

**Installation Instructions for 555-10416**  
**LS1/LS6 '97-'04 with T56**  
**Standalone Wiring Harness**  
**Drive-by-Wire (DBW)**

WH1210 LS1/LS6 '97-'04 W/ T56 STANDALONE WIRING HARNESS, DBW

This harness is designed to be a complete wiring harness for fuel injection system on GM 1998 and newer LS1/LS6 engines with Drive By Wire throttle body and T56 or non- electronic transmissions.

1. Never disconnect the battery while the ignition is 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.

**Recommended Tools:**

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

**Requirements:**

1. All LS1 engines require VATS (security) to be removed from the PCM.
2. LS1 harness utilizes two oxygen sensors on each side of the engine, one before and after the catalytic converter. The rear O2 sensors (after the catalytic converter) are NOT used.
3. All LS1 engines have an EGR, Air Pump, and CCP features for emission control, this harness does not include provisions for, EGR, Air Pump, and CCP are not necessary for engine operation. PCM programing may be necessary to avoid storing a Diagnostic Trouble Codes (DTC) for the absence of emission equipment
4. It is recommended that you use a VSS when using a T56 or nonelectric transmission (TH350, TH400, Powerglide, 700R4, etc.). Failure to use VSS can result in an unexpected stalling during hard braking or an inoperable throttle body.
5. A two-position brake switch is also recommended when using drive by wire throttle bodies. The brake switch should be closed (not electronically connected) when brakes are not being applied and open (not electronically connected) when brakes are being applied. This is the opposite of a standard brake switch.



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- 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

<b>SENSOR PART NUMBERS</b>	
<b>ITEM DESCRIPTION</b>	<b>PART NUMBER</b>
MAIN COMPUTER (PCM)	GM# 9354896 OR 12200411
MANIFOLD ABSOLUTE PRESSURE (MAP)	GM# 16212460 / DELCO# 12614970
ENGINE COOLANT TEMP SENSOR (ECT)	GM# 15326388 / DELCO# 213-953
OIL PRESSURE SENSOR	GM# 12562267
IGNITION COIL	GM# 12558948 / TSP# 81015-8
OXYGEN SENSOR (O2)	GM# 25161131 / DELCO# AFS123
THROTTLE POSITION SENSOR (TPS)	GM# 17123852 / DELCO# 213-912
MASS AIR FLOW SENSOR (MAF)	GM# 25168491 / DELCO# 213-364
CAM POSITION SENSOR	GM# 12561211 / DELCO# 213-363
CRANCKSHAFT POSITION SENSOR	GM# 12560228 / DELCO# 213-354
TAC MODULE	GM# 12578953
ACCELERATOR PEDAL	GM# 12565643
KNOCK SENSOR	GM# 10456603



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

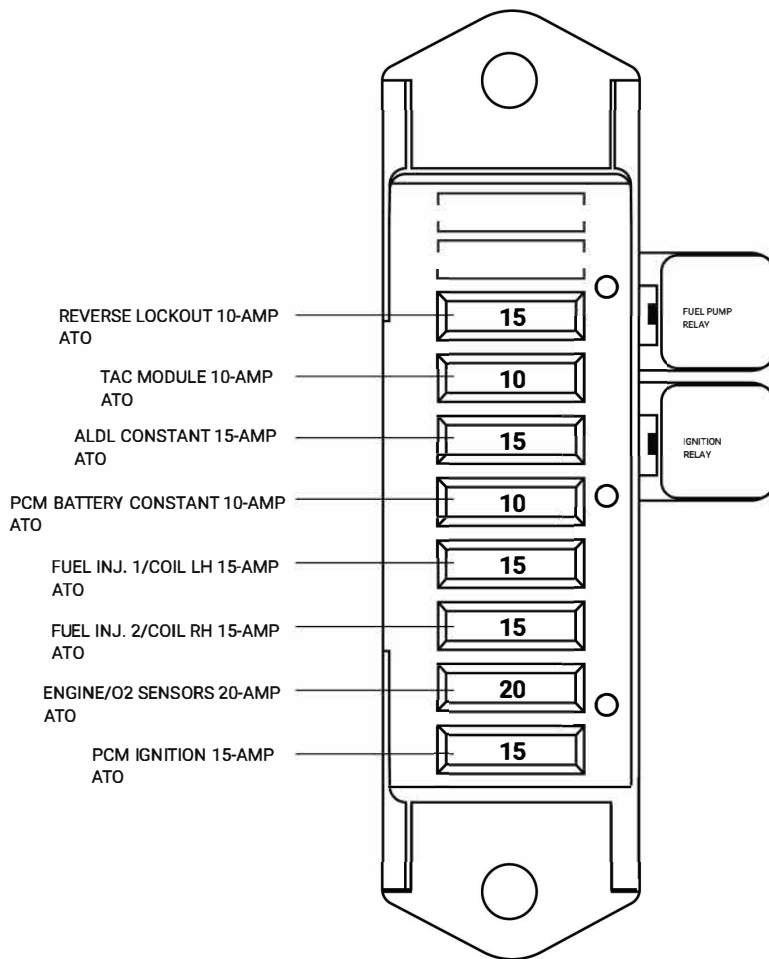
- Mark the position that the wiring harness will go through the firewall with a metal punch. Using a 2" hole saw, drill a hole into the firewall. De-bur the hole to ensure no damage to the wires will occur.
- From the inside of the vehicle, feed the engine section of the wiring through the 2" hole that 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.**



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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
GREY	ECT LEAD	WATER TEMP GAUGE (CLUSTER ONLY)
LIGHT YELLOW	OIL PRESSURE	OIL PRESSURE (CLUSTER ONLY)
YELLOW	BRAKE SIGNAL	TO 12V (BRAKE APPLIED)
BLACK MULTIPLE WIRES	CHASSIS GROUND (RING TERMINAL)	CHASSIS GROUND
RED	IGNITION RELAY	12V IGNITION SOURCE
MULTIPLE	PCM CONNECTORS	PCM



**FRONT VIEW**