

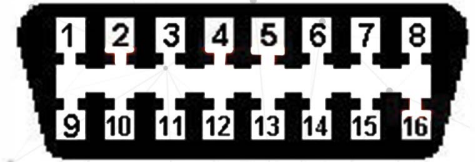
ELECTRONIC SHIFT TRANS CASE HARNESS

DMAX SWAP INSTALLATION INSTRUCTIONS

The Transfer Case Control Harness only requires a few connections to make it function:

MAIN ACTUATOR AND TCCM POWER

- 14 Gauge Red wire - 25A fused Constant Power (Battery 12V positive)
- 14 Gauge Black wire - Ground (Battery 12V negative)
- 22 Gauge Red wire - 2A fused Constant Power (Battery 12V positive)
- 22 Gauge Pink wire - 10A Fused Ignition Power (Ignition 12V positive)
- 22 Gauge White wire - Instrument panel light power (Instrument backlight /dimmer)



2 - purple - Serial Data line

CONTROL MODULE COMMUNICATION

- 22 Gauge Yellow wire - Splice into Purple wire on OBD port "Pin 2"
- 22 Gauge Grey wire (4wd Low signal) -
 - LB7:** Splice to ECM Connector C2 "Pin63" & Splice to TCM Connector C1 "Pin10"
 - LLY:** Splice to ECM Connector C2 "Pin7" & Splice to TCM Connector C1 "Pin10"
 - LBZ:** Splice to TCM Connector "Pin42" (Grey w/ Black stripe)

ADDITIONAL INFORMATION

The module should be mounted in a cool dry place (it is not waterproof). The front axle actuator must be connected for the system to work. This can be mounted under the dash inside the vehicle and will give you an audible sound to confirm the T-case has engaged the front driveshaft.

The push-button indicator LED lights will only illuminate once the engine is running and the module is communicating. You can shift from 2H to 4H while the vehicle is moving, but the transmission must be in "Neutral" in order to shift into and out of "Low-Range" mode.



This product is only intended to work with Duramax/Allison drivetrains, paired with a 263XHD transfer case and a late model encoder motor.