2011-2016 6.6L LML DURAMAX / EZ-LYNK

LML SWITCH INSTALL

SWITCH-ON-THE-FLY POWER SELECTOR

You'll run the switch's yellow and black wires through the firewall and pin them into two open slots on the ECM's gray J3 plug. No splicing. Take your time on the pin work, because the connector covers are fragile.

TOOLS YOU'LL NEED

- ☐ Flashlight
- ☐ Flathead screwdriver or pick
- ☐ Snips
- ☐ 5 ft of stiff wire (fish wire)
- ☐ Zip ties
- ☐ Electrical tape
- ☐ 10mm socket, 3/8" drive
- ☐ 13mm deep socket, 3/8" drive
- ☐ 1/16" drill bit
- ☐ 1/8" drill bit
- ☐ Unibit #1 or 3/8" drill bit

SAFETY FIRST

Disconnect the **negative cables from both batteries** before you start. Let the engine **cool down** before working around the ECM.

01 GET TO THE ECM

01 **Open the hood and disconnect both negative battery cables.**

02 **Find the ECM** on the driver's side, between the power steering reservoir and the battery. **Fig. 1**

03 **Remove the plastic cover** by pressing in on the tabs and sliding it out.

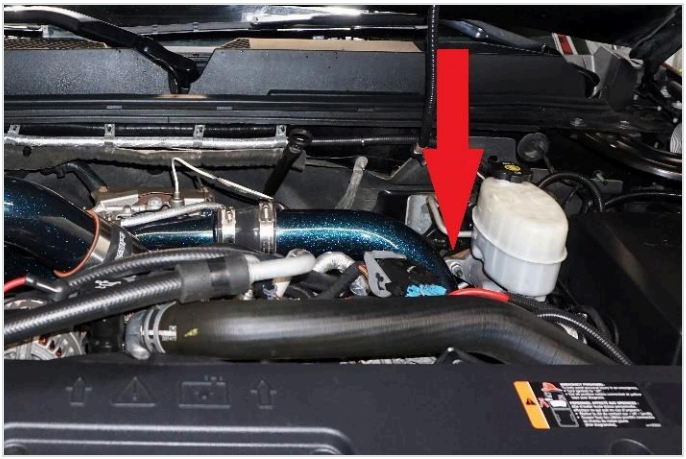


FIG. 1 ECM location, between the power steering reservoir and the battery.

04 **Unplug the gray J3 plug**, the ECM plug closest to the firewall. It's easiest to unplug all three ECM plugs to free up the gray one. **Fig. 2**

05 **Release each plug by hand.** No special tools needed. Slide the red lock tab up, press on the middle of the plug until it clicks, then lift the release lever.

06 **Pull the plugs toward you** for easy access. Pushing the gray and black plugs under the power steering lines and up beside the hot-side intercooler pipe works well.

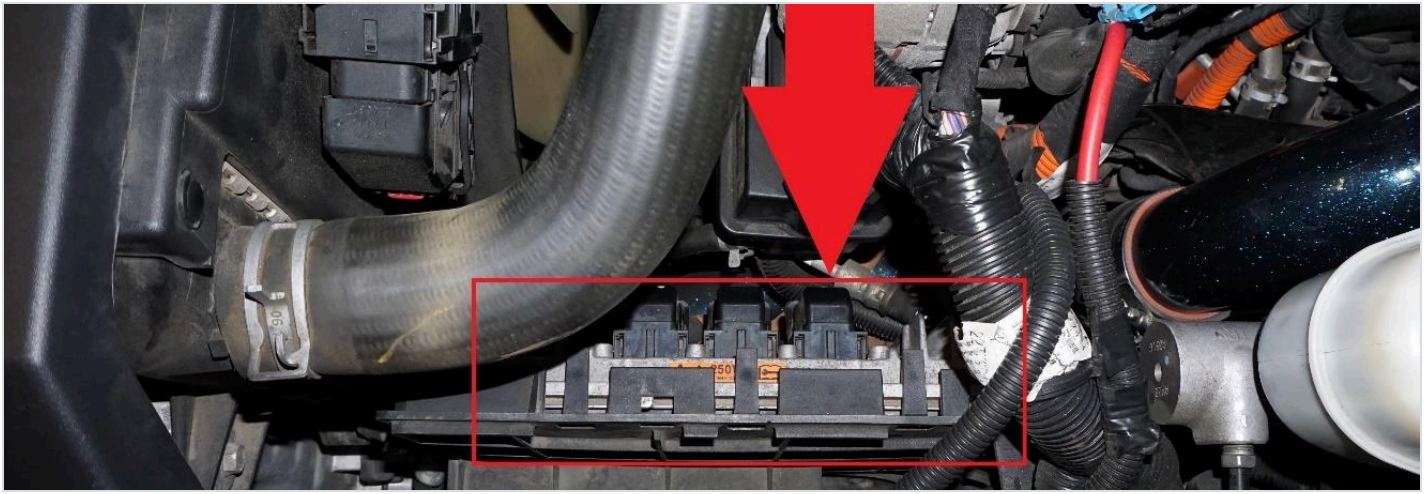


FIG. 2 Gray J3 plug, closest to the firewall.

02 RUN THE SWITCH WIRES

07 **Fish your wire through the firewall** at the hood release cable grommet. Push the grommet in with your fingers to make room, and feed the wire into the driver's footwell. A flashlight helps. Removing the fender support bracket gives you more room. **Fig. 3**

08 **Tape the switch's yellow and black wires** to the fish wire inside the cab.

09 **Pull the fish wire back into the engine bay**, leaving the switch in the cab. Go slowly. If it hangs up, check the footwell for tangles.

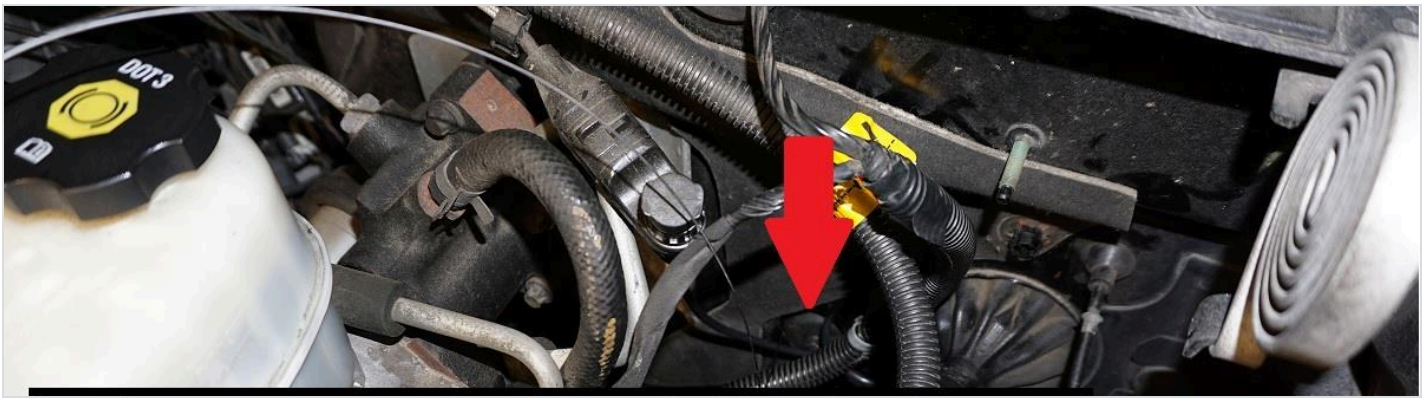


FIG. 3 Push the hood release cable grommet in to pass the wire into the driver's footwell.

10 **Remove the tape** from the yellow and black wires and clean any residue off the pins. Check that the pins aren't damaged.

11 **Slide the black wire loom over both wires**, all the way into the cab. Tape the loom to the wires, leaving **8–10"** of wire exposed. **Fig. 4**

12 **Set the wires and loom aside.**



FIG. 4 Loom taped over the switch wires.

03 OPEN THE GRAY PLUG

13 **Snip the zip tie on the gray plug's top cover.** Lift the two ears on either side and remove the black wire cover cap. Keep it somewhere safe. **Fig. 5**

14 **Gently pry the gray cover off the bottom of the connector** with a pick or small flathead. **These break easily.** Keep the cover somewhere safe. **Fig. 6–7**

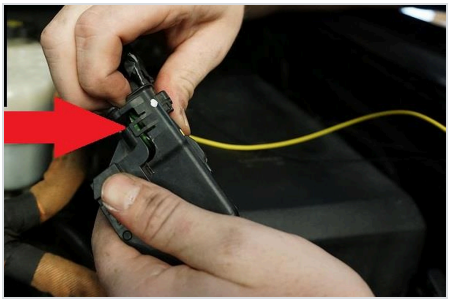


FIG. 5 Lift the ears to remove the cap.



FIG. 6 Pry the gray cover gently.

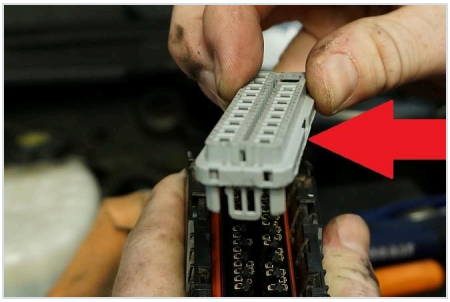


FIG. 7 Gray bottom cover.

GO EASY ON THE PLASTIC

The wire cover cap and the gray bottom cover are both fragile, and both go back on later. Don't force them.

04 CLEAR PINS #11 & #35

PIN #11
YELLOW WIRE

PIN #35
BLACK WIRE

15 **Find pin holes #11 and #35.** 2011 Has a yellow factory wire in #11. 2012-2016 Has plastic filler pins in #11 and #35. **Fig. 8–9**

16 2011 only **Remove the yellow factory pin from #11.** Press the release on the bottom of the plug with an angled pick or a paperclip. **Fig. 10**

17 **Push out the plastic filler pins** with the flat end of a **1/16" drill bit**. Push from the bottom of the hole so the pin comes out the top. It takes more force than your fingers can manage, so be careful. **Fig. 11**

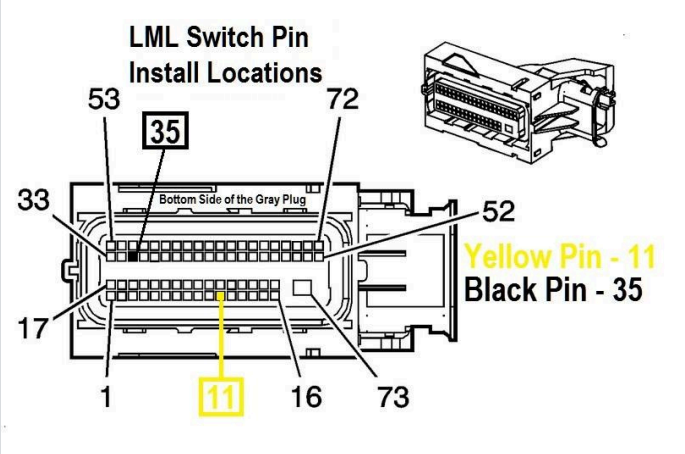


FIG. 8 Pin map, bottom side of the gray plug.

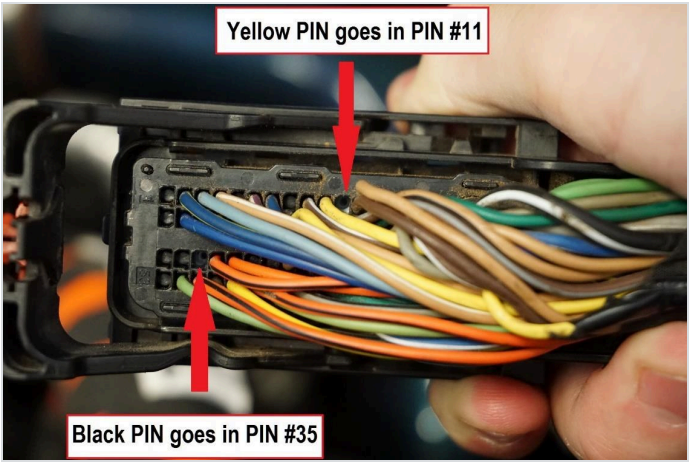


FIG. 9 Pin #11 (yellow) and #35 (black).

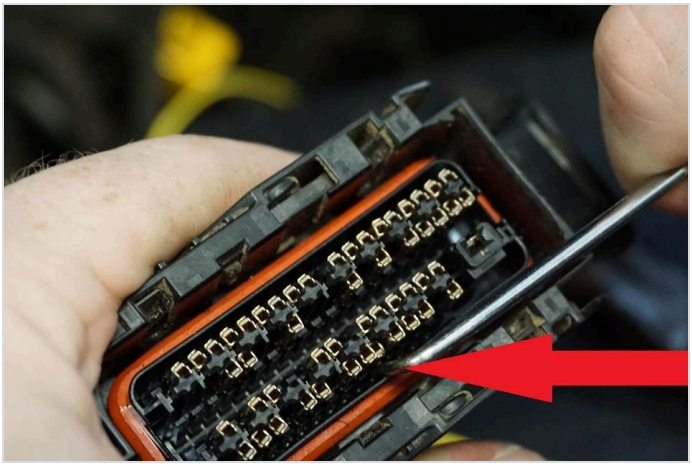


FIG. 10 2011 Release the yellow pin from #11.

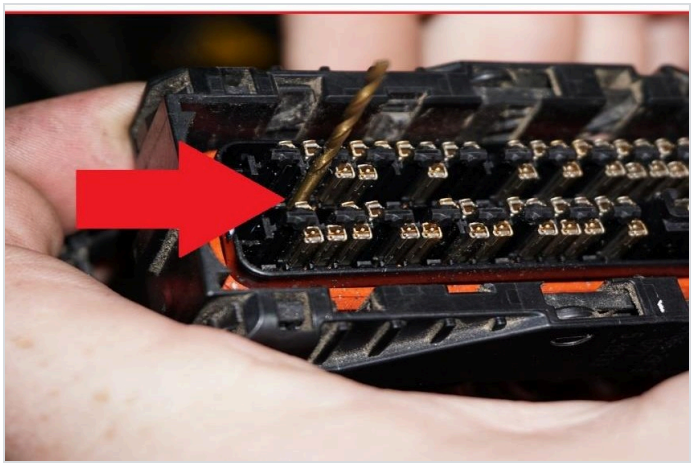


FIG. 11 Push filler pins out with a 1/16" bit.

05 PIN IN & BUTTON UP

18 **Route the yellow and black wires to the plug.** The plug sits higher now than when it's installed, so route the wires under or around anything that could pull on them once it's plugged back in.

19 **Push the yellow wire into pin #11 and the black wire into #35.** Each pin should sit flush with the others on the back side and shouldn't pull out the top. **Fig. 12**

20 **Snap the gray bottom cover back on** without pushing the new wires back out. **Fig. 13**

21 **Zip tie the wires to the plug** where you snipped the factory zip tie.

22 **Refit the black wire cover cap. Fig. 14**

23 **Carefully plug the gray J3 plug back into the ECM**, along with any other plugs you removed.

24 **Reconnect both negative battery cables** and mount the switch anywhere in the cab.

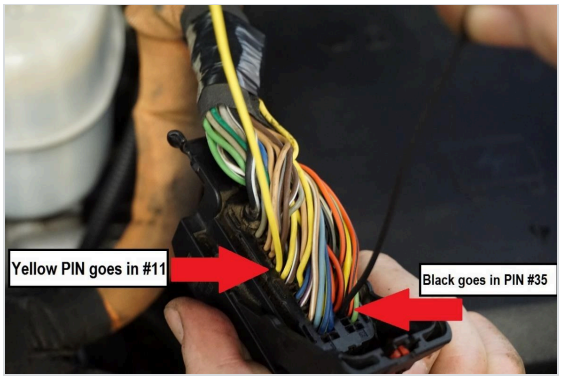


FIG. 12 Yellow in #11, black in #35.

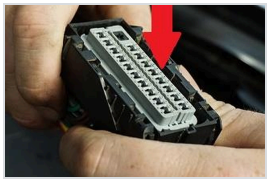


FIG. 13 Gray cover on.



FIG. 14 Cap back on.

INSTALLED. NOW LOAD THE TUNE.

The switch only changes power levels once an **SOTF tune** is flashed through EZ-Lynk. See our EZ-Lynk AutoAgent Setup guide.

NEED A HAND?

STUCK ON A STEP? WE'VE GOT YOU.

Email your order number, your VIN and a photo of the issue.

info@tacticaldiesel.ca
TACTICALDIESEL.CA