

# **DIRTY All-Locker**

## 5 speed Installation Instructions



Disconnect battery. Tilt steering wheel fully down, turn ignition key on and put shifter in 1st gear. Remove trim plate by pulling back as shown.



Remove the panel shown above by pulling towards you. It is held in place by retainer clips only. The panel has several configurations depending on options. Unplug connectors in rear.



Unsnap any switches attached to old panel. Remove the blank covers from new panel and snap in switches as shown. Leave the blank covers in place if needed.



Use electrical tape to bundle the ends of all 6 wires in the harness as shown. Attach connectors back unto switches and insert wire harness through hole. Snap switch panel back in place.



Route wire harness under steering column and through large grommet in the firewall. Grommet is located outboard of steering column and near the top of the firewall. See photo on left.



Remove Transmission Control Module cover by removing two bolts on top. Remove both connectors on TCM.

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## 5 speed Installation Instructions (cont.)



Open rear cover on connectors to expose wires as shown.



Remove pin alignment piece by depressing retaining tab using a pick as shown. Top connector has red retainer (shown above) and bottom connector is clear. Pin numbers are molded into connector. Locate pin no. 32 on top connector. Lift plastic pin retainer with pick and push pin through back of connector.



Locate the red wire on the All-Locker harness that has a male end. Put shrink tubing through the end and insert it into the female end of pin 32 which was just removed. Put a small kink in the male pin to help secure the connection. Slide shrink tubing over the connection and apply heat.

Now take the other red wire with a female connector and insert it into the connector block where the other wire was removed.

Use the same procedure to pin 29. Remove it from connector body, insert it into the white male connector on the harness and shrink the tubing around the connection. Insert the green female connector into the connector block.

Remove pin no. 1 from the bottom connector and connect it to the black male connector in the harness. Insert the black female connector from the harness into the bottom connector. Now, close the connector covers and plug into TCM. Mount TCM and install cover.

Refer to schematic diagram on page 3 for wire colors and pins.

## Operating Instructions

Operating the All-Locker is very easy.

- AUTO mode: By-pass the unit and runs as stock.
- MANUAL mode: Switch from locked and unlocked modes.
- Converter will not lock in 1st gear
- Small buzzing sound from switch is normal when in locked mode.

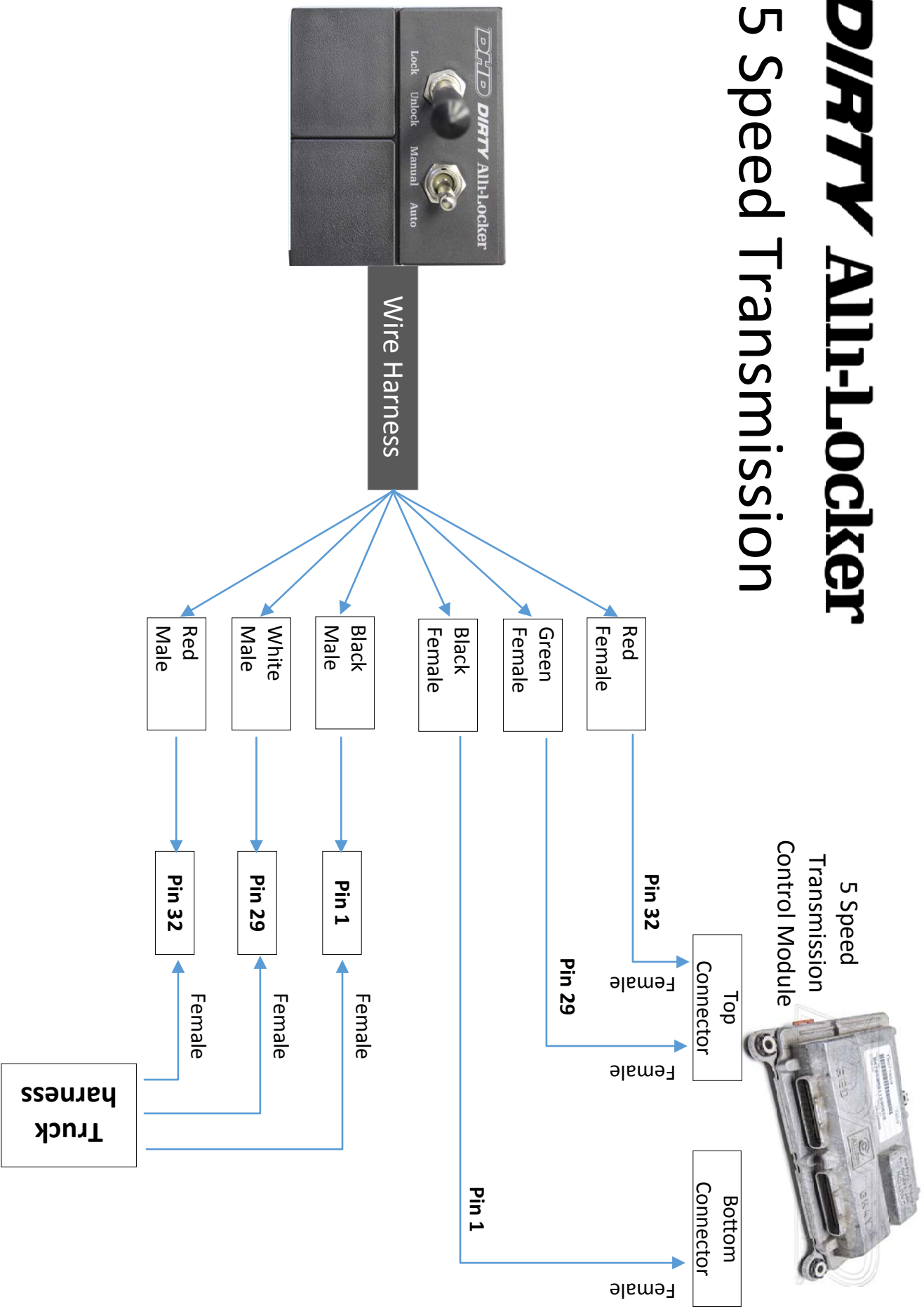
## Note!

This device is for off-road and competition use only. Installing this product will void your vehicle's warranty. If you don't fully understand how to use this product, you risk serious damage to your drivetrain. Dirty Hooker Diesel will not be held responsible for any personal, property, truck, vehicle, engine/powertrain, property, or transmission damage/injury that may result with the use of this module. Use at own risk.



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## 5 Speed Transmission



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5 Speed  
Transmission

