



LPS (LML POWER SELECTOR) Switch Installation

Tools Needed for Installation:

- Small Flat-head Screwdriver
- 90 Degree Pick
- Small Straight Pick
- Side Cutter
- 3 to 4 Feet of stiff wire (to be used as a trace wire)
- 13 mm Socket
- Electrical Tape

Switch Installation:

1. Open your hood to gain access to your engine bay and locate your Hood Latch Grommet (See Figure 1).
2. Pull the Hood Latch Grommet out. Use 3 to 4 feet of wire as a trace wire. Feed it through the hood latch grommet on the engine bay side into the cab of your truck.
3. Use electrical tape to secure the two LPS wires to the trace wire. Carefully pull the trace wire back through the hood latch grommet and into the engine bay.
4. Disconnect the trace wire from the LPS switch wires. Make sure that you have enough wire through the hood latch grommet to reach the ECM and then put the Hood Latch Grommet back in place.
5. Locate the ECM on your vehicle (See Figure 2).
6. Remove the ECM Shield (See Figure 3). The ECM Shield can be removed by pinching the tab at the back of the shield and pulling towards the opposite side of the engine (See Figure 4).
7. You now have access to your ECM Harness. There are three connectors (Black J1, Blue J2, and Grey J3). The LPS Switch will be wired into the Grey (J3) connector (See

- Figure 5). We have found it easiest to remove all three ECM harnesses starting with the one closest to the front of the truck and moving back towards the firewall.
8. Each connector has a Red tab that needs to be slid out; this is the locking mechanism (See Figure 6). Use a small flathead screwdriver or the 90 degree pick to slide these red locking mechanisms out. Push the tab on top of the ECM connector in (See Figure 7) this will allow the ECM lever to be released. Push the lever back until it stops. Repeat for each connector (See Figure 8). Disconnect all three ECM connectors.
 9. In order to pull the Grey (J3) connector up high enough to disassemble it you will need to push the connector down under the power steering line and pull it back up (See Figure 9).
 10. Use side cutters to cut the zip tie holding the top of the ECM connector on. On each side of the Grey (J3) connector there are tabs holding the top of the ECM connector on; use a small flathead screw driver to pop these tabs up (See Figure 10) and remove the top of the harness cover.
 11. On the bottom of the ECM Connector you need to remove the grey cover. You can do this by carefully prying on it with a small flathead screwdriver or use a pick and lift up on each corner. Be **VERY** careful; these pieces break easily (see Figure 11). Once the bottom of the grey connector is off all of the ECM pins will be exposed (See Figure 12) be careful not to damage any of these.
 12. For 2011 to 2014 trucks locate pin number 11 and pin number 48 (See Figure 13). For 2015 to 2016 trucks locate pin 27 and 46 (See Figure 14).
 13. You will notice that the empty pin holes are filled with plastic pin fillers (See Figure 15). To remove these use the small straight pick or the blunt side of a drill bit or a similar object to apply light pressure to them. Once they break you can push them out through the bottom or through the top.
 14. On some vehicles, the pin holes described above will have pins in them already. If this is the case for your vehicle, please remove the pin that is located in that pin location by carefully releasing the locking mechanism on the bottom of the pin. Once the pin is out please wrap the pin in electrical tape and place them to the side.
 15. With the access to the proper pin holes you can now slide you LPS switch pins into the proper pin holes. Pay attention to which direction the switch pin goes in. These pins are directional and will only lock if they are slid through in the correct direction.
 16. Put the grey pin cover back in place (See Figure 16).
 17. Put the black wire cover back in place (See Figure 17).
 18. Run conduit over LPS wires and then run the grey connector back under the power steering line.
 19. Re-connect each ECM connectors starting with the Grey J3 connector and working back towards the front of the truck.

FIGURE
1



FIGURE
2



FIGURE
3

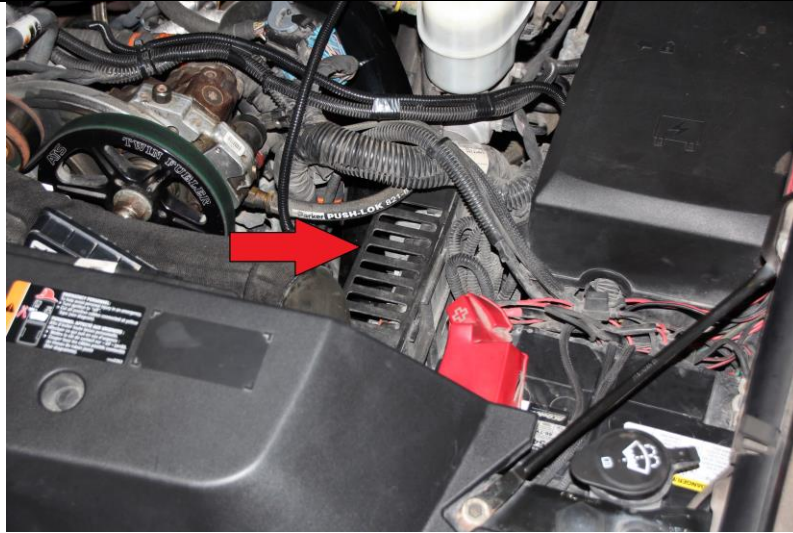


FIGURE
4



FIGURE
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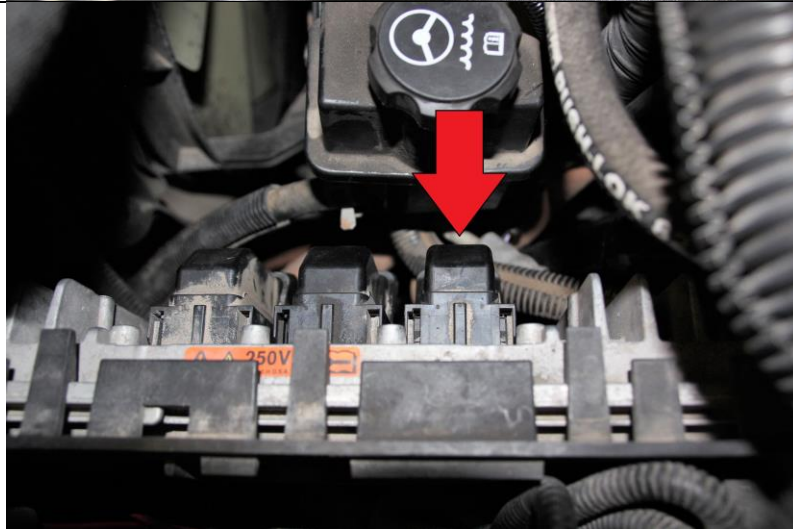


FIGURE
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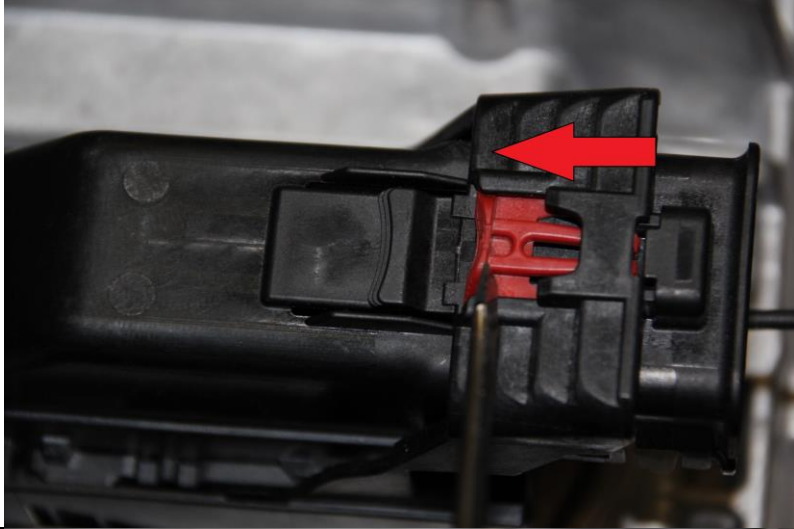


FIGURE
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FIGURE
8

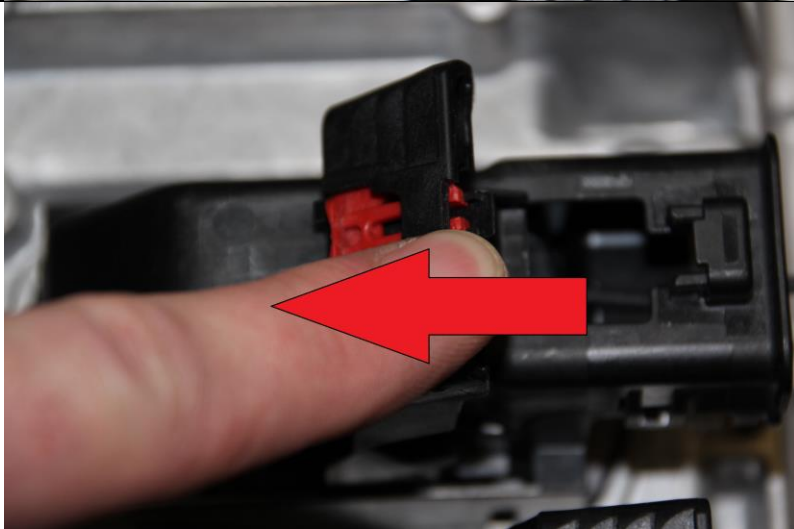


FIGURE
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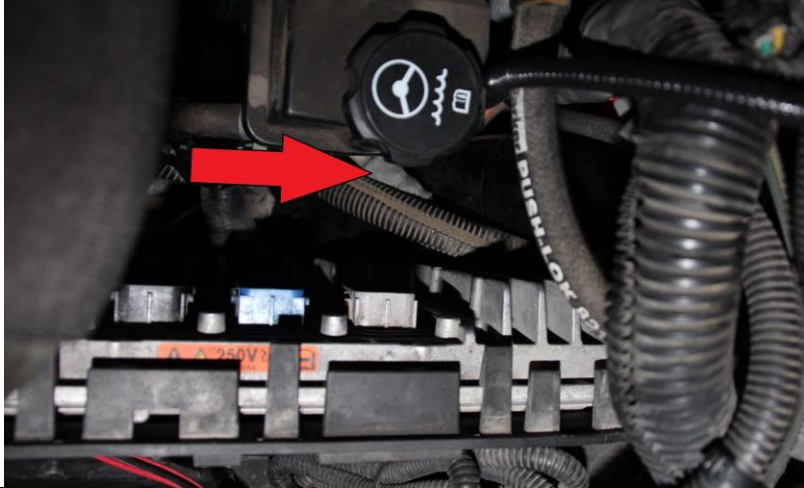


FIGURE
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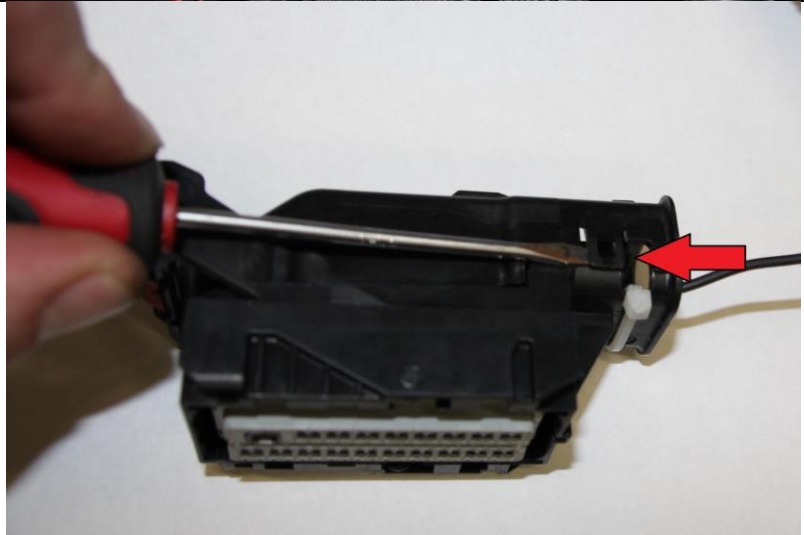


FIGURE
11



FIGURE
12



FIGURE
13

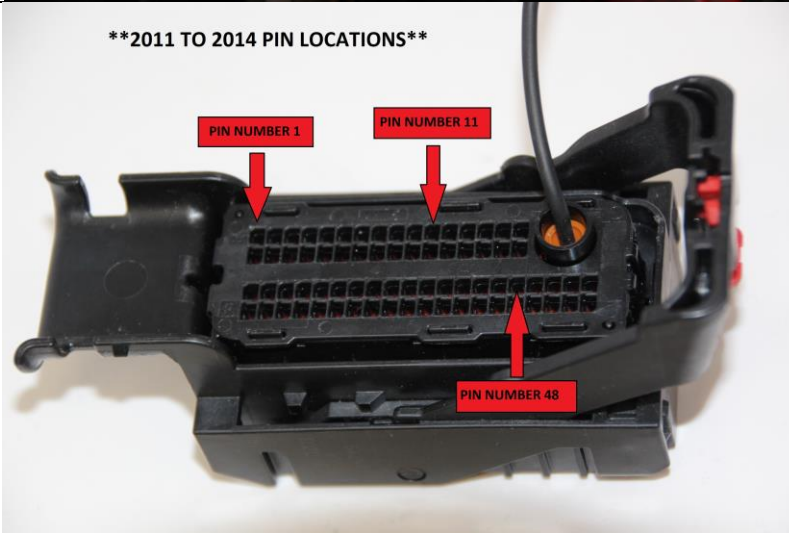


FIGURE
14

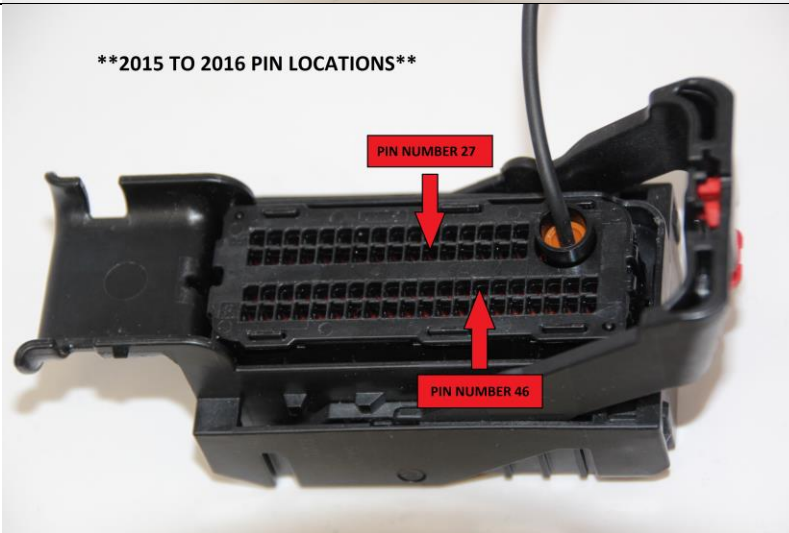


FIGURE
15



FIGURE
16



FIGURE
17

