



JET Accu-Speed Installation Instructions

Chevrolet and GMC Truck Applications

Part #50108

Information about your JET Accu-Speed.....

The JET Accu-Speed interacts with the vehicle speed sensor (VSS) on General Motors Trucks. In these vehicles, the speed sensor sends pulses to the computer to indicate vehicle speed. The computer uses these signals to set speedometer calibration and transmission shift points based on the number of pulses per revolution being sent to it from the VSS.

By changing the tire size and/or gear ratio the number of pulses to the computer are changed. Changing these pulses results in the computer reading that the vehicle is at a different speed than it really is. As a result the Speedometer calibration is not correct and the transmission shift points are not calibrated correctly.

The Accu-Speed corrects these problems by intercepting the pulses from the VSS and recalibrating them to proper values and sending the corrected signal to the computer.

BEFORE YOU START THE INSTALLATION READ THIS.....

What you will need to perform the installation of the Accu Speed:

The Accu-Speed installation requires the following tools and materials not supplied with the kit, have these on hand before you start the installation.

1. Wire Crimping pliers
2. Wire Cutters
3. Phillips Screwdriver
4. Small Flat Blade screwdriver
5. 1/4 inch nut driver or equivalent
6. Factory Service Manual for Reference

Notes on the installation of the JET Accu-Speed:

1. JET recommends that the Accu-Speed be mounted inside the passenger compartment of the vehicle, this will protect the unit from the elements and the heat of the engine.
2. Mount the unit where you can get to the adjusting screw easily.
3. Route all the wires away from anything hot under the hood.
4. ALWAYS disconnect the negative battery cable when installing electrical parts.

Detailed Installation Procedures: ALL GM TRUCKS

1. Mount the Accu-Speed in the passenger compartment of the vehicle in a location that is accessible so you can adjust it later. Use either the supplied sheet metal screws or the supplied Velcro for mounting the unit. Make sure the unit is not attached to anything that gets hot.
2. Connect the BLACK wire coming out of the Accu-Speed to a good ground point using the supplied round terminal. Cut the wire to the correct length, strip the wire about ¼ inch and crimp the terminal onto the stripped wire. Attach the terminal to the ground using an existing screw or one of the supplied sheet metal screws in the kit. (TIP: It's much easier to find an existing screw to attach the terminal to than drilling a new hole.)
3. Locate the factory fuse block, usually located under the dash on the driver's side or on the side of the dash on the drivers side. (Applications do vary and the correct location of the fuse box can be found in the factory service manual and/or the owners manual for the vehicle)
4. Find a fuse circuit in the fuse box that has a 12volt signal any time the ignition switch is in the start or run position (only in these positions, NOT 12volts all time). Use a voltmeter or test light to determine which circuit to use in the fuse block and remove the fuse from that circuit. Insert the correct fuse tap (there are two different sizes supplied in the kit) into the circuit and replace the fuse.
5. Disconnect the Negative Battery Cable.
6. Cut the RED wire from the Accu-Speed to the correct length to reach the fuse box. strip the wire about ¼ inch and crimp the supplied female spade terminal to the wire. Attach the spade terminal to the fuse tap in the fuse box.
7. See CHART "W" to locate the Vehicle Speed Sensor Input wire that you will connect to the remaining two wires on the Accu-Speed. On some vehicles you will be connecting to wires inside the passenger compartment under the dash and on others you will be connecting to the computer under the hood. read the chart carefully to determine the correct location for your vehicle and proceed to pages 3 or 4 for the correct instructions for your application.

Connecting the Accu-Speed to Vehicles that have a VSSB:

(Note: For Vehicles NOT equipped with a VSSB see page 4)

1. Remove the glovebox to gain access to the Vehicle Speed Sensor Buffer (VSSB). The VSSB is a module that is located near the stock computer and is attached to the inside panel with Velcro. The VSSBs in GM applications have either an 8 or 9 pin plug.
2. Unplug the VSSB from the stock harness.
3. Route the two remaining wires (Purple and Light Green) from the Accu-Speed to the VSSB harness.
4. Locate the correct wire color and pin number on the VSSB using CHART "W"
5. Cut the wire about 3-4 inches away from the end of the factory connector and strip the wires on each end about ¼ inch.
6. Using the supplied crimp connectors attach a connector to each of the ends of the wire that you just stripped. The half of the wire going to the VSSB connector will be connected to the output side of the Accu-Speed and the wire from the harness will be connected to the input side of the Accu-Speed.
7. **THIS PART IS CRITICAL, IF YOU HOOK THE REMAINING TWO WIRES UP BACKWARDS YOU COULD CAUSE DAMAGE TO THE ACCU-SPEED AND/OR YOUR VEHICLE SO READ THIS CAREFULLY!!**
- 7.5 Connect the Light Green wire from the Accu-Speed to the wire on the VSSB connector (output) using the crimp connector you already installed.
- 7.6 Connect the Purple wire to the wire on the harness side (input) using the crimp connector you already installed.
(READ THE ABOVE TWO SENTENCES TWICE)
8. Proceed to page 5 for instructions on how to calibrate the Accu-Speed for your tire and/or gear changes.

Connecting the Accu-Speed to Vehicles that DO NOT have a VSSB:

1. On vehicles not equipped with a Vehicle Speed Sensor Buffer (VSSB) you will be connecting the remaining two wires from the Accu-Speed to the factory computer.
2. Refer to CHART "W" for the location of the factory computer, connector color, wire color and pin number for your application.
3. General Motors uses two types of computers for most truck applications. one has four small connectors and the other has two large connectors. These Connectors are labeled on the outside of the factory computer by their color coding ie: Red, Blue, Black etc. and on the connector itself once it is removed from the computer.
4. Route the remaining two wires (Purple and Light Green) from the Accu-Speed to the computer, keep the wires away from anything hot under the hood.
5. Disconnect the correct colored connector from the computer. Note: The larger connectors have a small bolt in the center of the connector that will remove the connector.
6. On the back side of the connector there is a snap on cover. unsnap the cover carefully and on the back of the connector where the wires go thru there are pin numbers molded in the plastic. Locate the correct pin number and wire color for your vehicle.
7. Cut the wire about 3-4 inches away from the factory connector and strip the wires about ¼ inch on each end. Using the supplied crimp connectors connect one to each end of the wires that you just stripped. The half of the wire going to the computer will be connected to the output side of the Accu-Speed and the wire from the harness will be connected to the input side of the Accu-Speed.
- 8. THIS PART IS CRITICAL, IF YOU HOOK THE REMAINING TWO WIRES UP BACKWARDS YOU COULD CAUSE DAMAGE TO THE ACCU-SPEED AND/OR YOUR VEHICLE SO READ THIS CAREFULLY!!**
9. Connect the Light Green wire from the Accu-Speed to the wire on the computer connector side using the crimp connector you already installed.
10. Connect the Purple wire from the Accu-Speed to the wire on the harness side using the crimp connector you already installed.

Calibration procedures for the JET Accu-Speed:

The following information contains the details on how to calibrate the Accu-Speed. There are multiple ways that the unit can be calibrated, please review the following procedures to determine which one is best for your application.

1. Calibration for TIRE size change ONLY:

Use this method if the ONLY change to the vehicle is a tire size change. Determine the original factory tire size by either using the chart on page 7 or by measuring the actual tire diameter. The original tire size is usually located inside the driver's door jamb.

2. Using the stock tire size and the new tire size refer to CHART "T" to determine the number of turns for the correct setting on the Accu-Speed. (Note: One turn means 360 degrees, a full turn. If for any reason you need to start over, lost count etc, turn the adjusting screw 20 turns counterclockwise to put the Accu-Speed back to its zero position and start over.)
3. Remove the rubber plug on the side of the Accu-Speed and turn the screw that is inside clockwise for the number of turns indicated in the chart.
4. Calibration is now complete reinstall the plug in the side of the Accu-Speed, Recheck all wiring and connections to make sure they all have good contact and make sure all the wires are away from anything hot.
5. Reconnect the negative battery cable.
6. Test drive the vehicle to verify that the speedometer is functioning correctly. The Accu-Speed is accurate to within 1-2%, there are many ways to verify the calibration of the speedometer including Dynamometer testing, checking mile markers, comparing to a vehicle with a known correct speedometer and a GPS system. If the calibration seems to be off drastically use one of these methods to verify the calibration of the Accu-Speed. For reference every $\frac{1}{4}$ turn of the adjusting screw is equal to a 1% change. Turning the screw counter clockwise will increase the speedometer reading and clockwise will decrease it.

Calibration for GEAR Change Only:

1. Use this method if the ONLY change to the vehicle is a gear change. Determine the original gear ratio by referring to the build codes located on the inside of the glove box or your original paperwork such as the window sticker from the vehicle.
2. Using the stock gear ratio and the new gear ratio refer to CHART "G" to determine the number of turns for the correct setting on the Accu-Speed. (Note: One turn means 360 degrees, a full turn. If for any reason you need to start over, lost count etc., turn the adjusting screw 20 turns counterclockwise to put the Accu-Speed back to its zero position and start over)
3. Remove the rubber plug on the side of the Accu-Speed and turn the screw that is inside clockwise for the number of turns indicated in the chart.
4. Calibration is now complete, reinstall the rubber plug in the side of the Accu-Speed, Recheck all the wiring connections to make sure they all have good contact and make sure all the wires are away from anything hot.
5. Reconnect the negative battery cable.
6. Test drive the vehicle to verify that the speedometer is functioning correctly. The Accu-Speed is accurate to within 1-2%, there are many ways to verify the calibration of the speedometer including Dynamometer testing, checking mile markers, comparing to a vehicle with a known correct speedometer and a GPS system. If the calibration seems to be off drastically use one of these methods to verify the calibration of the Accu-Speed. For reference every ¼ turn of the adjusting screw is equal to a 1% change. Turning the screw counter clockwise will increase the speedometer reading and clockwise will decrease it.

Calibration for BOTH Tire Size AND Gear Ratio Change:

1. Using CHART "T" determine the correct number of turns for the new tire size.
2. Using CHART "W" determine the correct number of turns for the new gear ratio.
3. Use the following calculation to determine the correct number of turns:

of turns for tire size change + # of turns for gear ratio change – 8 = correct # of turns.

Set the Accu-Speed to the number of turns determined by the above calculation and refer to steps 4 thru 6 above to complete the installation.

STOCK TIRE SIZE CHART

<u>Tire Diameter</u>	<u>P-Metric / European Metric</u>	<u>LT- Metric</u>	<u>Light Truck</u>
25.5	P195/75R14, P205/70R14 P225/60R15		
26	P205/75R14, P215/65R15 P215/70R14, P235/60R15		
26.5	P195/75R15, P225/70R14 P245/60R15, P295/50R15 P295/50R15	LT195/75R15	27x8.5R14LT
27	P205/75R15, P215/65R16 P255/50R17, P255/60R15 P305/50R15	LT205/75R15	
27.5	P215/75R15, P225/70R15	LT215/75R15	
28	P215/70R16, P255/55R17 P275/60R15		
28.5	P225/75R15, P225/70R16 P245/70R15	LT225/75R15	29x9.5R15LT 8.00R16.5LT
29	P205/80R16, P235/75R15 P235/70R16, P255/65R16 P255/70R15, P255/55R18 P255/60R17	LT235/75R15	
29.5	P245/70R16, P265/60R17	LT225/75R16	30x9.50R15LT 8.75R16.5LT
30	P255/70R16, P275/60R17		
30.5	P265/75R15, P265/70R16 P285/60R17	LT215/85R16, LT245/75R16 LT285/60R17, LT325/60R15	31x10.50R15LT 31x10.50R16.5LT 31x11.50R15LT 9.50R16.5LT
31.5	P275/70R16	LT235/85R16, LT265/75R16	32x11.50R15LT 7.50R16
32.5			33x12.50R15LT 33x12.50R16.5LT
33		LT285/75R16	
33.5		LT255/85R16	
34.5			35x12.50R15LT

	NEW GEAR RATIO										CHART "G"																					
	3.07	3.21	3.31	3.42	3.55	3.73	3.91	4.11	4.27	4.56	4.88	5.13	5.29	5.38	5.71	3.07	3.21	3.31	3.42	3.55	3.73	3.91	4.11	4.27	4.56	4.88	5.13	5.29	5.38	5.71		
O	3.07	N/A	9 3/4	10 1/2	11 1/4	12 1/2	14	15 1/4	15 1/2	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4		
L	3.31	6 3/4	7 3/4	N/A	9 1/4	10 1/4	11 3/4	13	14 1/2	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	
D	3.42	6	7	7 3/4	N/A	9 1/2	10 3/4	12	13 1/2	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	
G	3.55	5	6	7 1/2	N/A	9 3/4	11	12 1/2	13 1/2	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	
E	3.73	4	5	6 1/2	7 1/4	N/A	9 3/4	11	12	14	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	
A	3.91	3	4	5 1/4	6 1/4	7 1/4	N/A	9 3/4	10 3/4	11 1/4	12 3/4	13 1/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4
R	4.11	2 1/4	3	4 1/4	5	6 1/4	7 1/4	N/A	9 1/2	10 3/4	11 1/4	12 3/4	13 1/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4
R	4.27	1 1/2	2 1/4	3 1/2	4 1/4	5 1/4	6 1/2	7 1/2	N/A	10 1/4	11 1/4	12	13 1/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4
A	4.56	1/4	1 3/4	2 1/4	3	4	5	6	7	N/A	10 1/4	11 1/4	12	13 1/2	14 1/2	15	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4
R	4.88	0	1/2	1	1 3/4	2 3/4	3 1/2	4 1/2	5 1/2	7	N/A	10 1/4	11 3/4	12 3/4	13	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4
A	5.13			1/4	3/4	1 3/4	2 1/2	3 1/2	4 1/4	5 3/4	7 1/4	N/A	9 3/4	10 3/4	11	12 3/4	13	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4
T	5.29				1/4	1 3/4	2	3	3 3/4	5	6 1/2	7 3/4	N/A	9 1/4	9 3/4	10 3/4	11 1/4	12 1/2	13	14 1/2	15	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4
I	5.38					3/4	1 3/4	2 1/2	3 1/4	4 3/4	6 1/4	7 1/4	8	N/A	9	9 3/4	10 3/4	11 1/4	12 1/2	13	14 1/2	15	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4
O	5.71					0	3/4	1 1/2	2 1/4	3 1/2	5	6	6 3/4	7	N/A	10	10 1/2	11 1/4	12 1/2	13	14 1/2	15	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4	15 3/4

	Chart "T"																		
	NEW TIRE SIZE																		
	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43
S	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43
T	N/A	7 1/2	6 1/2	5 1/2	4 1/2	3 1/2	2 1/2	1 1/2	1/2										
O	9 1/2	N/A	7 1/2	6 1/2	5 3/4	4 3/4	3 3/4	2 3/4	1 3/4	3/4									
C	10 1/4	9 1/2	N/A	7 1/2	6 3/4	5 3/4	4 3/4	4	3	2	1	1/4							
K	11 1/4	10 1/4	9 1/2	N/A	7 3/4	6 3/4	5 3/4	5	4	3 1/4	2 1/2	1 3/4	1 1/2	1	0				
I	12	11	10 1/4	9 1/4	N/A	7 3/4	6 3/4	6	5	4 1/4	3 1/4	2 1/2	2 3/4	1 3/4	0				
R	12 3/4	11 3/4	11	10 1/4	9 1/4	N/A	7 3/4	6 3/4	6	5 1/4	4 1/4	3 1/2	2 3/4	1 3/4	1	1/4			
E	13 1/4	12 1/2	11 3/4	11	10	9 1/4	N/A	7 3/4	7	6	5 1/4	4 1/2	3 3/4	3	2	1 1/4	1 1/2	3/4	0
S	14	13 1/4	12 1/2	11 3/4	10 3/4	10	9 1/4	10 3/4	7 3/4	7	6 1/4	5 1/2	4 1/2	3 3/4	3	2 1/4	1 1/2	3/4	0
I	14 1/2	13 3/4	13	12 1/4	11 1/2	10 3/4	10	9 1/4	N/A	7 3/4	7	6 1/4	5 1/2	4 3/4	4	3 1/4	2 1/2	1 3/4	1
Z	15	14 1/2	13 3/4	13	12 1/4	11 1/2	10 3/4	10	9 1/4	N/A	7 3/4	7	6 1/4	5 1/2	4 3/4	4	3 1/4	2 3/4	2
E	15 3/4	15	14 1/4	13 1/2	12 3/4	12	11 1/4	10 3/4	10	9 1/4	N/A	7 3/4	7	6 1/4	5 3/4	5	4 1/4	3 1/2	2 3/4
S		15 1/2	14 3/4	14	13 1/4	12 3/4	12	11 1/4	10 1/2	10	9 1/4	N/A	7 3/4	7	6 1/2	5 3/4	5	4 1/4	3 3/4
I			15 1/4	14 1/2	14	13 1/4	12 1/2	12	11 1/4	10 1/2	10	9 1/4	N/A	7 3/4	7 1/4	6 1/2	5 3/4	5	4 1/2
Z			15 3/4	15	14 1/2	13 3/4	13	12 1/2	11 3/4	11	10 1/2	9 3/4	9 1/4	N/A	7 3/4	7 1/4	6 1/2	6	5 1/4
E				15 1/2	15	14 1/4	13 3/4	13	12 1/4	11 3/4	11	10 1/2	9 3/4	9 1/4	N/A	8	7 1/4	6 1/2	6
S					15 1/2	14 3/4	14	13 1/2	13	12 1/4	11 3/4	11	10 1/2	9 3/4	9	N/A	8	7 1/4	6 3/4
I						15 1/4	14 1/2	14	13 1/2	13 1/4	12 3/4	12 1/4	11 1/2	11	10 1/4	9 3/4	9	N/A	8
Z						15 3/4	15	14 1/2	14	13 1/4	12 3/4	12 1/2	11 1/2	11	10 1/4	9 3/4	9	N/A	8
E							15 1/2	15	14 1/2	14 1/4	13 3/4	13 1/4	12 1/2	11 1/2	11 1/4	10 3/4	10 1/4	9 3/4	9
S								15 1/4	14 3/4	14 1/4	13 3/4	13 1/4	12 1/2	12	11 1/4	10 3/4	10 1/4	9 3/4	9
I									15 1/2	15	14 1/4	13 3/4	13 1/4	12 1/2	11 1/2	11 1/4	10 3/4	10 1/4	9 3/4
Z										15 1/4	14 1/2	14	13 1/2	13	12 1/4	11 3/4	11 1/4	10 3/4	9 3/4
E											15 1/2	15	14 1/2	14	13 1/2	13	12 1/4	11 3/4	10 3/4
S												15 1/2	15	14 1/2	14	13 1/2	13	12 1/4	11 3/4
I													15 1/4	14 3/4	14 1/4	13 3/4	13 1/4	12 3/4	11 3/4
Z														15 1/2	15	14 1/2	14	13 1/2	12 3/4
E															15 1/4	14 3/4	14 1/4	13 3/4	12 3/4
S																15 1/2	15	14 1/2	13 3/4
I																	15 1/4	14 3/4	14 1/4
Z																		15 1/2	15
E																			15 1/4
S																			
I																			
Z																			
E																			

CHART "W"						P/N 50108	
Year	Model	Computer or VSSB Location	Connector	Wire Color	Pin #		
1992	C/K Series Truck (ALL)	VSSB behind glove box	VSSB	LT BLUE/BLACK	15		
1992	S-Series Truck (ALL)	VSSB behind glove box	VSSB	LT BLUE/BLACK	15		
1993	C/K Series Truck (ALL)	VSSB behind glove box	VSSB	LT BLUE/BLACK	15		
1993	S-Series Truck (ALL)	VSSB behind glove box	VSSB	LT BLUE/BLACK	15		
1994	C/K Series Truck (ALL)	VSSB behind glove box	VSSB	LT BLUE/BLACK	15		
1994	S-Series Truck (ALL)	VSSB behind glove box	VSSB	LT BLUE/BLACK	15		
1995	C/K Series (ALL) *	VSSB behind glove box	VSSB	DARK GREEN	15		
1995	S-Series Truck all w/ VIN Z only	PCM on Passengers Side under hood	CLEAR	DARK GREEN	9		
1995	S-Series Truck all w/ VIN W only	PCM on Passengers Side under hood	BLACK	DARK GREEN	4		
1995	S-Series Truck all w/ VSSB	VSSB behind glove box	VSSB	DARK GREEN	15		
1996	S-Series Truck all w/ 2.2L	PCM on Passengers Side under hood	CLEAR	DRK GRN/WHIT	1		
1996	S-Series Truck all w/ 4.3L	PCM on Passengers Side under hood	BLACK	DARK GREEN	4		
1996	C/K Series Truck all w/ 4.3, 5.0, 5.7, & 7.4L *	PCM on Drivers Side fender well	BLACK	DARK GREEN	4		
1996	C/K Series Truck all w/ 6.5L *	VSSB under dash drivers side	VSSB	DARK GREEN	15		
1997	S-Series Truck all w/ 2.2L	PCM on Passengers Side under hood	RED	DRK GRN/WHIT	17		
1997	S-Series Truck all w/ 4.3L	PCM on Passengers Side under hood	BLACK	DARK GREEN	4		
1997	C/K Series Truck all w/ 4.3, 5.0, 5.7, & 7.4L *	PCM on Drivers Side fender well	BLACK	DARK GREEN	4		
1997	C/K Series Truck all w/ 6.5L *	VSSB under dash drivers side	VSSB	DARK GREEN	15		
1998	S-Series Truck all w/ 2.2L	PCM on Passengers Side under hood	RED	DARK GREEN	17		
1998	S-Series Truck all w/ 4.3L	PCM on Passengers Side under hood	BLACK	DARK GREEN	4		
1998	C/K Series Truck all w/ 4.3, 5.0, 5.7, & 7.4L *	PCM on Drivers Side fender well	BLACK	DARK GREEN	4		
1998	C/K Series Truck all w/ 6.5L *	VSSB behind glove box	VSSB	DARK GREEN	15		
1999	S-Series Truck all w/ 2.2L	PCM on Passengers Side under hood	RED	DARK GREEN	17		
1999	S-Series Truck all w/ 4.3L	PCM on Passengers Side under hood	BLACK	DARK GREEN	4		
1999	Sierra & Silverado all w/ 4.3L	PCM on Drivers Side under hood	BLACK	DRK GRN/WHIT	3		
1999	Sierra & Silverado all w/ 4.8, 5.3 & 6.0L	PCM on Drivers Side under hood	RED	DRK GRN/WHIT	50		
1999	C/K Series Truck all w/ 5.0, 5.7, & 7.4L *	PCM on Drivers Side fender well	BLACK	DARK GREEN	4		
1999	C/K Series Truck all w/ 6.5L *	VSSB behind glove box	VSSB	DARK GREEN	15		

2000	S-Series Truck all w/ 2.2L	PCM on Passengers Side under hood	RED	DARK GREEN	17
2000	S-Series Truck all w/ 4.3L	PCM on Passengers Side under hood	BLACK	DARK GREEN	4
2000	Sierra & Silverado all w/ 4.3L	PCM on Drivers Side under hood	BLACK	DRK GRN/WHIT	3
2000	Sierra, Silverado & SUV all w/ 4.8,5.3 & 6.0L	PCM on Drivers Side under hood	RED	DRK GRN/WHIT	50
2000	C/K Series Truck all w/ 5.0,5.7, & 7.4L*	PCM on Drivers Side fender well	BLACK	DARK GREEN	4
2000	C/K Series Truck all w/ 6.5L*	VSSB behind glove box	VSSB	DARK GREEN	15
2001	S-Series Truck all w/ 2.2L	PCM on Passengers Side under hood	RED	DARK GREEN	17
2001	S-Series Truck all w/ 4.3L	PCM on Passengers Side under hood	BLACK	DARK GREEN	4
2001	Sierra & Silverado all w/ 4.3L	PCM on Drivers Side under hood	BLACK	DRK GRN/WHIT	3
2001	Sierra, Silverado & SUV all w/4.8,5.3,6.0 & 8.1L	PCM on Drivers Side under hood	RED	DRK GRN/WHIT	50
2001	Sierra & Silverado all w/ 6.6L Duramax	PCM on Drivers Side under hood	RED	DRK GRN/WHIT	50
2002	S-Series Truck all w/2.2L	PCM on Passengers Side under hood	RED	DARK GREEN	17
2002	S-Series Truck all w/4.2L	PCM on Passengers Side under hood	RED	DRK GRN/WHIT	50
2002	Sierra & Silverado all w/ 4.3L	PCM on Drivers Side under hood	BLACK	DRK GRN/WHIT	3
2002	Sierra, Silverado & SUV all w/ 4.8,5.3,6.0 & 8.1L	PCM on Drivers Side under hood	RED	DRK GRN/WHIT	50
2002	Sierra & Silverado all w/ 6.6L Duramax	PCM on Drivers Side under hood	RED	DRK GRN/WHIT	50
2003	S-Series Truck all w/ 2.2L	PCM on Passengers Side under hood	GREEN	DRK GRN/BLK	20
2003	S-Series Truck all w/ 4.3L	PCM on Passengers Side under hood	GREEN	DRK GRN/BLK	20
2003	Sierra & Silverado all w/ 4.3	PCM on Drivers Side under hood	GREEN	DRK GRN/WHIT	50
2003	Sierra, Silverado & SUV all w/ 4.8,5.3,6.0 & 8.1L	PCM on Drivers Side under hood	GREEN	DRK GRN/WHIT	50
2003	Sierra & Silverado all w/ 6.6L Duramax	PCM on Drivers Side under hood	GREEN	DRK GRN/WHIT	50
2004	Canyon/Colorado	PCM on Passenger Side Firewall	BLUE	YELLOW/BLK	25
2004	S-Series Truck all w/ 4.3L	PCM on Passengers Side under hood	GREEN	LT GRN/BLK	20
2004	Sierra & Silverado all w/ 4.3	PCM on Drivers Side under hood	GREEN	LT GRN/BLK	20
2004	Sierra, Silverado & SUV all w/ 4.8,5.3,6.0 & 8.1L	PCM on Drivers Side under hood	GREEN	DRK GRN/WHIT	50
2004	Sierra & Silverado all w/ 6.6L Duramax	PCM on Drivers Side under hood	GREEN	DRK GRN/WHIT	50
2005	Canyon/Colorado	PCM on Passenger Side Firewall	BLUE	YELLOW/BLK	25
2005	Sierra & Silverado all w/ 4.3	PCM on Drivers Side under hood	GREEN	DRK GRN/WHIT	50
2005	Sierra, Silverado & SUV all w/ 4.8,5.3,6.0 & 8.1L	PCM on Drivers Side under hood	GREEN	DRK GRN/WHIT	50

2006	Canyon/Colorado	PCM on Passenger Side Firewall	BLUE	YELLOW/BLK	25	
2006	Sierra & Silverado all w/ 4.3	PCM on Drivers Side under hood	GREEN	DRK GRN/WHIT	50	
2006	Sierra, Silverado & SUV all w/ 4.8, 5.3, 6.0 & 8.1L	PCM on Drivers Side under hood	GREEN	DRK GRN/WHIT	50	
2006	Sierra & Silverado all w/ 6.0L Duramax	PCM on Drivers Side under hood	GREEN	DRK GRN/WHIT	50	
2007	Canyon/Colorado	PCM on Passenger Side Firewall	BLUE	YELLOW/BLK	25	
2007	Sierra & Silverado CLASSIC w/ 4.8, 5.3, 6.0	PCM on Drivers Side under hood	GREEN	DRK GRN/WHIT	50	

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