DT LML Switch Installation


Questions? 815-568-7920

Tools Needed for Installation:

- Small Flat-head Screwdriver
- Various small picks – angled, straight, L shaped
- Side Cutter
- Small Drill Bit
- Razor blade or box cutter
- Coat hanger or wire trace device
- 13 mm Socket
- Electrical Tape

Switch Installation:

1. Open your hood to gain access to your engine bay and locate your Hood Latch Grommet (See Figure 1).
2. Pop out the hood latch grommet and make a small razor cut. Insert bent coat hanger or other wire trace device through the hood latch grommet on the engine bay side and into the cab of your truck.
3. Use electrical tape to secure both DT LML Switch wires to the hanger or trace wire. Carefully pull the DT LML Switch wires through the hood latch grommet and into the engine bay.
4. Disconnect from the switch wires. Make sure that you have enough wire through the hood latch grommet to reach the ECM.
5. Locate the ECM on your vehicle (See Figure 2).
6. Remove the ECM Shield (See Figure 3). The ECM Shield can be removed by pinching the tab at the back of the shield and pulling towards the opposite side of the engine (See Figure 4).
7. You now have access to your ECM Harness. There are three connectors. The LML Switch will be wired into the connector closest to the firewall.
8. The connector has a Red tab that needs to be slid out; this is the locking mechanism (See Figure 6). Use a small flathead screwdriver or the right-angled pick to slide the red locking mechanism out. Push the tab on top of the ECM connector in (See Figure 7) this will allow the ECM lever to be released. Push the lever back until it stops.
9. In order to pull the connector up high enough to disassemble it you will need to push it down under the power steering line and pull it back up (See Figure 9).
10. Use side cutters to cut the zip tie wrapped around the top of the ECM connector. On each side of the connector there are tabs holding the top of the ECM connector on; use a small flathead screw driver or angled pick to pop these tabs up (See Figure 10).

11. On the bottom of the ECM Connector you need to remove the gray cover. You can do this by carefully prying on it with a small flathead screwdriver or use a pick and lift up on each corner. Be VERY careful; these pieces break easily (see Figure 11). Once the bottom of the gray connector is off all of the ECM pins will be exposed (See Figure 12) be careful not to damage any of these.

12. Locate pinhole #11 and pinhole #48 for 2011-2012 LML. (See Figure 13) Or pinhole #27 and #46 FOR 2012.5 – 2016 LML (See Figure 14).

13. You will notice that the empty pinholes are filled with plastic pin fillers (2011-2012 LML ONLY) (See Figure 15). To remove these, use the blunt side of a drill bit or the Allen wrench supplied with the switch. Apply light pressure to remove them. Once they break you can push them out through the bottom or through the top.

14. With the proper pinholes located and the pin fillers removed push the LML switch pin into the appropriate holes depending on your year LML.

15. Put the gray pin cover back in place (See Figure 16).

16. Put the black wire cover back in place (See Figure 17).

17. Run conduit over DT LML Switch Wires and then return the gray connector to the ECM.
Switch pin connection holes for 2011 – 2012 LML
Switch pin connection holes for 2012.5 – 2016