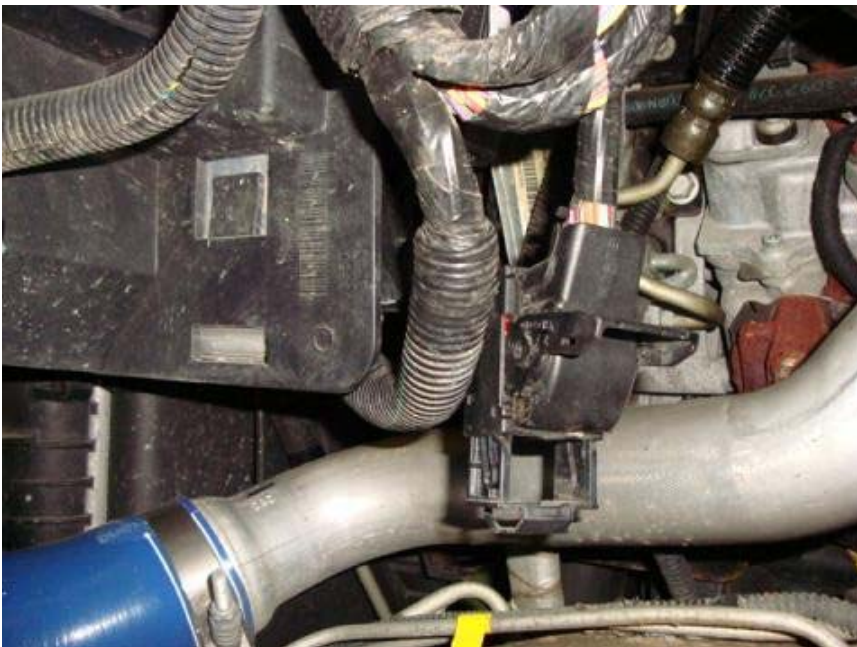
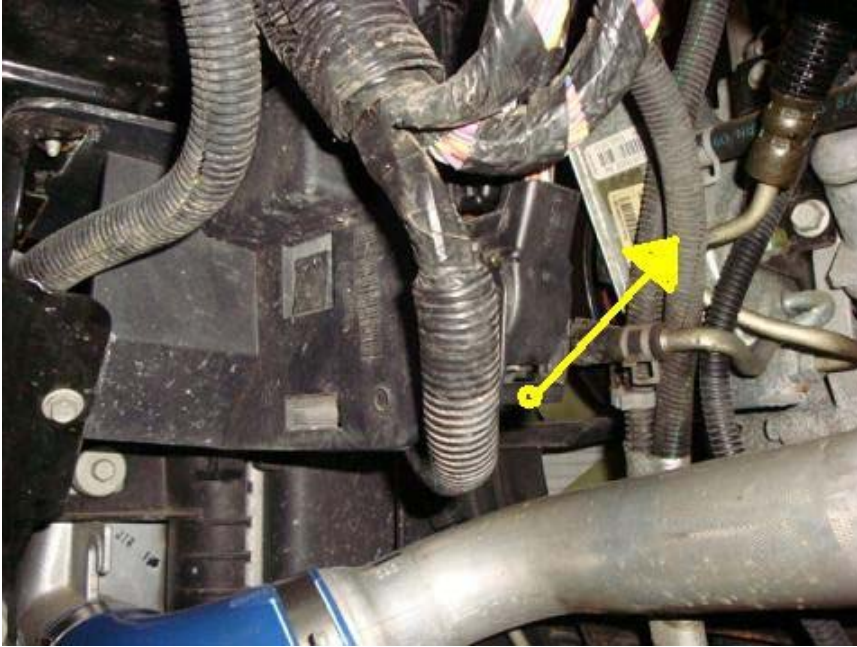


## **At this point, the batteries need to be disconnected!**

Locate the ratcheting lever on the lower connection of the ECM and pull upward (toward the sky). As the lever rotates upward, the plug will back out of the ECM. Assist the ratchet in backing out the connector. The ratchet will stop after about 90° of rotation from the starting position.



This connection is referred to as C2 of the ECM. (We're interested in C1 above it, but C2 needed to be removed in order to make C1 available.)

Now remove connector C1 (directly above C2). The same ratcheting lever is on this connector as C2, except the lever needs to be pulled down (toward the ground).

Here's C1 after being unplugged from the ECM.



There's a pink clip in the connector that holds the pins in place. This needs to be removed. I used a small allen-wrench to get down in the notch of the pink clip and applied pressure to the end of the connector to remove it.





Remove it completely from the connector.

Next, take the ratcheting mechanism / cover off the connector. First, pop up the end nearest the wire bundle.







The pin is to be inserted in location 46 (from this view with the wire bundle on the right side of the connector, it's the 3<sup>rd</sup> slot in from the beginning of the second row. If confused, follow the red wire across the picture.)



Referring to this view, the pin needs to be oriented such that the wider side of the head of the pin is closest to location 47 (grey wire).

It is a good idea to have a small piece of rigid wire (or a straightened out paper-clip) near by to help push the pin into location.

Reinstall the pink clip and make sure everything is where it needs to be. If the clip won't slide completely through the connector, especially if it stops in the area of the new pin, then check that the pin has been seated in the connector with the rigid wire.

Once the pink clip is in place, press the sliding portion of the ratcheting mechanism back into the connector and attach the ratchet lever / cover back onto the connector (the lever is to be down in the "locked" position when this is carried out.) Having the slide pushed in and the lever down properly position the gear and slide.

C1 is now ready to be connected to the ECM, so pull the lever back to the fully open position and insert the connector into the top port until you feel the slide mechanism make contact with the ECM. Now begin pushing the lever up while helping the ratchet feed the connector into the port.

C2 can now be reinstalled into the lower port. Having the lever in the full open position, follow the same steps as C1, except the lever will be pulled toward the ground while the connector is being guided into the port.

The batteries can now be reconnected and the inner fender can be reinstalled.

This install didn't include a ground wire from the switch to the ECM. I currently have the switch grounded to the metal support under the steering column, and it works fine.

**END OF DOCUMENT**