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TapShifter Installation Instructions

(2001-2002)

The TapShifter Packaging Should Include the Following:



Note: Pictured with Prototype J3 Connector

Figure 1: TapShifter Wiring Harness



Figure 2: TapShifter Lever

Tools: 10mm 3/8" Drive Socket with 6" Extension, 7mm 1/4" Drive Socket, T30 Torx Bit or Socket

NOTE: Prior to installation, please verify all components listed above are undamaged and present.

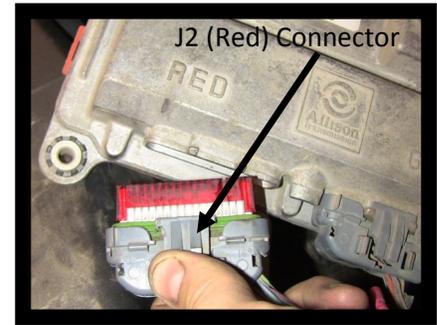
NOTE: 2001-2002 Model years require a TCM Re-Flash to Enable the Overdrive Disable Feature Refer to TSB 02-07-30-051. A local dealership should be able to do this free of charge. Contact info@fleeceperformance.com for any questions or technical support concerning this matter.

CAUTION: To avoid possible arcing and component damage disconnect the batteries prior to installation.

1. Disconnect Batteries.
2. Using a 10mm socket; Remove the shroud on the radiator that covers the TCM. It is located on the driver's side.

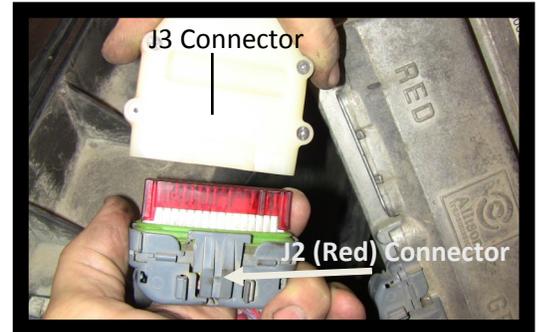


3. Remove the red (J2) connector from the TCM. The TCM is labeled “R” and “G” to identify the connectors.



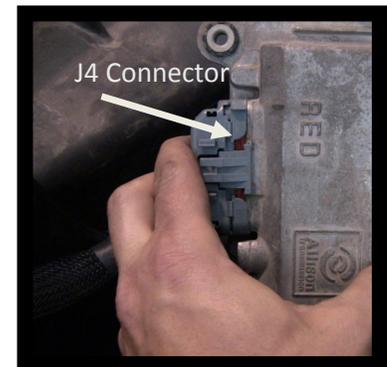
4. Insert the red (J2) connector from the vehicle harness, into the red colored (J3) connector on the TapShifter harness.

NOTE: The terminal insulators are keyed to only install in one direction. **DO NOT FORCE INSTALLATION .**



Note: Pictured with Prototype J3 Connector

5. Insert the grey colored (J4) connector on the TapShifter harness , into the red (J2) connector in the TCM.



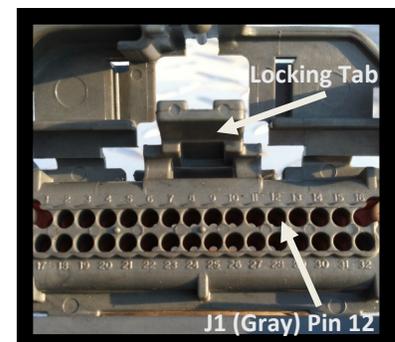
6. Remove the gray(J1) connector from the TCM

7. Remove the clear terminal insulator by pressing the two white retaining tabs (1) on opposite ends of the terminal connector (a pen works well). After pushing both tabs in, the clear shroud will pull away easily.



8. Separate the gray backshell of the connector by pressing the three retaining tabs and opening at the split line.

9. Locate Pin 12, it should not be populated.



10. Insert the overdrive disable switch pin, routed from the J4 connector of the TapShifter harness, into pin 12 of the gray (J1) connector.



11. Reassemble the gray (J1) connector.

NOTE: Insure that the clear terminal insulator is securely seated on the gray (J1) connector.



12. Install the TCM on the radiator shroud.

13. Create or find an opening in the firewall to pass the opposite end of the TapShifter wiring harness into the cab. The factory bulkhead under the brake booster is a good location (1). Make an incision into the rubber on the top side being careful not to cut into the factory wiring.



14. Carefully route the TapShifter wiring harness through the engine compartment and firewall.

CAUTION: Route wiring harness away from moving parts and hot components.

15. Remove the dash panel that covers the gauge cluster, radio, light switch etc. by gently pulling on the dash panel until it pops back away from the rest of the dash



NOTE: It helps to put the steering wheel all the way down and to put the shift lever into first range. **MAKE SURE VEHICLE IS NOT RUNNING!**

16. Remove the plastic panel covering the top of the steering column (1).



17. Using a 7mm socket; Remove the plastic panel below the steering column.

18. Using a 10mm socket; Remove the steel support (2) from below the steering column.



19. Unplug the factory shifter wiring harness. It is a black 2-pin plug.

20. Using a T30 torx bit; Remove the factory shift lever by removing bolt (3).



21. Install the new TapShifter Lever.

22. Route the TapShifter wiring in the same manner as the factory shift lever harness.

23. Plug the 2-pin connector of the TapShifter harness into the factory shifter harness.

24. Plug the 4-pin connector of the TapShifter lever harness into the TapShifter wiring harness.

CAUTION: Route wires where they cannot be pinched or damaged by the pedals, shift mechanism, or steering column.

25. Reinstall all of the panels that you removed for the installation .

26. Connect the batteries and start the vehicle.

TapShifter Operation

(2001-2002)

Manually move the shift lever into the “D” detent.

The first time “-“ is pressed on the shift pad it will shift into 4th gear.

There will be no light or indicator to show the 4th gear position.



The second time “-“ is pressed, it will shift into third gear and the “3” will be highlighted on shift indicator.



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