

Installation Instructions for 555-10412

LS Truck '99-'06 with T56

Standalone Wiring Harness

Drive-by-Cable (DBC)

This harness is designed to be a complete wiring harness for fuel injection system on GM 1999 and newer Vortec engines with Drive By Cable throttle body and T56 or non- electronic transmissions.

Recommended Tools:

1. Terminal Crimping Tool
2. Wire Strippers
3. Electric Drill
4. 2" Hole Saw (for rubber grommet for the firewall)

1. Never disconnect the battery or the PCM while the ignition is turned "ON"
2. Never short any wires in the wiring harness to ground (with the exception to the ground wires) this can cause damage to the PCM.
3. A Multi-meter with a minimum of 10-Mohm resistance is required for test circuits. Do not back probe wires, this can lead to permanent wire damage.

- The wiring harness is designed to mount under the dash or in the kick panel on the right side of the vehicle.
- Route the harness away from sharp edges, exhaust pipes, and hinges.
- Allow enough slack in the harness at places where movement could possibly occur.

Proper grounding is crucial for the harness to operate (battery, chassis, and engine). This harness is equipped with ground wiring on the rear portion of the driver side cylinder head and adjacent the fuse block.

- Connect the chassis ground strap or cable to the negative side of the battery
- Connect the engine ground strap or cable to the chassis.
- Connect a ground strap from the engine to the body



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Disconnect power from the vehicle by removing the negative battery cable from the battery.

- Mark the position that the wiring harness will go through the firewall with a metal punch. Using a 2" hole saw, drill a hole into the firewall. Debur the hole to ensure no damage to the wires will occur.
- From the inside of the vehicle, feed the engine section of the wiring through the 2" hole that was previously made.
- Route the engine compartment harness to the corresponding sides (driver and passenger). The driver side section has the connectors for the alternator, MAF, and ECT.
- Route the battery positive and crank sensor connectors behind the passenger head and under the exhaust manifold
- Route the fuse block/relay center and PCM connectors to the preferred mounting positions. Keep the PCM away from moisture or damage may occur
- Locate the black wires in the driver side group that end in two ring terminals. These are engine grounded.
- Using care to connect the two PCM connectors to not bend any of the pins. The connectors are color coded.
- All wires not being used should be taped and secured to avoid creating an unwanted short.
- Permanently mount your PCM to desired location.
- Once all connection have been made throughout the wiring harness, reconnect the battery

CAUTION: BE SURE THE IGNITION IS OFF WHEN RECONNECTING THE BATTERY OR DAMAGE TO THE PCM WILL OCCUR.

A fuel pump relay is provided with the signal side of the relay being pre wired. The harness has two blade terminals to complete this circuit. Ensure that properly sized and fused wiring is used. Insert the terminal into the relay holder.

- Using care to connect the two PCM connectors to not bend any of the pins. The connectors are color coded.
- All wires not being used should be taped and secured to avoid creating an unwanted short.
- Permanently mount your PCM to desired location.
- Once all connection have been made throughout the wiring harness, reconnect the battery

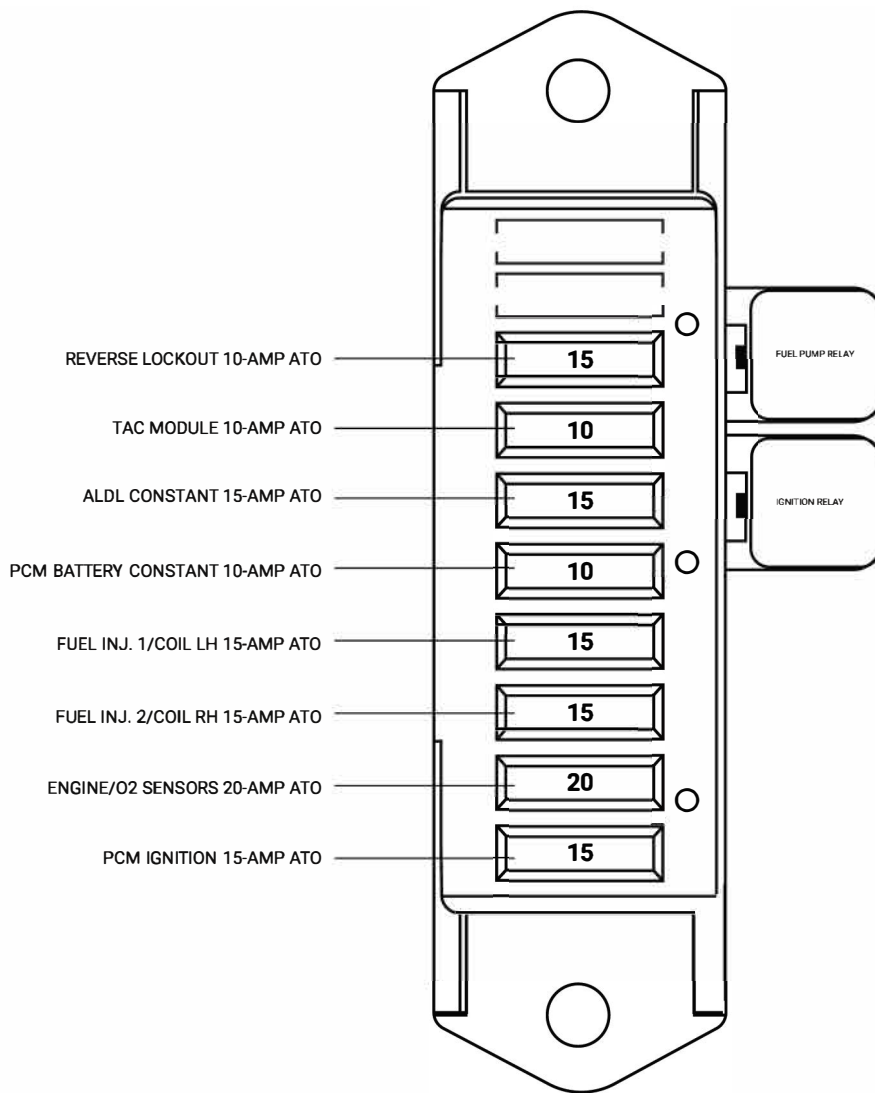
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ACCESSORY WIRES

BROWN	MIL LAMP GROUND	THROUGH AUTOMOTIVE LIGHT TO 12V
BLACK	SPEEDOMETER	SPEEDOMETER MODULE
WHITE	TACHOMETER	ELECTRONIC TACHOMETER
DARK GREEN	FAN 1 GROUND	GROUND SIDE OF FAN RELAY 1
DARK BLUE	FAN 2 GROUND	GROUND SIDE OF FAN RELAY 2
ORANGE	PARK NEUTRAL SIGNAL	TO GROUND (IN PARK AND NEUTRAL)
PURPLE	BRAKE SIGNAL / TCC GROUND	TO 12V
BLACK MULTIPLE WIRES	CHASSIS GROUND (RING TERMINAL)	CHASSIS GROUND
RED	IGNITION RELAY	12V IGNITION SOURCE
MULTIPLE	PCM CONNECTORS	PCM



FRONT VIEW