to allow addition of new terminals. The TPA only needs to move approx 1mm.



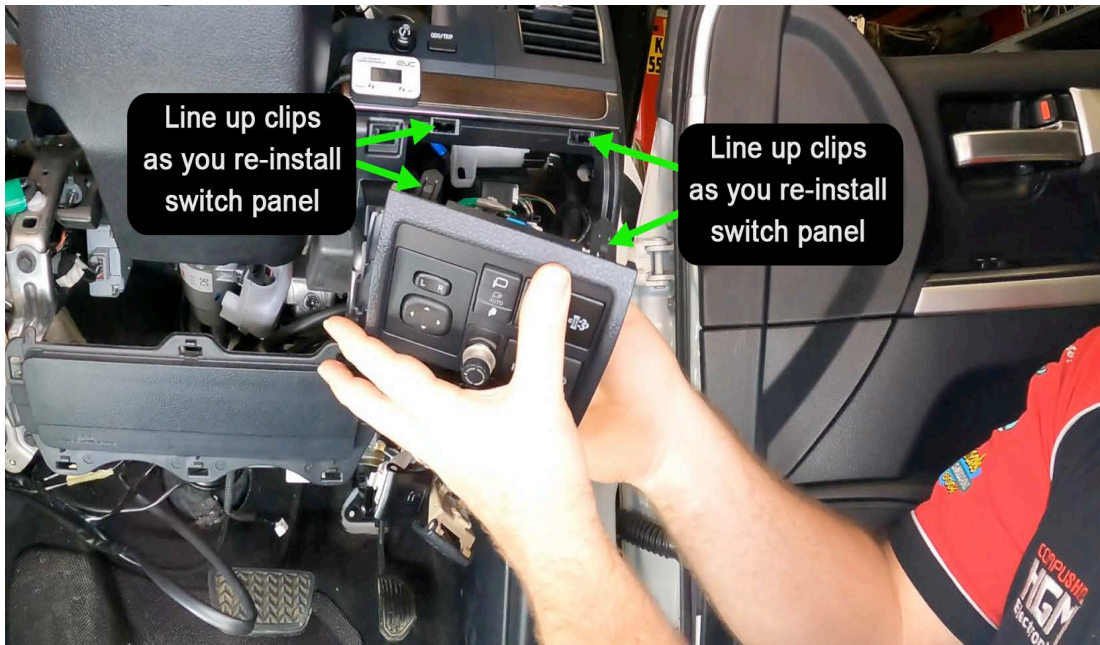
- 3.4.3 Locate two vertical blank locations in the connector and insert the black wire into the top row (closest) to the clip. Insert the the white wire into the bottom row, directly below the black wire. Push until they have seated with a slight click.



- 3.4.4 Push the TPA (terminal position assurance) clip closed so that it is flush with the connector. Then re-install the connector into the socket. Reinstall black bracket with 10mm nut & bolt removed earlier.
- 3.4.5 Cable tie the CANBUS and switch looms under the dash to allow plenty of slack and keep away from any moving parts. Keep above the lower line of the dash as the lower foot well cover needs to go back into place.

3.5. Finishing In-Cabin Installation

- 3.5.1 Re-install switch panel by lining up the clips with the holes and pushing firmly until the switch panel is flush with the surrounding panels. Re-connect any switches that were disconnected during removal.



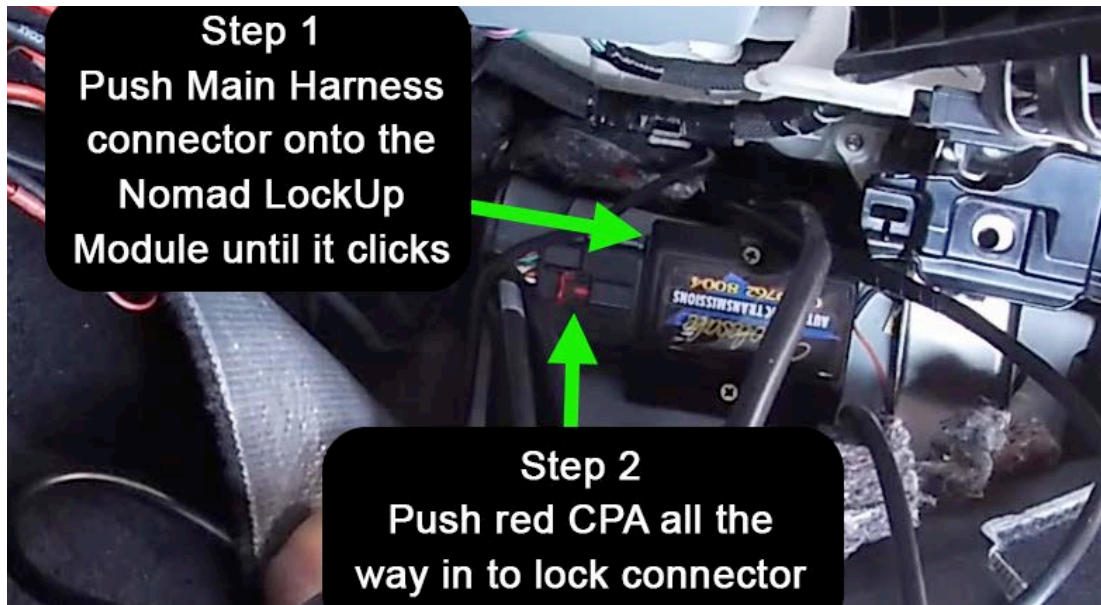
- 3.5.2 Re-install the lower dash panel section. Re-connect any switches or sensors that were disconnected during removal. Re-install all bolts and screws removed earlier.



- 3.5.3 Re-connect the foot well LED wiring to the lower foot well cover, then re-install lower foot well cover making sure the three (3) clips are seated correctly. Secure with the two (2) Philips head screws removed earlier.
- 3.5.4 Check that the wiring on the drivers side is cable tied in place and won't fall down while driving.
- 3.5.5 Returning to the passenger side foot well, mount the module directly in front of the Load Resistor (mounted in an earlier step) against the transmission tunnel in a horizontal orientation with the connector on the module facing the engine. Mount the Nomad Lock-Up Module using the two (2) long metal self tapping screws.



- 3.5.6 Connect the main harness to the Nomad Lock-Up Module and lock in place by pushing the red CPA (Connector Position Assurance) towards the module.

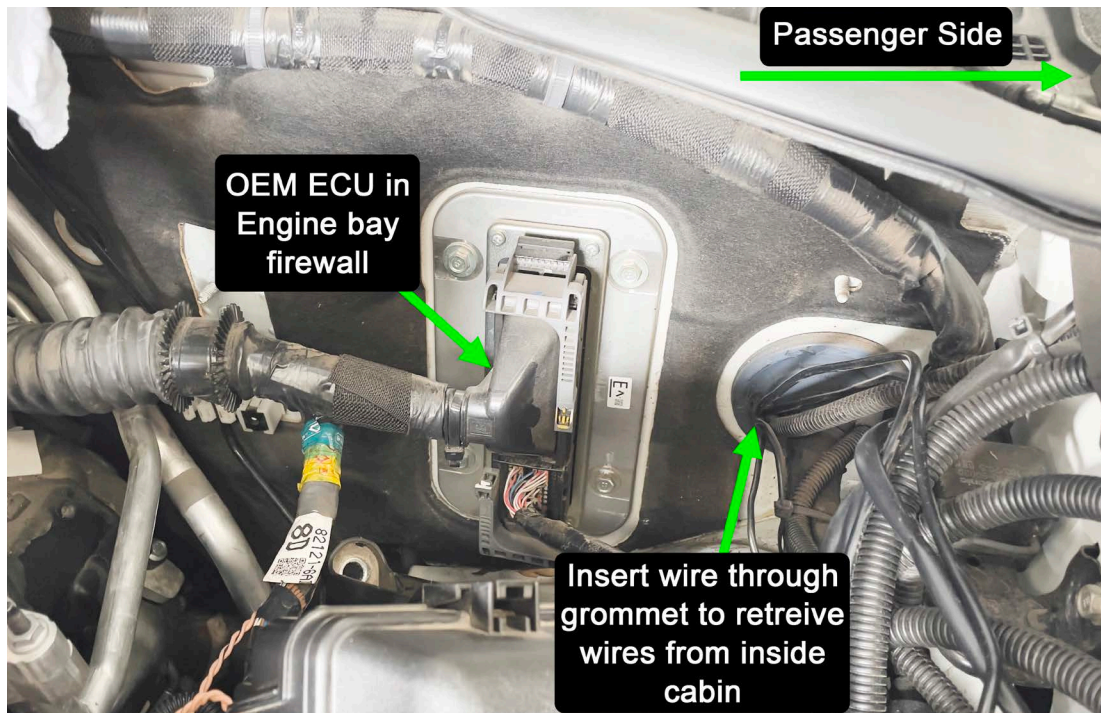


- 3.5.7 Separate out the ECU leg of the main harness in preparation of running through the grommet on the outer passenger side of the firewall. Using cable ties, secure the remaining wiring so that it stays hidden. There is some space above the transmission tunnel and also some space behind the carpet. You can also remove some of the carpet backing to make more space.
- 3.5.8 Push the carpet back into place and refit the passenger side soft dash panel. Please ensure that no wiring or carpet comes into contact with the Load Resistor.
- 3.5.9 Route the ECU leg wiring across the passenger foot well in preparation of securing with cable ties, but don't actually cable tie yet. That will be done after engine work.

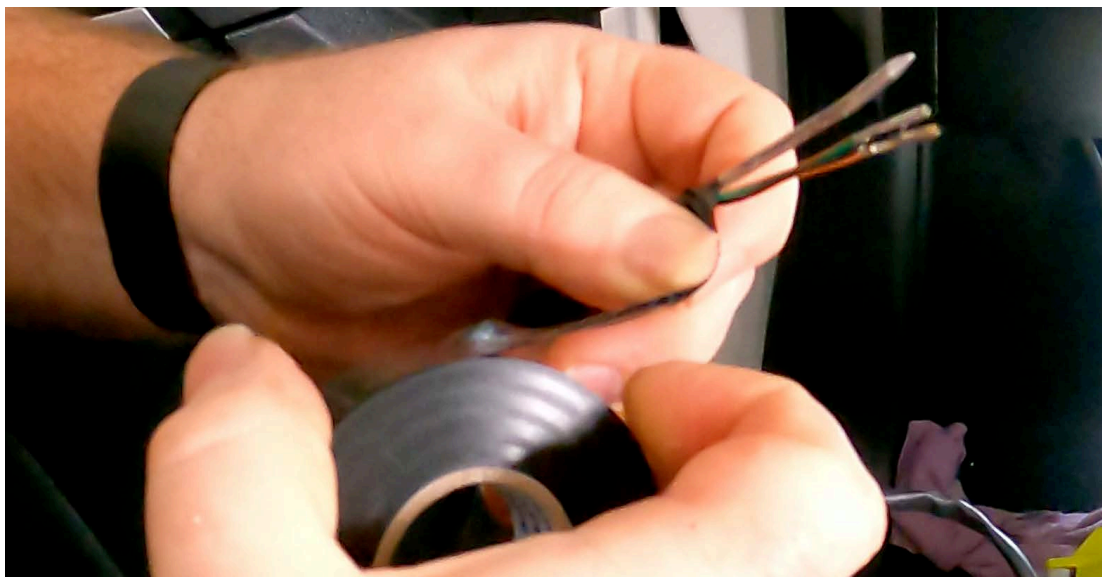
3.6. OEM ECU Wiring in the Engine Bay

The ECU leg of the Nomad Lock-Up Harness connects to the OEM ECU Loom in the passenger rear corner of the engine bay. There are two large connectors with levers that need to be accessed for joining the Nomad Lock-Up kit wires to the OEM wires. You may need to unbolt OEM or Aftermarket accessories in order to gain better access to the wires.

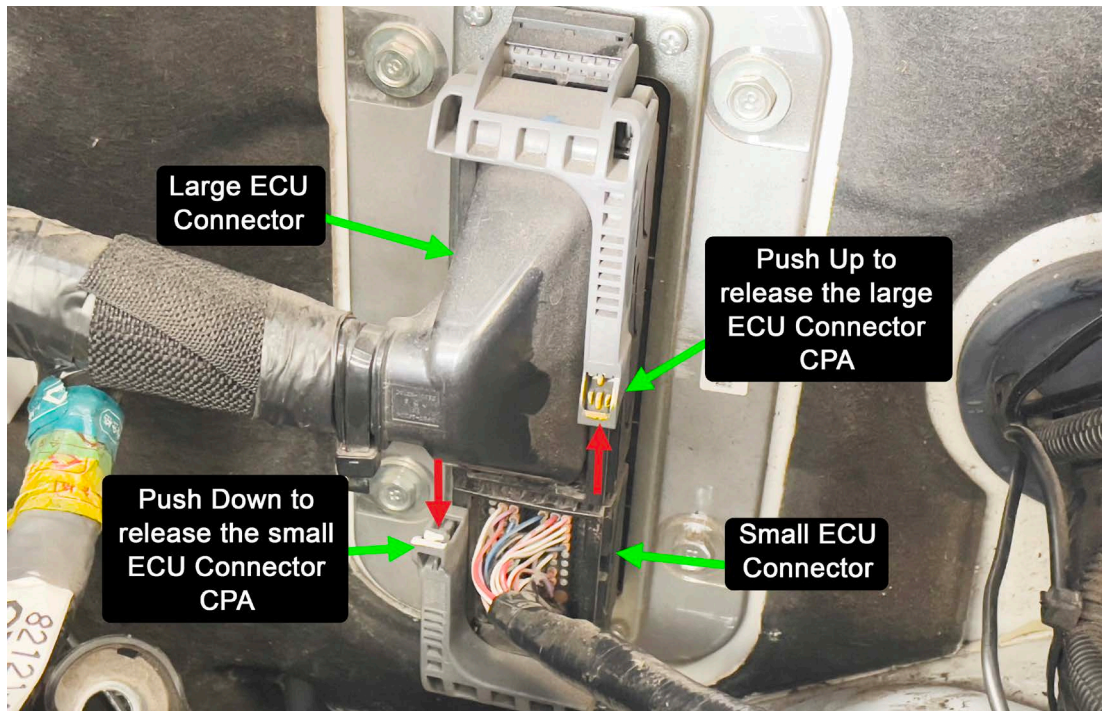
- 3.6.1 Using a piece of wire or unfolded coat hanger, carefully push the wire through the grommet in the firewall.



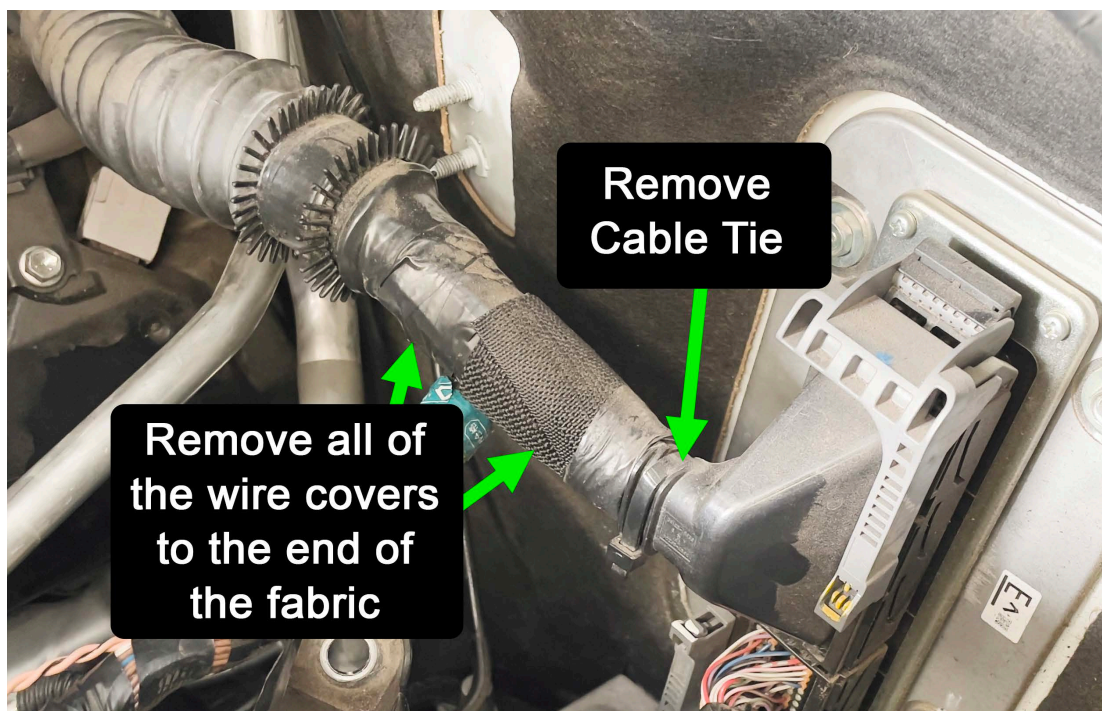
- 3.6.2 Tape the ECU leg of the harness onto the wire poking through the grommet on the inside of the cabin and then pull the harness through the grommet.



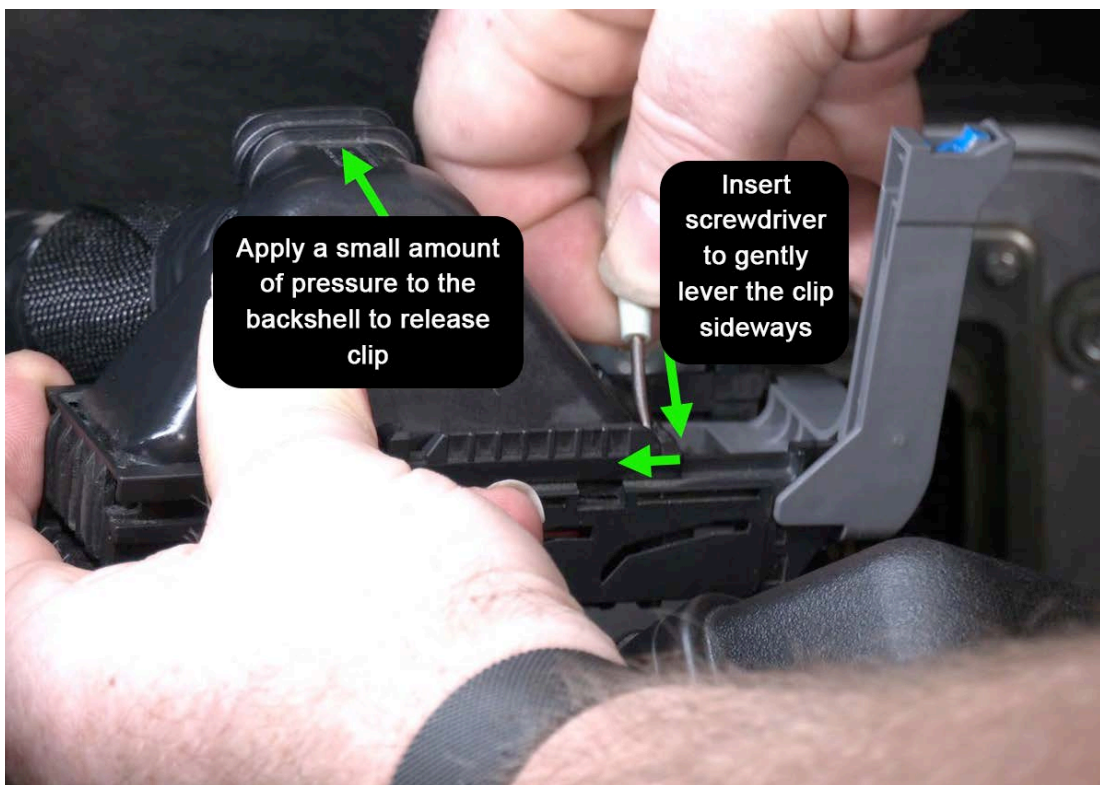
- 3.6.3 Temporarily route the ECU wiring in the passenger firewall so that you have the right length of wire for cable tying up later. Don't cable tie the ECU wiring in the cabin yet as it may make it more difficult to work on.
- 3.6.4 In the engine bay, remove the two (2) lever locked connectors on the firewall by pressing in on the CPA located on the end of the lever.



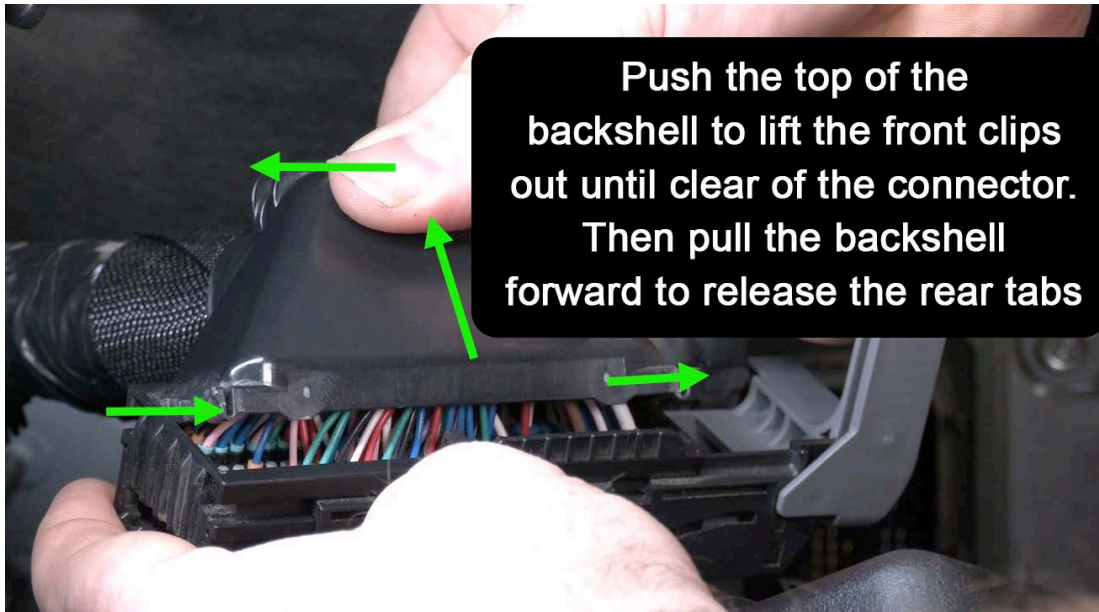
- 3.6.5 Focusing on the larger of the two connectors first, remove the cable tie holding the wiring to the connector shroud.



- 3.6.6 To remove the connector back shell, use a small flat blade screwdriver to release the front clips. As you release the first clip, apply a small amount of pressure to the top of the back shell to hold the clip out while you release the second clip.



- 3.6.7 Then push the top of the back shell to lift the front clips out until they clear the connector, then pull the back shell forwards to release the rear tabs.

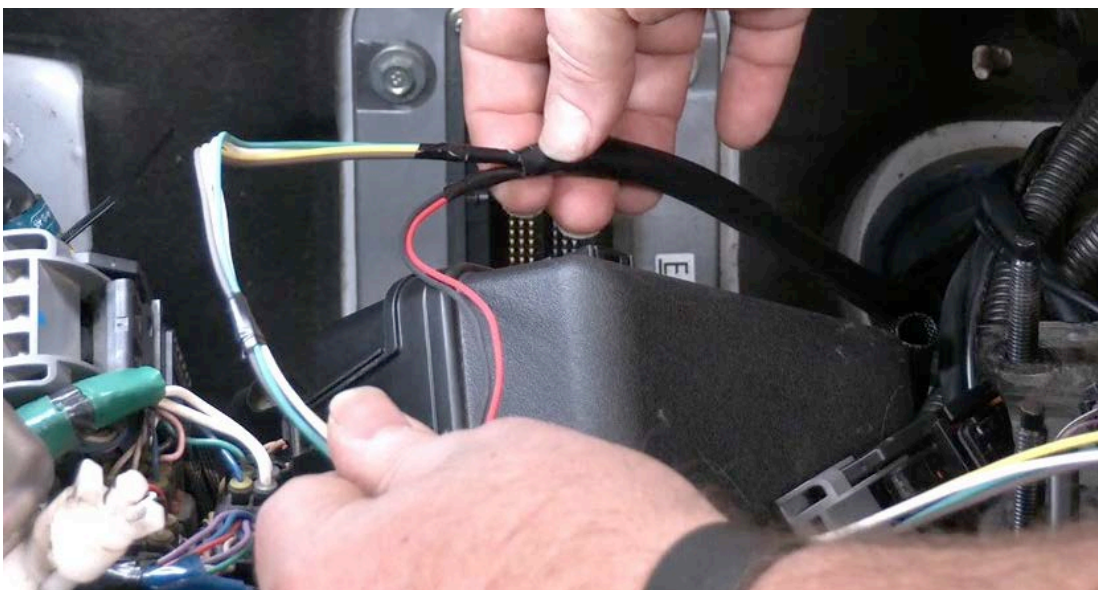


- 3.6.8 Remove the wiring cover up to the end of the fabric and set the fabric aside.

- 3.6.9 ECU leg of the Lock-Up Harness may be longer than what is needed. You can either cable tie up the excess wiring loom or strip back the wiring shroud and shorten the wires.

The choice is yours. For this instruction, we have chosen to shorten the wires.

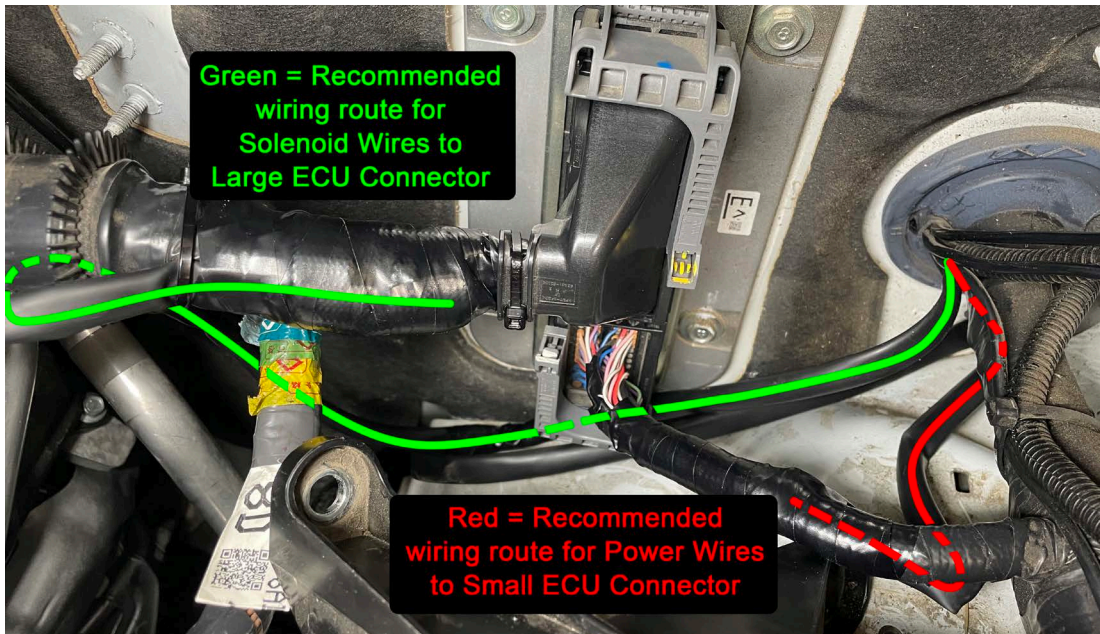
- 3.6.10 Work out and mark where to cut the shroud (approx 5cm from the grommet) and pull the wiring further through the grommet for easier access. Strip back the black wiring shroud on the ECU Leg. Don't discard the shroud as we can use that to cover the separate wires later.



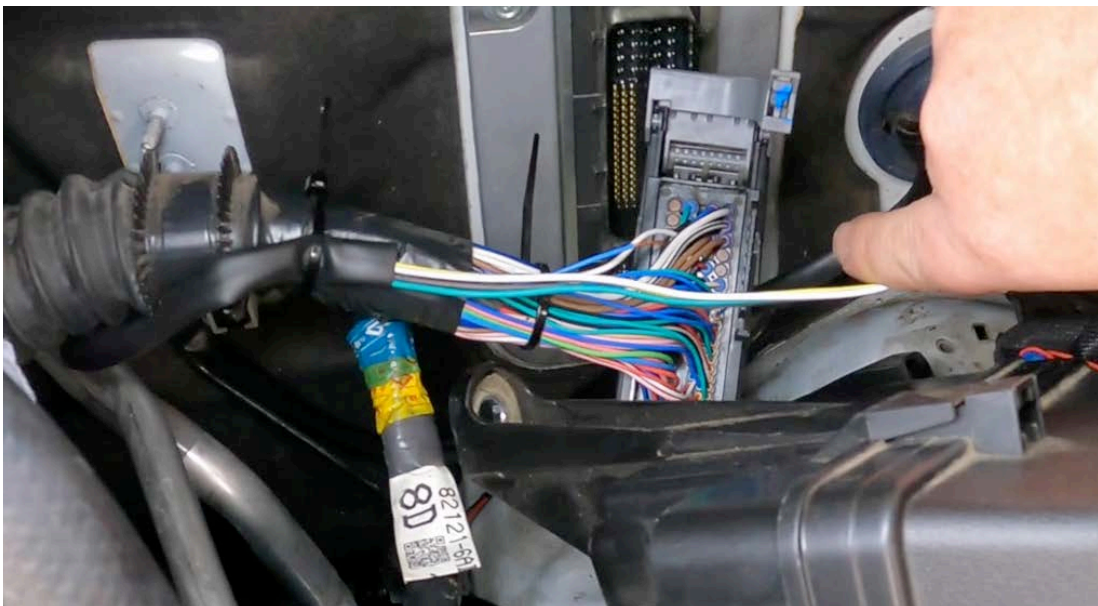
- 3.6.11 Separate the six (6) wires into their two (2) groups.
Solenoid Wires = Yellow, Green, White, Brown
Power Wires = Red, Black

Solenoid Wires connect to the large ECU connector (Top).
Power Wires connect to the small ECU connector (Bottom).

Route the Solenoid Wires under the OEM ECU and up to the wiring loom for the larger top connector. Holding the wires near the plastic spikes on the OEM harness, cut the wire 10cm longer than you need.



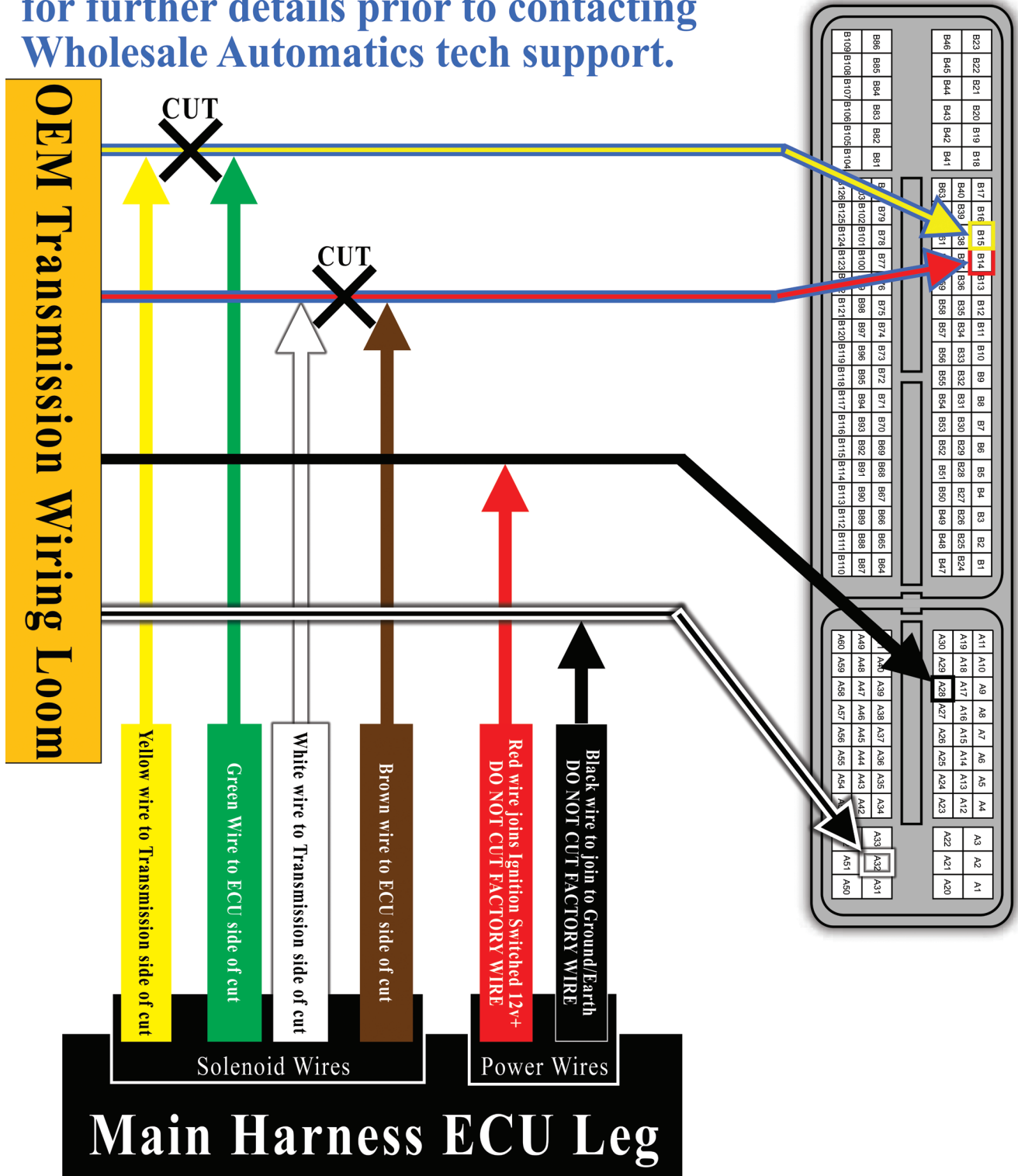
- 3.6.12 Using the shroud removed previously, cut enough to cover the solenoid wires up to where you will secure it to the OEM Harness next to the plastic spikes. Feed the shroud onto the wires and secure to the OEM Harness with a cable tie.



3.7. Large Connector ECU Wiring for Turbo Diesel Models

4.5L Twin Turbo Diesel Wiring Diagram

If the wiring in your vehicle does NOT match the information below, please check the previous page for further details prior to contacting Wholesale Automatics tech support.



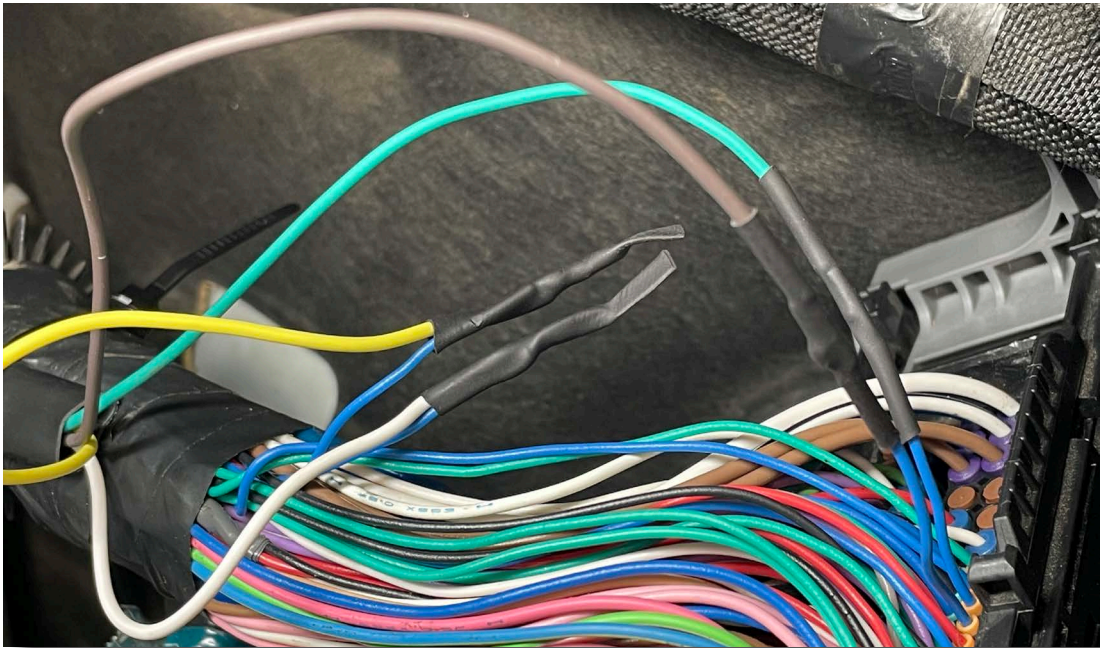
- 3.7.1 A quick note about the wire colours, from approx 2015 onwards both solenoid wires colours were changed to solid blue. Prior to 2015, the solenoid wires were blue with either a red or yellow stripe as per diagram. Either way, please always reference the pin location as that never changes.

Please DO NOT use wire splicers, quick connects or scotch locks to join these wires. They MUST be soldered.



- 3.7.2 Locate the two (2) wires in Pins B15 and B14 in the OEM Harness and connector as per the wiring diagram.
- 3.7.3 The wiring diagram shows the wire side of the connector. Separate them from the rest of the wiring loom by using a cable tie or electrical tape so you don't lose the wires.
- 3.7.4 Select the wire in Pin B15, and approx 5cm from the connector, cut the wire. Do not cut the second wire in Pin B14 yet.
- 3.7.5 Strip around 10mm of wire on each side of the cut.
- 3.7.6 In the Solenoid Wires group, locate the Green wire, then slide one (1) piece of 2mm black heat shrink onto the wire.
- 3.7.7 Solder the Green wire to the ECU side of the OEM cut wire in Pin B15. Slide the heat shrink over the join and heat to secure with hot air blower.
- 3.7.8 In the Solenoid Wires group, locate the Yellow wire, then slide one (1) piece of 2mm black heat shrink onto the wire.
- 3.7.9 Solder the Yellow wire to the Transmission side of the OEM cut wire in Pin B15. Slide the heat shrink over the join and secure with hot air blower.

- 3.7.10 Select the wire in Pin B14, and approx 5cm from the connector, cut the wire.
- 3.7.11 Strip around 10mm of wire on each side of the cut.
- 3.7.12 In the Solenoid Wires group, locate the Brown wire, then slide one (1) piece of 2mm black heat shrink onto the wire.
- 3.7.13 Solder the Brown wire to the ECU side of the OEM cut wire in Pin B14. Slide the heat shrink over the join and secure with hot air blower.
- 3.7.14 In the Solenoid Wires group, locate the White wire, then slide one (1) piece of 2mm black heat shrink onto the wire.
- 3.7.15 Solder the White wire to the Transmission side of the OEM cut wire in Pin B14. Slide the heat shrink over the join and secure with hot air blower.
- 3.7.16 Heres a photo of how the wires should look once completed



- 3.7.17 Tidy up the wires by using some electrical tape around the OEM Harness. Use the fabric cover removed previously to re-cover the rest of the OEM Harness.



- 3.7.18 Replace the connector shroud by inserting the wiring side first then rotating the shroud until the lock tabs on the other side click into place.
- 3.7.19 Re-install the larger top connector into the OEM ECU and secure with the lever until it clicks.

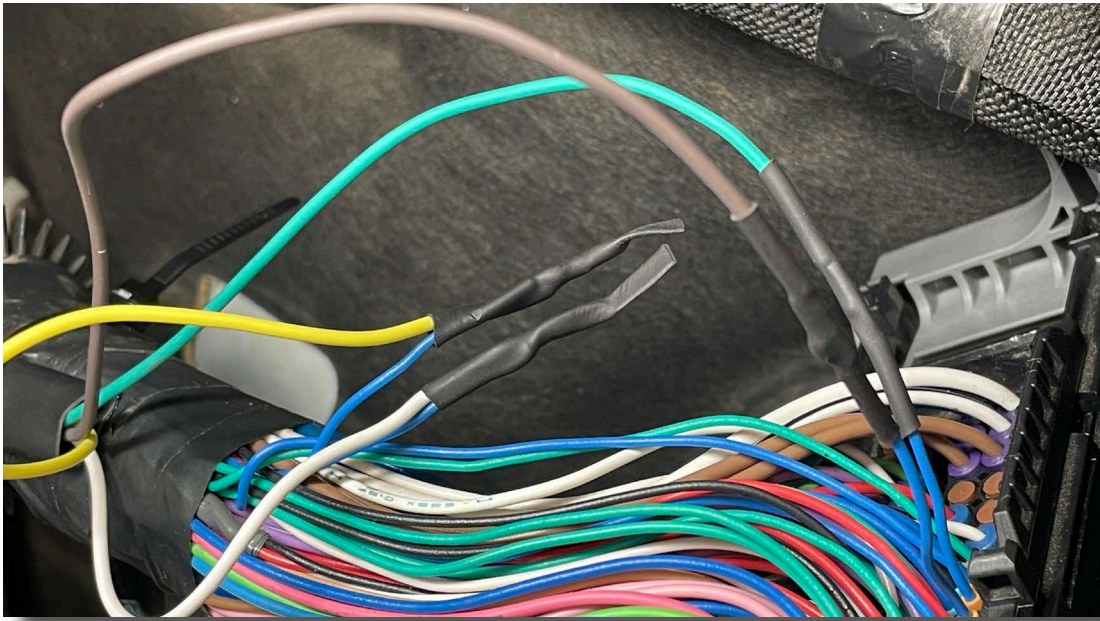
- 3.8.1 A quick note about the wire colours, from approx 2015 onwards both solenoid wires colours were changed to solid blue. Prior to 2015, the solenoid wires were blue with either a red or yellow stripe as per diagram. Either way, please always reference the pin location as that never changes.

Please DO NOT use wire splicers, quick connects or scotch locks to join these wires. They MUST be soldered.

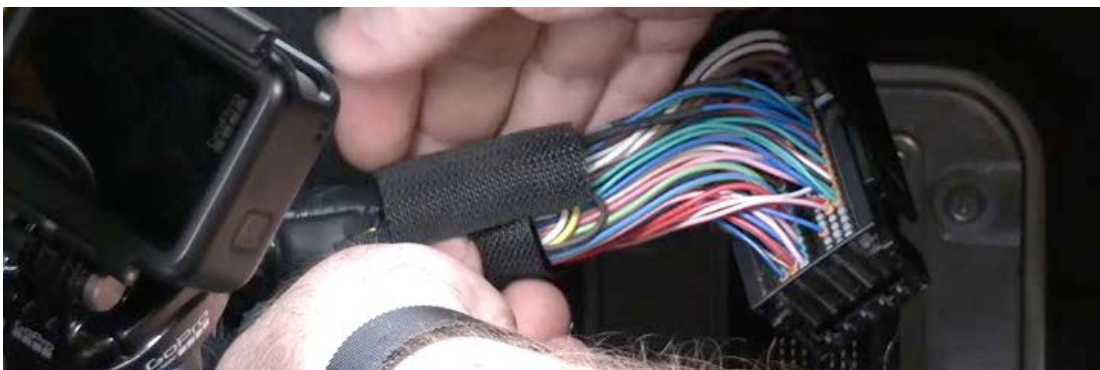


- 3.8.2 Locate the two (2) wires in Pins B11 and B10 in the OEM Harness and connector as per the wiring diagram.
- 3.8.3 The wiring diagram shows the wire side of the connector. Separate them from the rest of the wiring loom by using a cable tie or electrical tape so you don't lose the wires.
- 3.8.4 Select the wire in Pin B10, and approx 5cm from the connector, cut the wire. Do not cut the second wire in Pin B11 yet.
- 3.8.5 Strip around 10mm of wire on each side of the cut.
- 3.8.6 In the Solenoid Wires group, locate the Green wire, then slide one (1) piece of 2mm black heat shrink onto the wire.
- 3.8.7 Solder the Green wire to the ECU side of the OEM cut wire in Pin B10. Slide the heat shrink over the join and heat to secure with hot air blower.
- 3.8.8 In the Solenoid Wires group, locate the Yellow wire, then slide one (1) piece of 2mm black heat shrink onto the wire.
- 3.8.9 Solder the Yellow wire to the Transmission side of the OEM cut wire in Pin B10. Slide the heat shrink over the join and secure with hot air blower.
- 3.8.10 Select the wire in Pin B11, and approx 5cm from the connector, cut the wire.
- 3.8.11 Strip around 10mm of wire on each side of the cut.
- 3.8.12 In the Solenoid Wires group, locate the Brown wire, then slide one (1) piece of 2mm black heat shrink onto the wire.

- 3.8.13 Solder the Brown wire to the ECU side of the OEM cut wire in Pin B11. Slide the heat shrink over the join and secure with hot air blower.
- 3.8.14 In the Solenoid Wires group, locate the White wire, then slide one (1) piece of 2mm black heat shrink onto the wire.
- 3.8.15 Solder the White wire to the Transmission side of the OEM cut wire in Pin B11. Slide the heat shrink over the join and secure with hot air blower.
- 3.8.16 Heres a photo of how the wires should look once completed (photo of diesel)



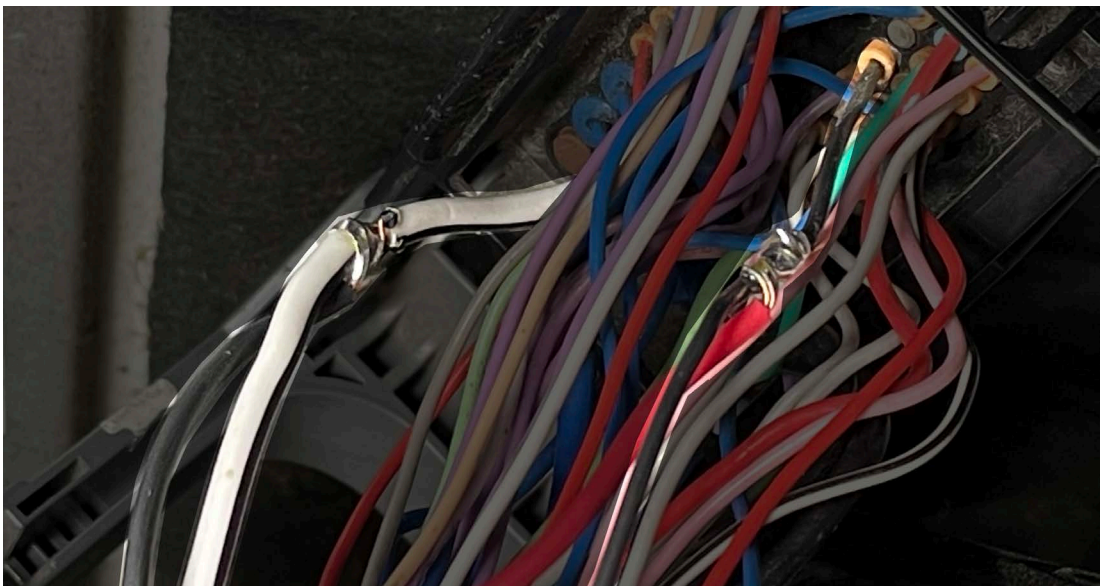
- 3.8.17 Tidy up the wires by using some electrical tape around the OEM Harness. Use the fabric cover removed previously to re-cover the rest of the OEM Harness.



- 3.8.18 Replace the connector shroud by inserting the wiring side first then rotating the shroud until the lock tabs on the other side click into place.
- 3.8.19 Re-install the larger top connector into the OEM ECU and secure with the lever until it clicks.

3.9. Small OEM ECU Connector for all Models

- 3.9.1 On the small OEM ECU connector and harness, remove the wiring covers and tape to expose the wires.
- 3.9.2 Measure how much of the wiring shroud that you removed from the ECU Leg previously, so that the Power Wires are covered. Leave approx 10cm from the connector uncovered.
- 3.9.3 Secure the Power Wires to the OEM Harness with a cable tie.
- 3.9.4 In the OEM wiring harness and connector, locate the Solid Black wire in Pin A28 and the White/Black Stripe wire in Pin A32. Separate them from the rest of the wiring loom by using a cable tie or electrical tape so you don't lose the wires.
- 3.9.5 Please note: The wires in the smaller connector are not to be cut. We will be joining or splicing the Nomad Lock-Up wires into the OEM wires. It is recommended to NOT cut these wires because it will be very difficult to join them back together. Please DO NOT use wire splicers, quick connects or scotch locks to join these wires. They MUST be soldered.
- 3.9.6 Select the black wire in Pin A28 and approx 5cm from the connector, strip back the sheath to expose approx 1cm of bare wire. Do not cut wire.
- 3.9.7 On the ECU Leg of the Nomad Lock-Up Harness, locate the Red wire, twist the bared end of the wire around the bare wire section in Pin A28 and Solder in place.
- 3.9.8 On the ECU Leg of the Nomad Lock-Up Harness, locate the Black wire, twist the bared end of the wire around the bare wire section in Pin A32 and Solder in place.



- 3.9.9 Using electrical tape, cover both solder joints to protect.

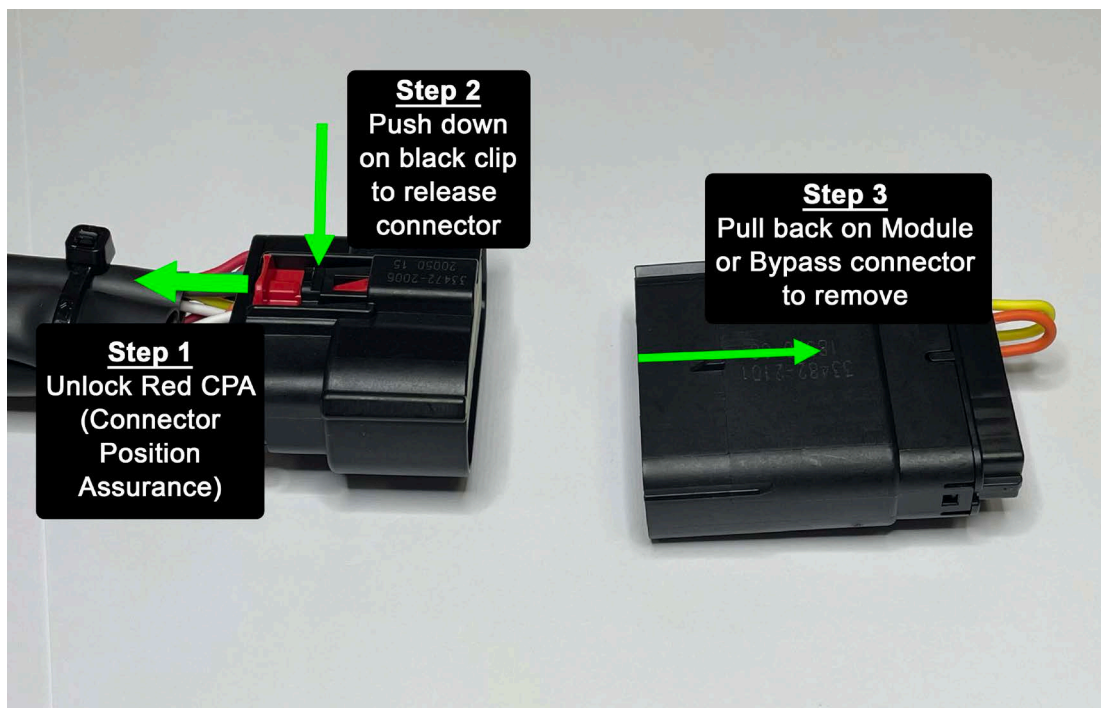
- 3.9.10 Re-cover the OEM loom and additional wires with electrical tape.
- 3.9.11 Re-Install the small ECU connector into the OEM ECU and secure in place with the lever until it clicks.
- 3.9.12 Check that all wiring is secure and won't come into contact with Hot or Moving parts of the vehicle. Use cable ties to secure all looms.
- 3.9.13 Replace/Re-install any OEM or aftermarket items that were removed to aid access to the ECU wiring.
- 3.9.14 Reconnect the battery terminals
- 3.9.15 This completes the wiring installation.

3.10. Lock-Up Module Bypass

- 3.10.1 If at any stage, you need to remove the Nomad Lock-Up Module, we have supplied a bypass connector that will take the place of the module so that your vehicle will not fault code while driving.



- 3.10.2 To remove the Nomad Lock-Up Module or Bypass Connector, unlock the red CPA (Connector Position Assurance). Press down on the black clip to release. Then pull the two connectors apart.



4. Downloading the Nomad Lock-Up App

4.1. Installing Nomad Lock-Up App onto Apple Devices

This chapter will cover finding, downloading and confirming that the Nomad Lock-Up App is ready to communicate with your Nomad Lock-Up Module using an Apple® mobile device.

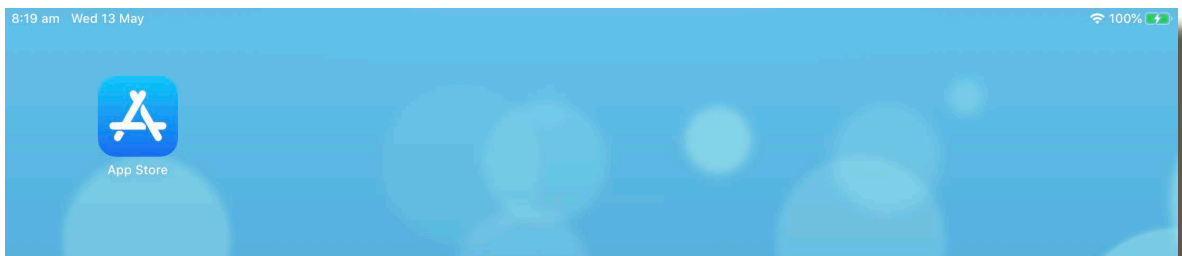
The Nomad Lock-Up App is a free to download app available from the Apple® App Store®. You may require an Apple ID in order to download applications from the Apple® App Store®.

Minimum system requirements for your Apple mobile device to run the COMPUSHIFT Setup App are:

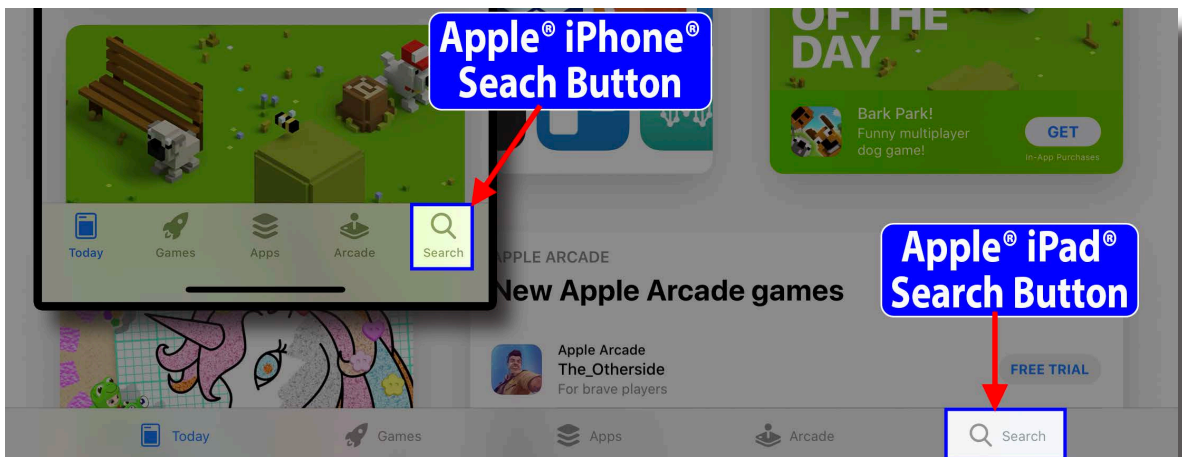
- Apple® iPhone® mobile digital device with iOS version 11 or later
- Apple® iPad® mobile digital device with iPadOS® version 11 or later
- Internet Access (only required for Firmware Update)

If your Apple mobile device operating system does not meet these requirements, you may not be able to download the app. Please follow the instructions provided by Apple® to update your devices operating system first then try downloading the Nomad Lock-Up app again.

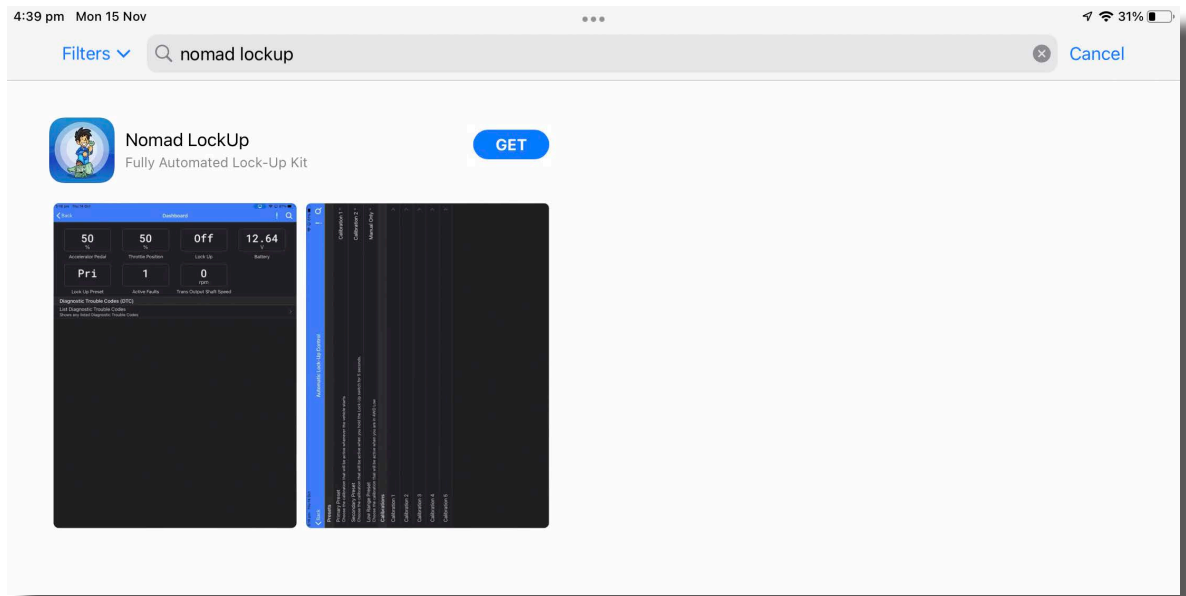
4.1.1 On your Apple device, open the **App Store®** application.



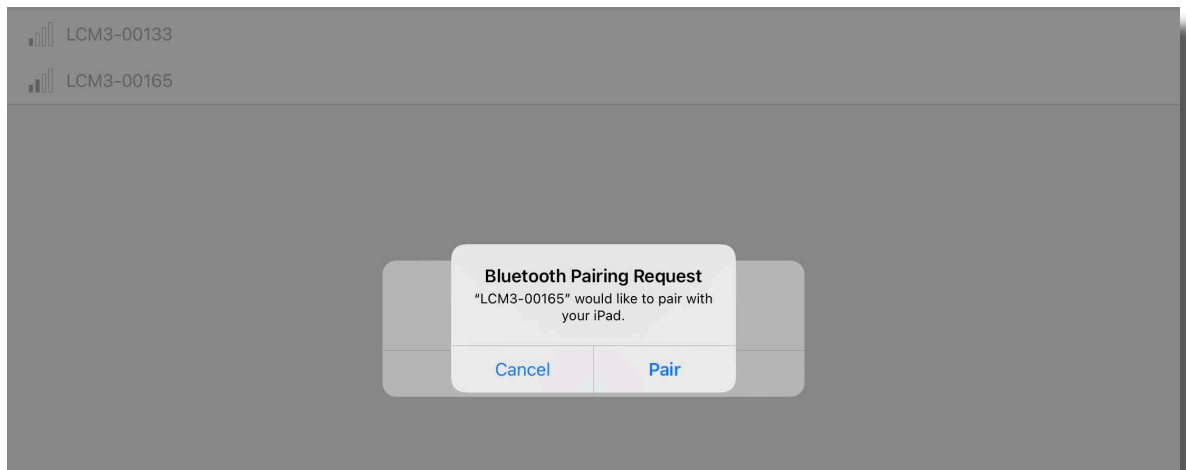
4.1.2 Tap on the **Search** button at the bottom of the App Store screen.



- 4.1.3 In the search field type “nomad lock” and press enter/search. Locate the app called **Nomad LockUp** in the results and tap on Get. You may be asked to enter your Apple ID® username and password details to download.



- 4.1.4 Once the App has finished downloading, tap on the icon to open. The first time you open the Nomad Lock-Up app, it will ask permission to use the device's Bluetooth® communication system to access the Nomad Lock-Up Module. Please select OK.

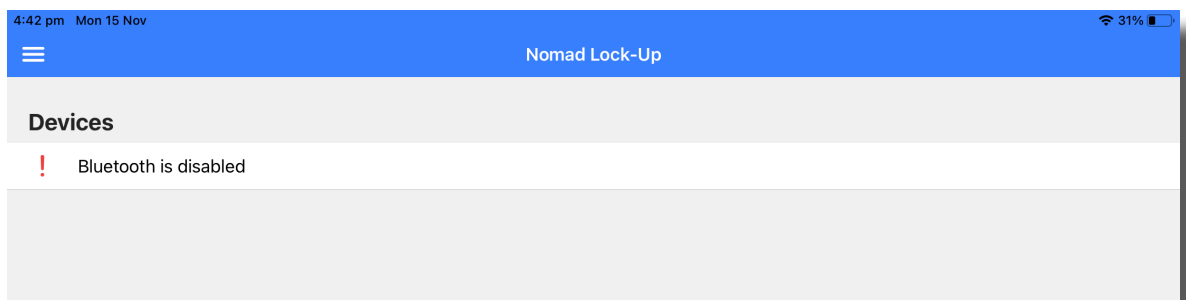


- 4.1.5 The App will now search for any Nomad Lock-Up Modules within range that are powered up. If you are not in range of your Nomad Lock-Up Module or it is not powered up, then the app will only show a spinning wheel indicating that there is no module in range.
- 4.1.6 If you have reached this step, then the app is installed and ready to connect to a Nomad Lock-Up Module.

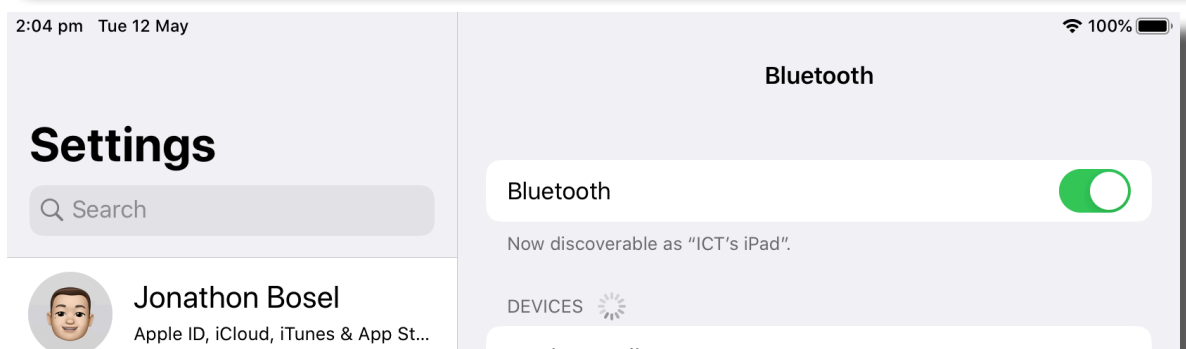
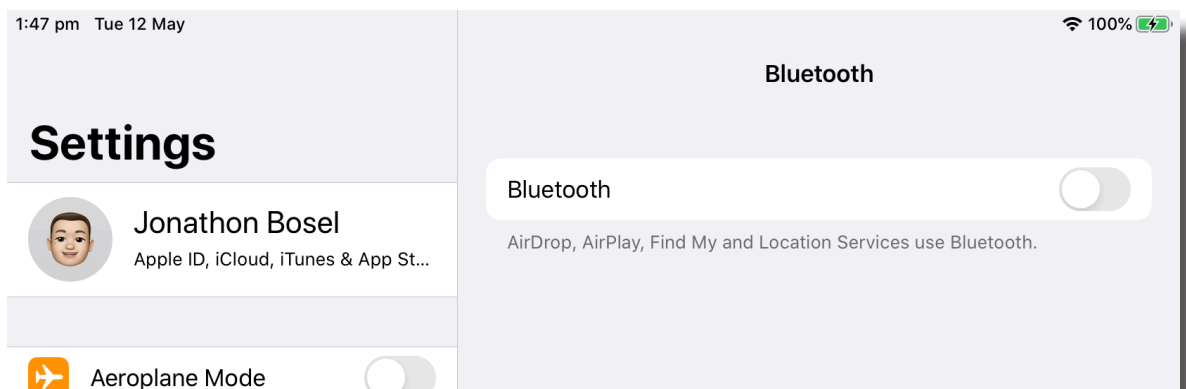
4.2. Troubleshooting Installation on Apple Devices

If you have not made it to the final steps for the installation process, the following chapter will cover some basic troubleshooting steps to get you sorted.

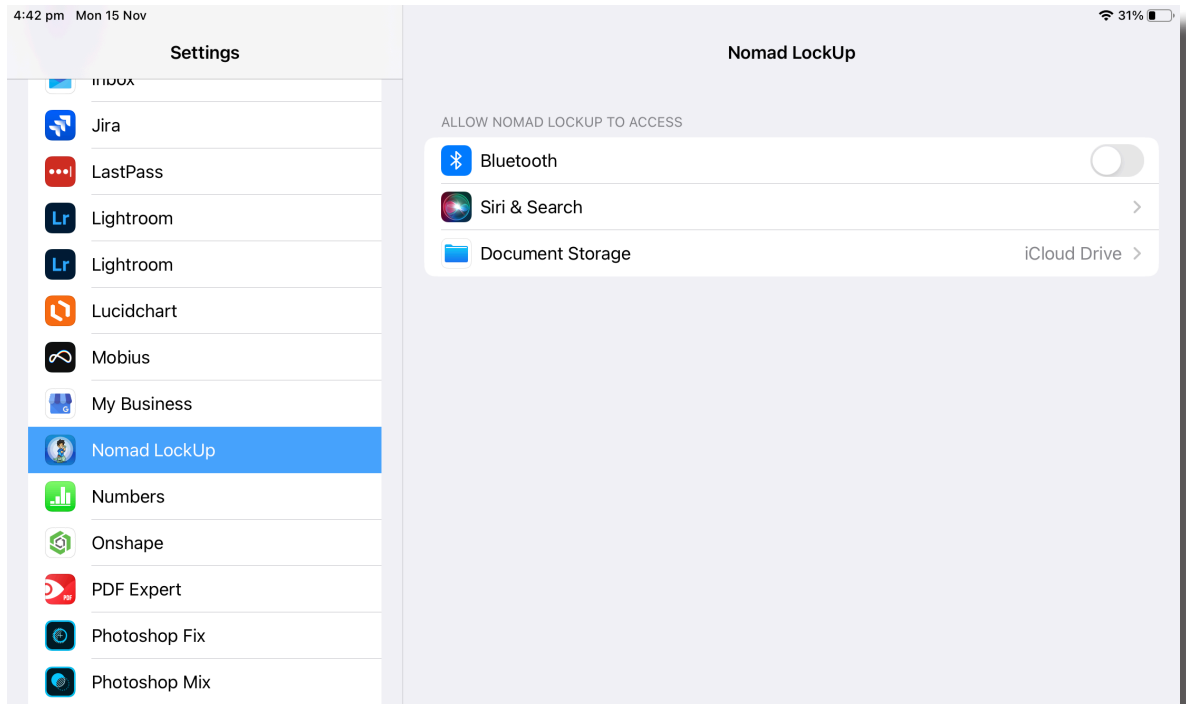
- 4.2.1 If the App says '**! Bluetooth is Disabled**' then it means that the Bluetooth communication in your smart device is not functioning correctly. Most commonly this is due to the Bluetooth being turned off completely or it could be that the Nomad Lock-Up App has not been authorised to use Bluetooth yet.
- 4.2.2 First, close the app down and then quit the app by swiping up from the bottom or double pressing the home button and then swipe up on the app. Re-open the App. If the '**! Bluetooth is Disabled**' message still remains continue to the next step.



- 4.2.3 Open the Settings App and select Bluetooth. If Bluetooth is switched off, please turn it on. Close the settings app and re-open the Nomad Lock-Up App. You should no longer see the '**! Bluetooth is Disabled**' message, instead it should be replaced with the spinning wheel.



- 4.2.4 If you are still seeing the '**! Bluetooth is Disabled**' message, open the Settings App and scroll down the menu to Nomad LockUp. Tap on Nomad LockUp and verify that the Bluetooth access is enabled for the App. If not, switch access on. Return to the Nomad Lock-Up App and check you are no longer seeing the '**! Bluetooth is Disabled**' message, instead you should be seeing the spinning wheel.



- 4.2.5 If none of these items have worked, please close the App. Tap and hold on the Nomad Lock-Up app icon and select Delete App. Then power your device off then on. Start from the beginning and download the app again.
- 4.2.6 If you are still unable to get rid of the '**! Bluetooth is Disabled**' message, please contact Wholesale Automatic Transmissions for further assistance.

4.3. Installing Nomad Lock-Up App onto Android Devices

This chapter will cover finding, downloading and confirming that the Nomad Lock-Up App is ready to communicate with your Nomad Lock-Up Module using an Android® mobile device. The Nomad Lock-Up App is a free to download app available from the Google Play Store®. You may require a Google Account in order to download applications from the Google Play Store®.

Minimum system requirements for your Android® mobile device to run the Nomad Lock-Up App are:

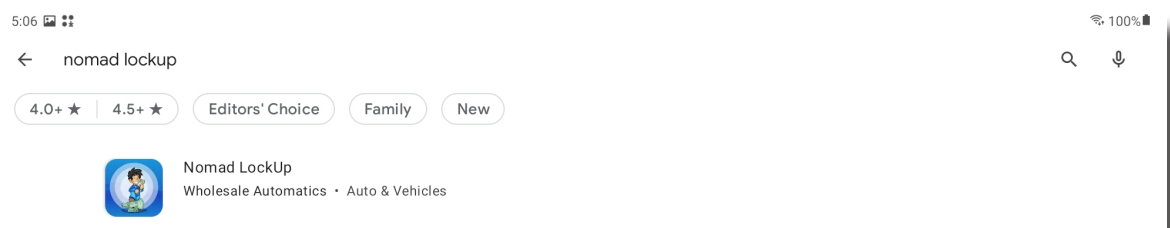
- Android™ operating system version 4.4 or later
- Internet Access (only required for Firmware Update)

If your Android mobile device operating system does not meet these requirements, you may not be able to download the app. Please follow the instructions provided by your device manufacturer to update your devices operating system first then try downloading the Nomad Lock-Up app again.

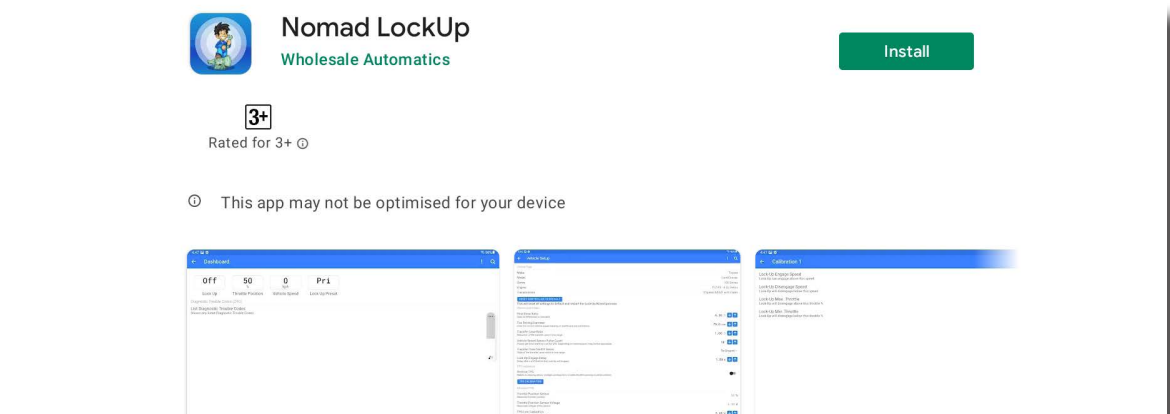
If the operating system on your Android mobile device is unable to be updated to a compatible version, you will need to locate an alternative smart device that does meet the requirements.

You will require Internet access on your Android mobile device to download the Nomad Lock-Up app.

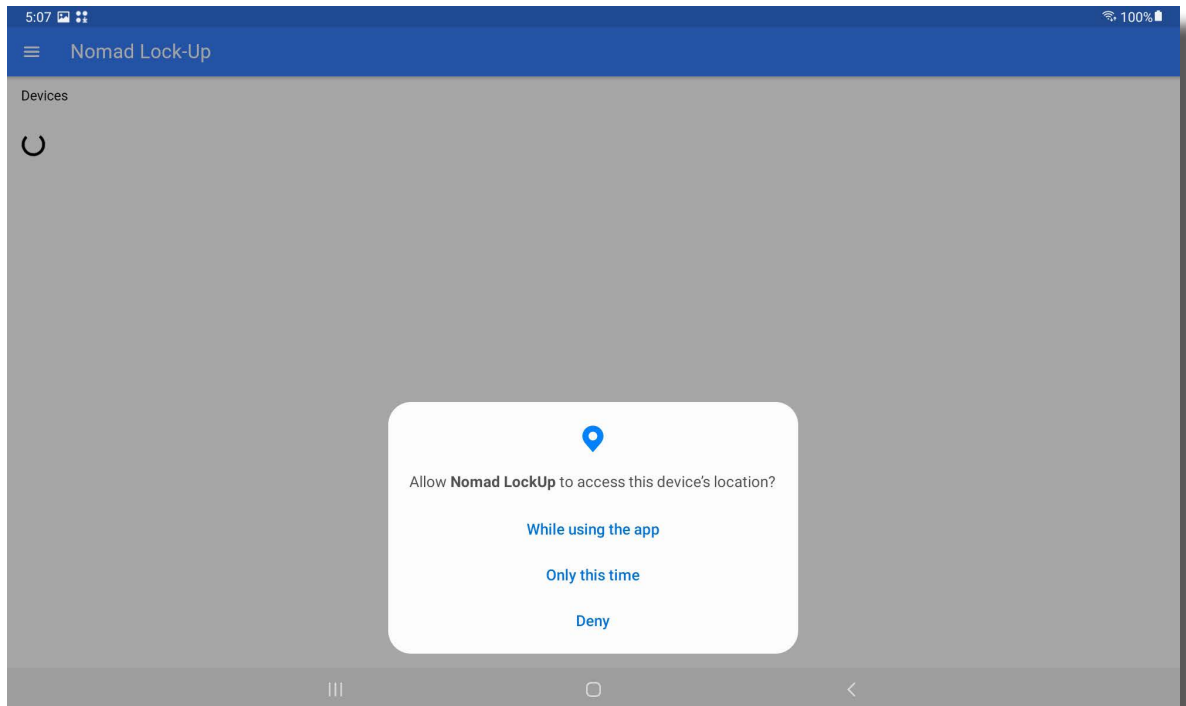
- 4.3.1 On your Android device, open the **Google Play Store®** application. Tap on the **Search** field at the top of the Google Play Store screen and type “nomad lockup”. Tap on the Nomad Lock-Up app to show the App page.



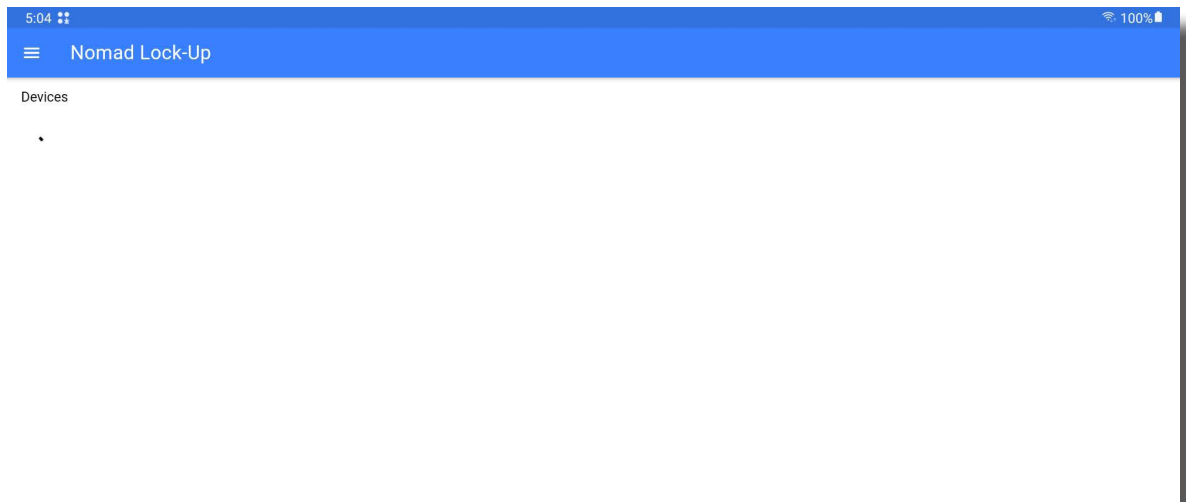
- 4.3.2 On the App page, tap on Install. This is a free app, you will not be charged.



- 4.3.3 When the App opens for the first time, you will be asked to permission for the app to access the devices location. Tap on While using the App to continue.



- 4.3.4 You should now see the devices page and a list of any Nomad Lock-Up Modules that are powered up and within range. If you are not in range of your Nomad Lock-Up Module or it is not powered up, then the app will only show a spinning wheel indicating that there is no module in range.

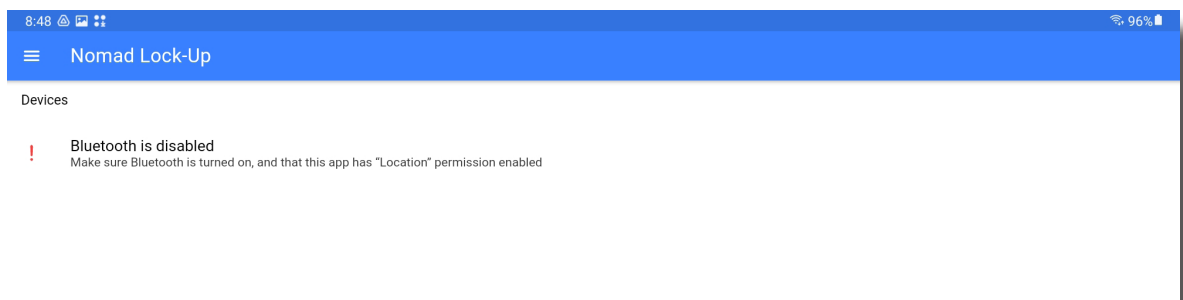


- 4.3.5 If you have reached this step, then the app is installed and ready to connect to a Nomad Lock-Up Module.

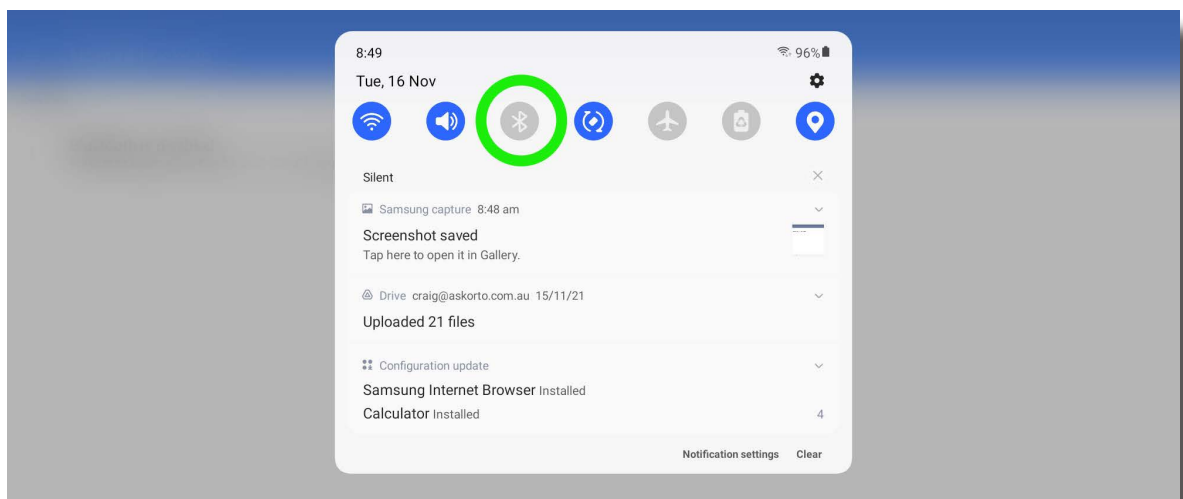
4.4. Troubleshooting Installation on Android Devices

If you have not made it to the final steps for the installation process, the following chapter will cover some basic troubleshooting steps to get you sorted.

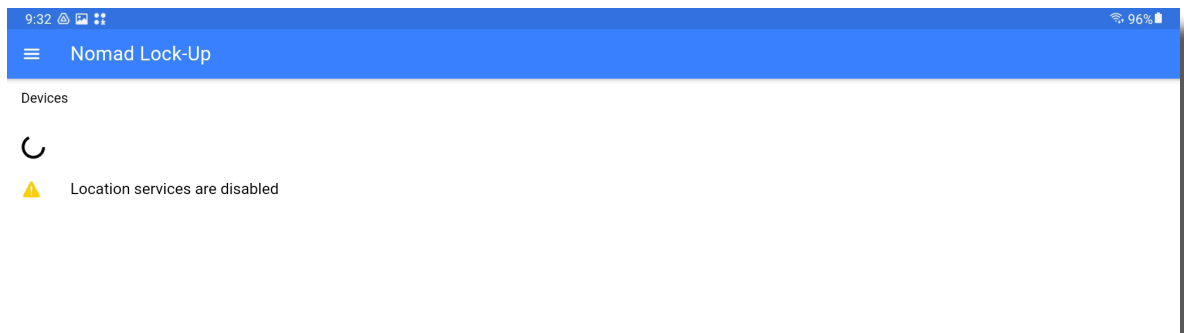
- 4.4.1 If the App says '**! Bluetooth is Disabled**' then it means that the Bluetooth communication in your smart device is not functioning correctly. This could be because you app did not recognise that it has access to your Bluetooth system, Bluetooth is turned off completely or it could be that the Nomad Lock-Up Setup App has not been authorised to use Bluetooth yet.
- 4.4.2 First, close the app down completely by quitting the App. Re-open the App. If the '**! Bluetooth is Disabled**' message still remains continue to the next step.



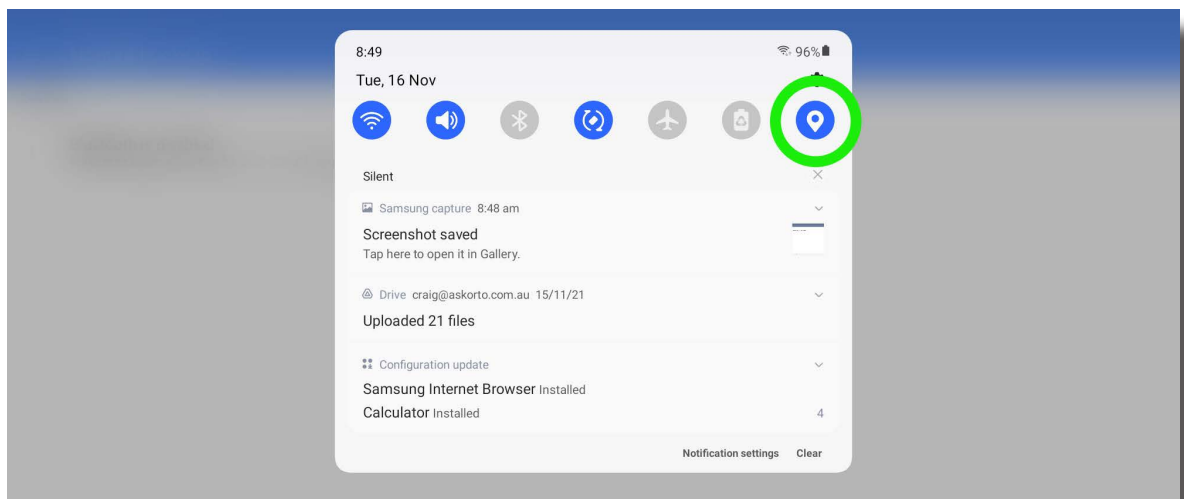
- 4.4.3 Swipe down from the top of the screen and tap on the grayed out Bluetooth icon. Close the settings window and force close the Nomad Lock-Up App. Re-Open the Nomad Lock-Up App, you should no longer see the '**! Bluetooth is Disabled**' message, instead it should be replaced with the spinning wheel.



- 4.4.4 If you are seeing the '**Location services are Disabled**' message, this means that you have locations service switch off. This service is required for the app to function correctly.



- 4.4.5 Swipe down from the top of the screen and tap on the grayed out Locations icon. This will turn Locations service on. Close the settings window and force close the Nomad Lock-Up App. Re-Open the Nomad Lock-Up App, you should no longer see the '**Location services are Disabled**' message, instead it should be replaced with the spinning wheel.

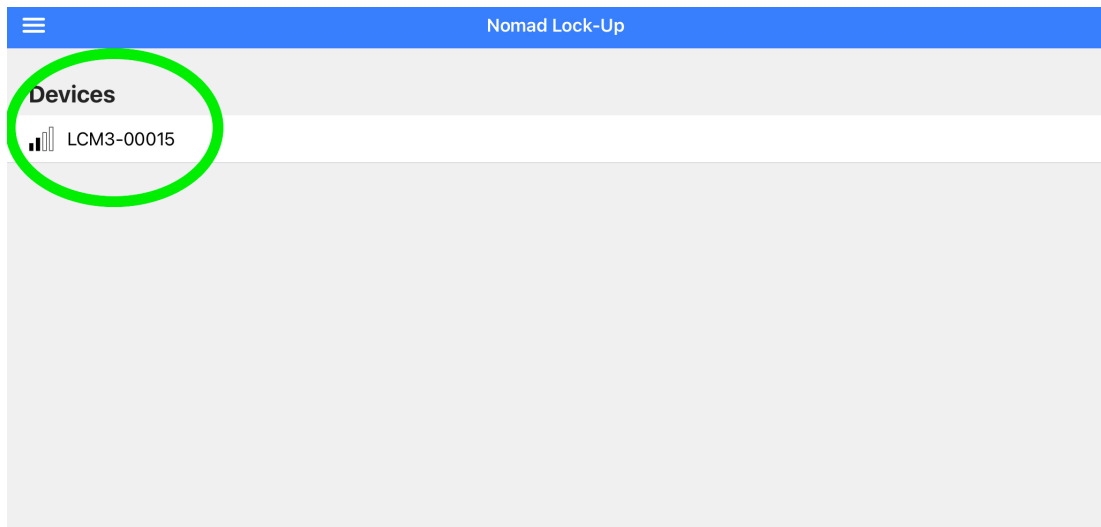


- 4.4.6 If none of these items have worked, please close the App. Tap and hold on the Nomad Lock-Up app icon and drag to the trash. Then power your device off then on. Start from the beginning and download the app again.
- 4.4.7 If you are still seeing the '**! Bluetooth is Disabled**' message or the '**Location services are Disabled**' message, please contact Wholesale Automatic Transmissions for further assistance.

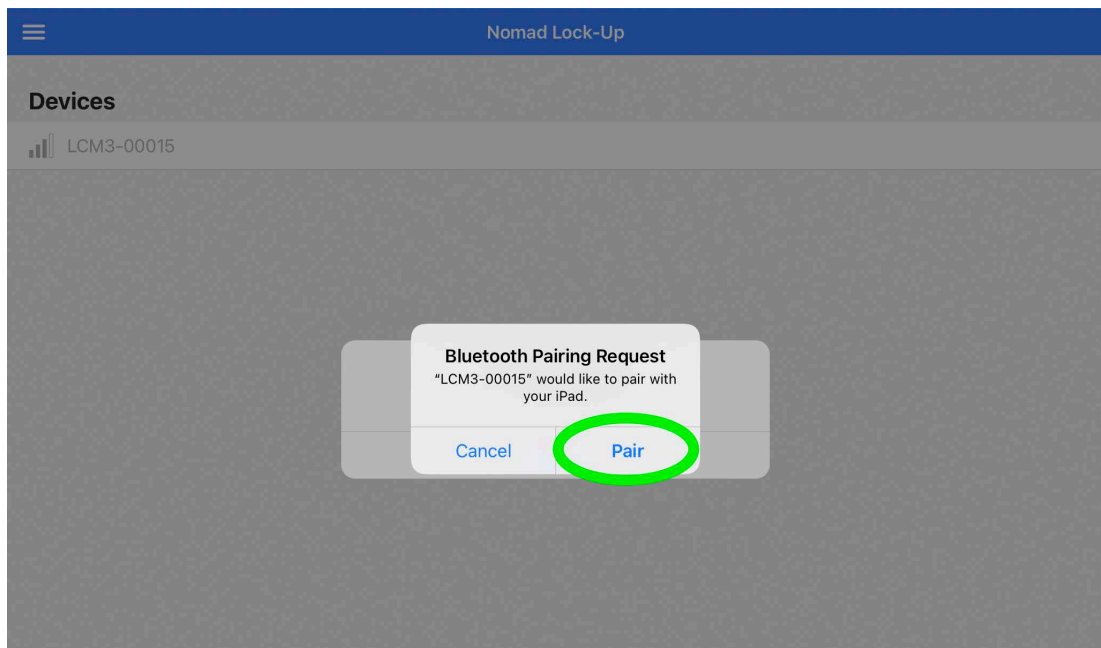
5. Setup Wizard

5.1. First Connection and Firmware Update

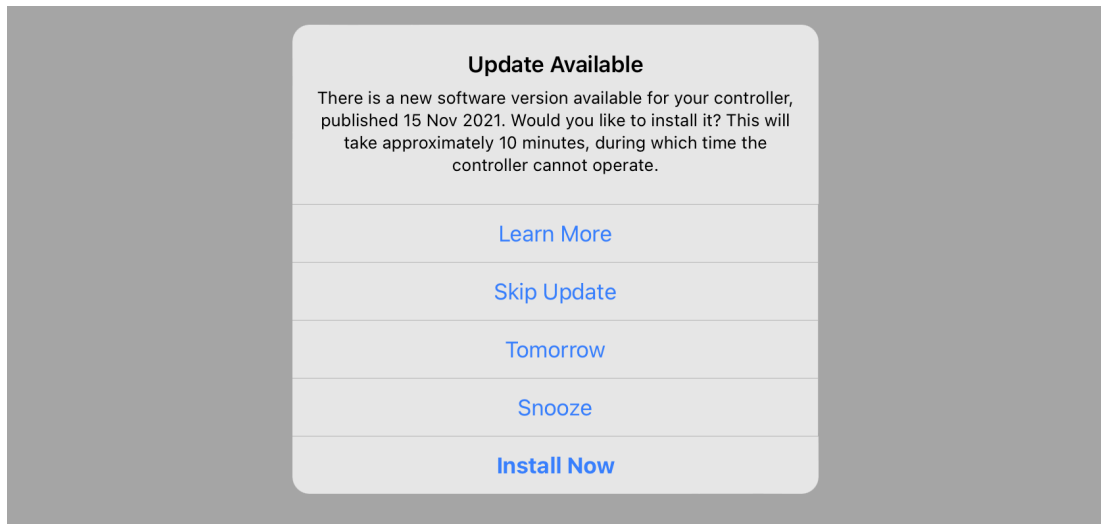
- 5.1.1 Turn your vehicle's ignition on, but do not start the engine.
- 5.1.2 Open the Nomad Lock-Up Application
- 5.1.3 Tap on your Lock-Up module from the Devices list.



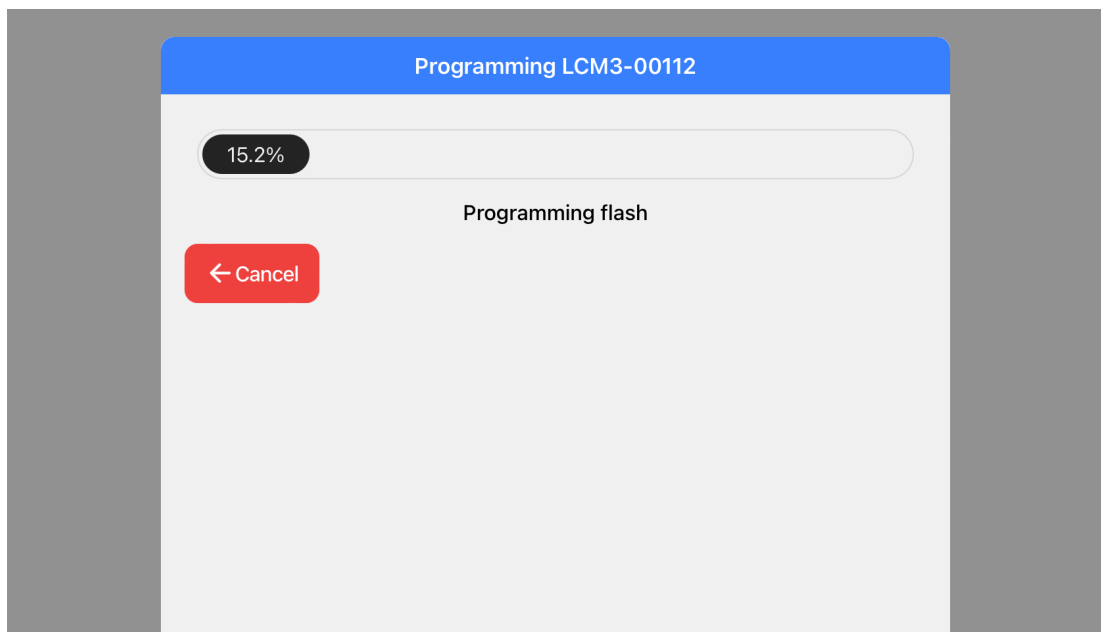
- 5.1.4 If this is the first time you have connected to the module you will be prompted to pair your device. Tap Pair.



- 5.1.5 On initial connection, the Nomad Lock-Up app will check if there is a new version of firmware for the module. As we develop new vehicles and add features, we will provide the ability to update firmware as needed. If there is new firmware, you will see the following prompt. If your Nomad Lock-Up module is running the latest firmware, you can skip to the vehicle setup step.



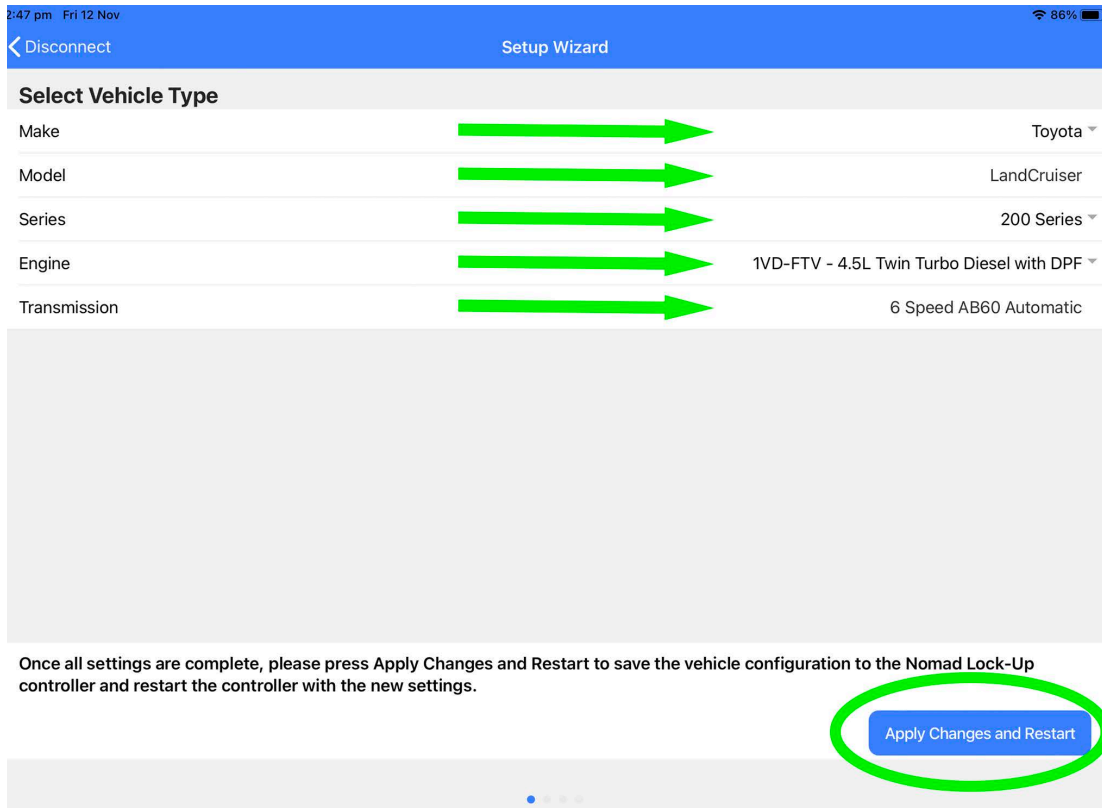
- 5.1.6 Tap on Install Now. This will take approx 10mins to download and install the latest firmware to ensure your Nomad Lock-Up module is up to date.
- 5.1.7 Please ensure your device does not go to sleep during this process. Also if you are using a phone, do not answer a call during this process as it will cause it to fail.



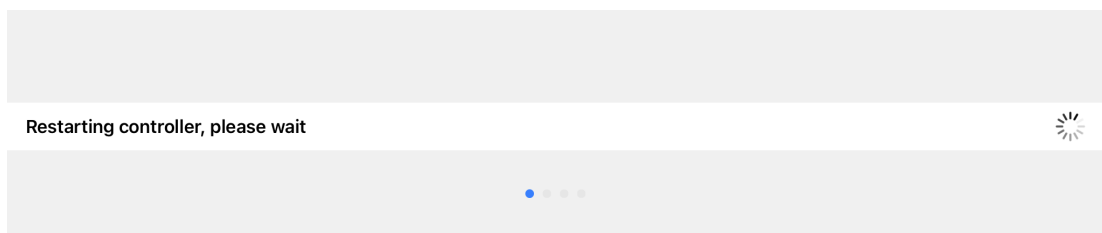
- 5.1.8 Once your modules firmware has been updated, you will be returned to the devices page. Tap on your device once more to connect.

5.2. Vehicle Configuration

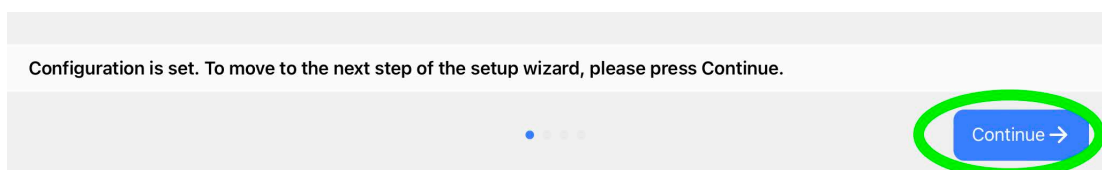
- 5.2.1 The Setup Wizard, will ask you to select your vehicle configuration. In some cases we may prefill the following values due to them being the only option. Select “Apply Changes and Restart” to continue.



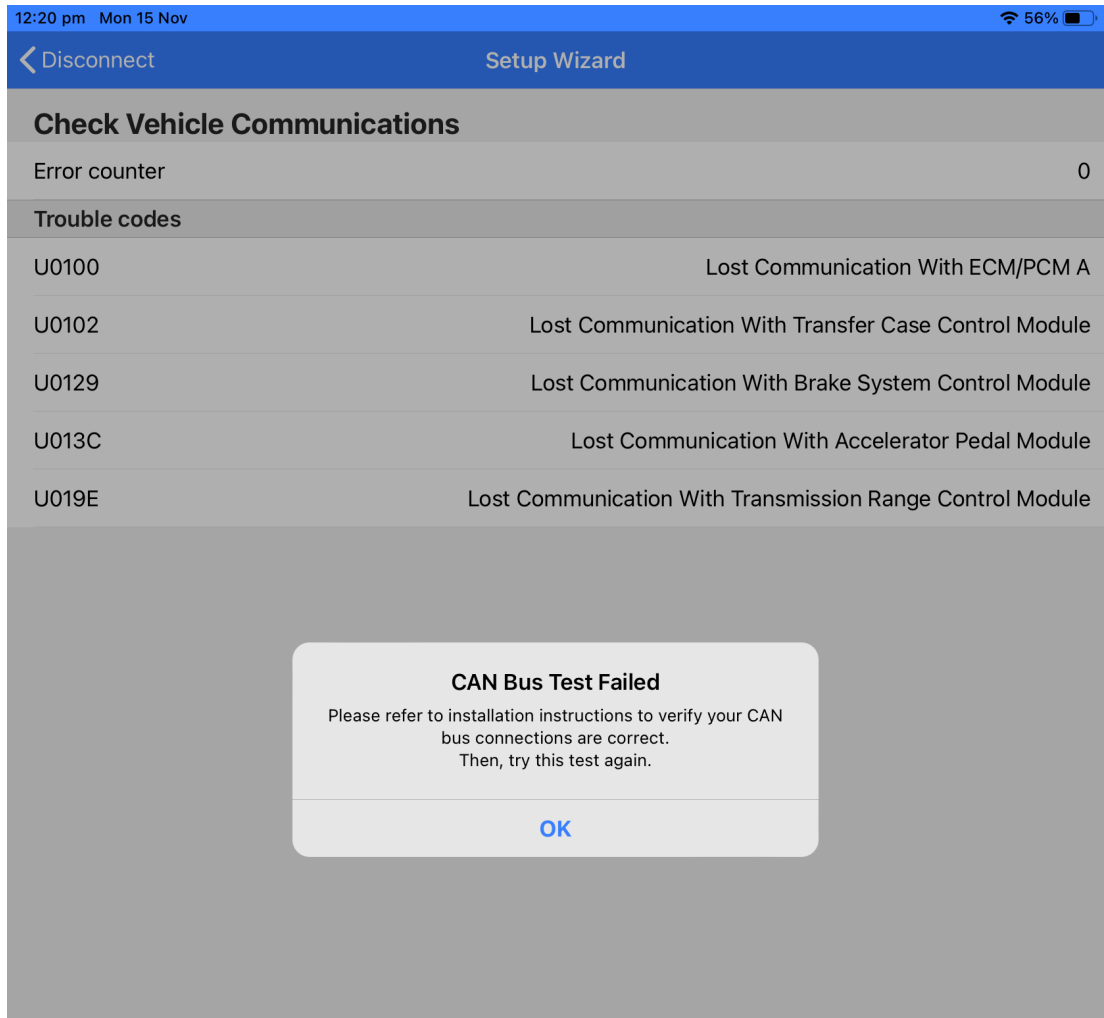
- 5.2.2 Wait while the Nomad Lock-Up Module restarts



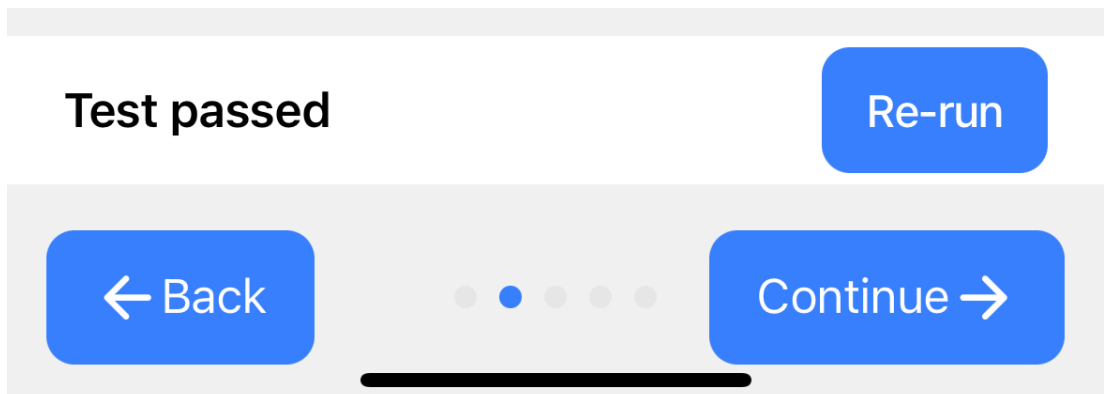
- 5.2.3 After the Nomad Lock-Up Module has rebooted, tap “Continue”



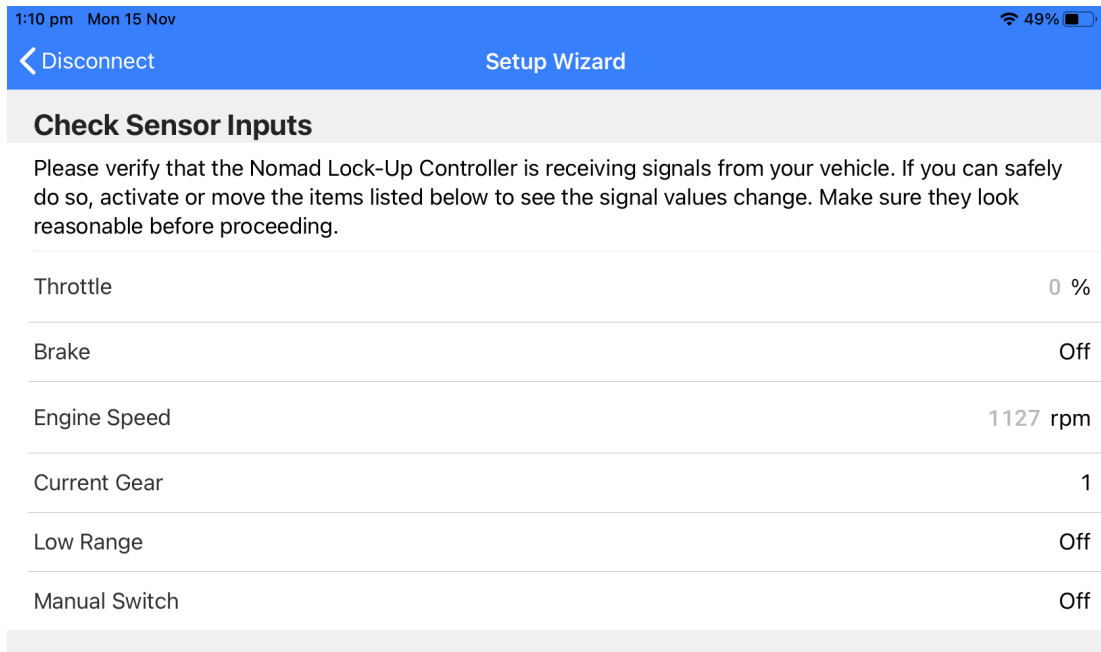
- 5.2.4 The Nomad Lock-Up Module will check for the necessary CANBUS signals that match your vehicle configuration. If Nomad Lock-Up Module detected issues, it will list the errors on the app. We recommend confirming that you have chosen the correct vehicle configuration. Also check that the CANBUS connections are correct and the position of the two wires in the CANBUS connector is correct. You can run the test again by tapping on Try Again.



- 5.2.5 If all the CANBUS signals check out, you will see Test Passed and the continue button will be shown. Tap Continue.



- 5.2.6 Checking Sensor Inputs allows you to verify that the signals the Nomad Lock-Up module requires to operate are being decoded correctly.



5.2.6.1 Throttle

Press down on the Accelerator Pedal and you should see the Throttle value increase and decrease according to the percentage of pedal movement.

5.2.6.2 Brake

Push down on the brake pedal to confirm we are receiving that signal.

5.2.6.3 Engine Speed

While you engine should be off, this should read 0. This confirms that the CANBUS signal is correct.

5.2.6.4 Current Gear

Move your shifter to Drive position and tap up/down to check the gear changes. You may have to press 2nd Start button in some variants.

5.2.6.5 Low Range

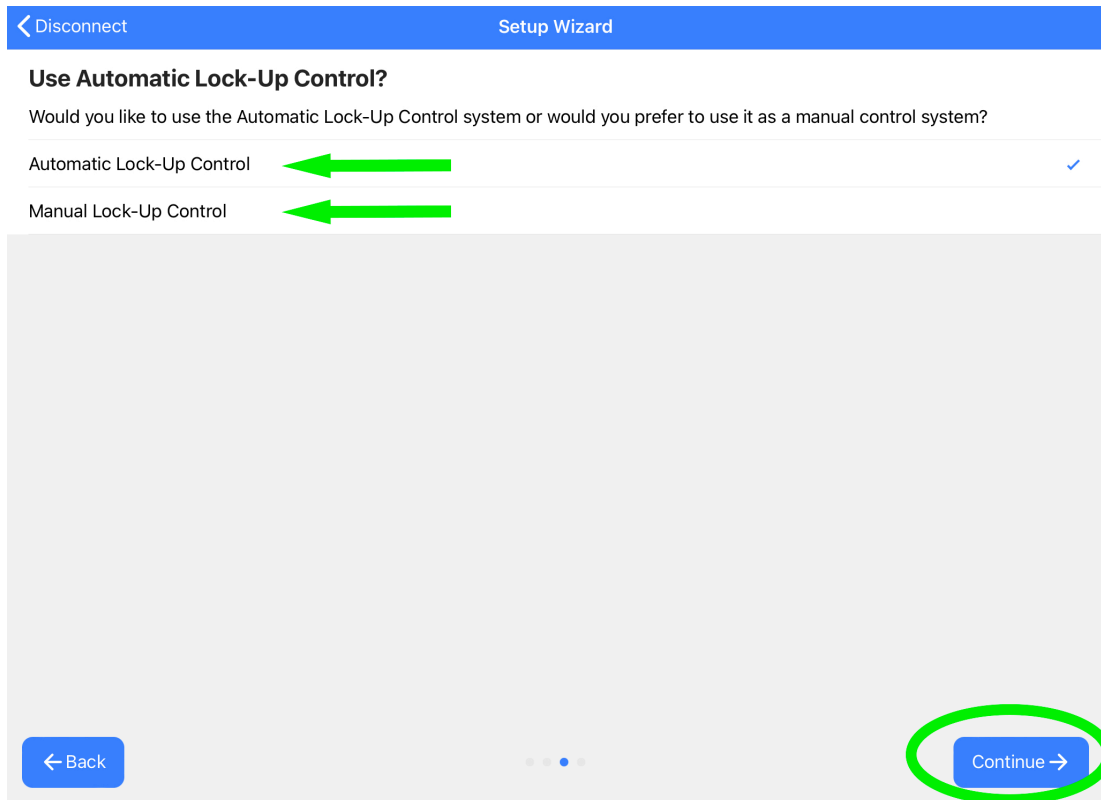
Check that the Module can detect when the vehicle is in Low Range. The Low Range value will change from "Off" to "On"

5.2.6.6 Manual Switch

Push the Lock-Up switch to check that the Manual Switch value will change from "Off" to "On"

- 5.2.7 Once all signals are confirmed, tap "Continue".

- 5.2.8 Choose if you would like the Nomad Lock-Up Module to operate in Automatic or Manual Mode. Then Tap continue. (more information below)



5.2.8.1 Automatic mode

The torque converter lock-up will automatically engage and disengage at predetermined speeds that we have configured for you. These values can be modified at anytime to suit your driving style. In Low Range the lock-up is still controlled manually via the switch.

This is the recommended setting for most people.

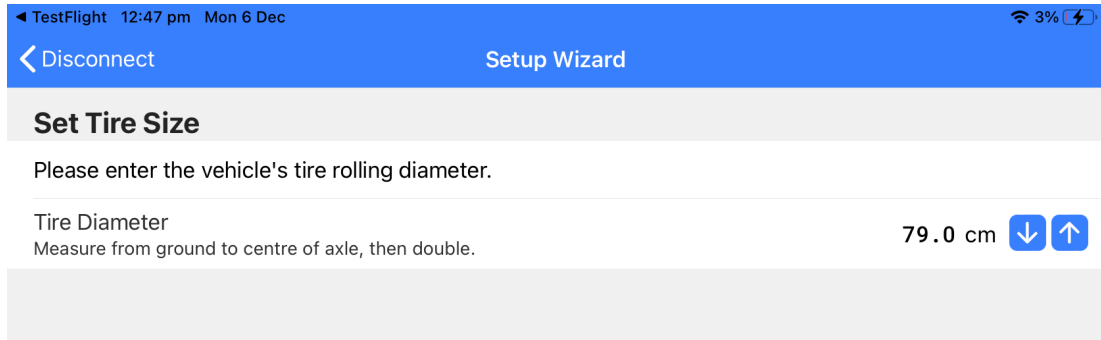
For more information about configuring the Nomad Lock-Up system, please check out our Nomad Lock-Up Users Guide. Link below.



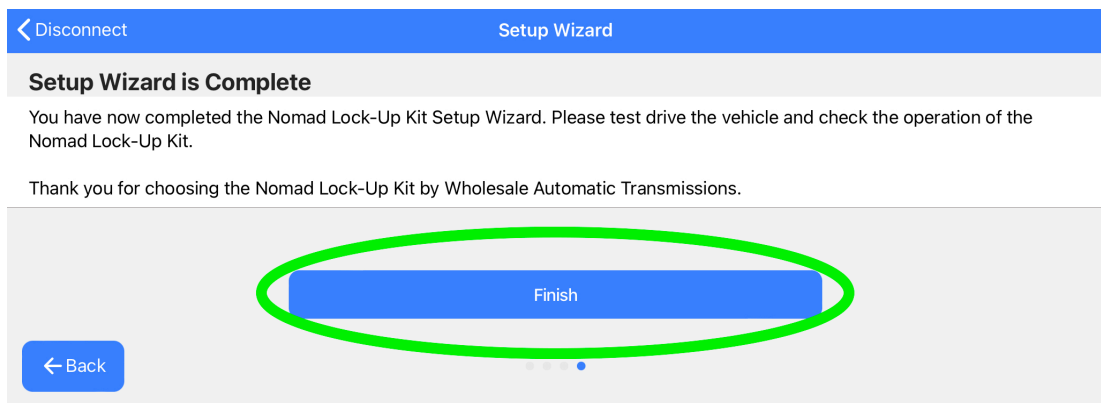
5.2.8.2 Manual mode

You decide when the lock-up is engaged by toggling lock-up on and off via the manual switch. This will make the Nomad Lock-Up Module operate the same way as our previous GEN2 Lock-Up Kit.

5.2.9 Please set the Rolling Tire Diameter for your vehicle. To find Rolling Diameter, measure from the ground to the centre of the axle, then double.

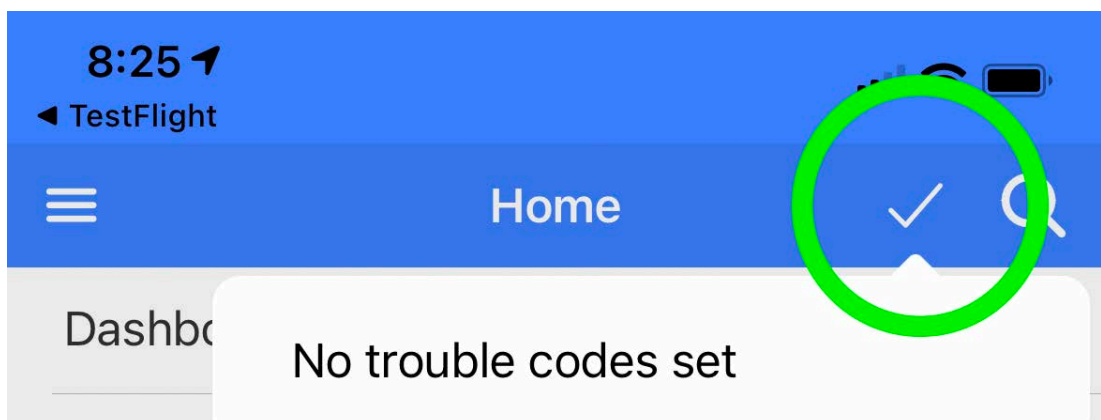


5.2.10 Tap "Finish" to complete the Setup Wizard



5.2.11 This completes the installation and setup of the Nomad Lock-Up Module. Please take the vehicle for a test drive to confirm the Nomad Lock-Up kit is operating as expected.

5.2.12 After you test drive, connect to the Nomad Lock-Up Module with the app to confirm there is no DTCs (Diagnostic Trouble Codes) set. If you see the Tick at the top right, you have completed the installation.



This completes the Installation of the Nomad Lock-Up Kit

If you would like further information
on how to adjust all of the
calibration settings, please see
User Guide documentation on our
website using the QR code below or
tapping on the QR code.



Please Provide us with Feedback

If you have a minute to provide us with some feedback about your experience with Wholesale Automatic Transmissions and our products, that would be greatly appreciated.

Using your smart phone or device's camera app, point at the QR code below to take you straight to our feedback page for you to choose the most appropriate feedback method.

