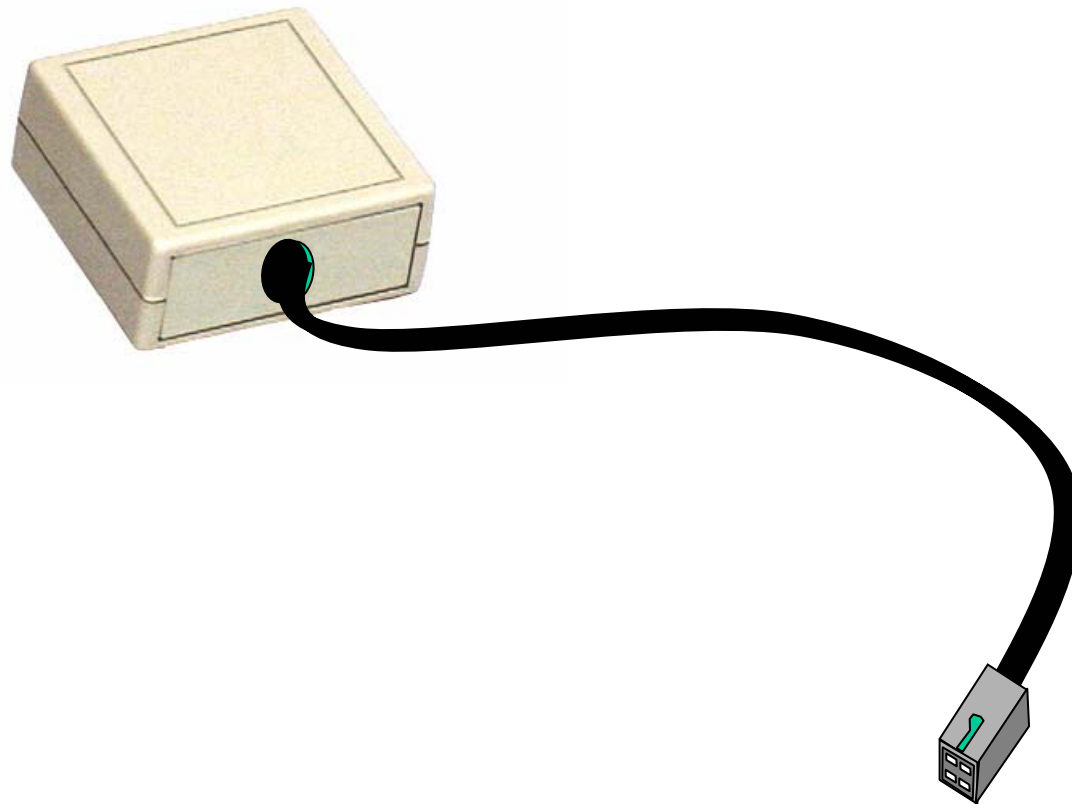


# Column Lock Bypass

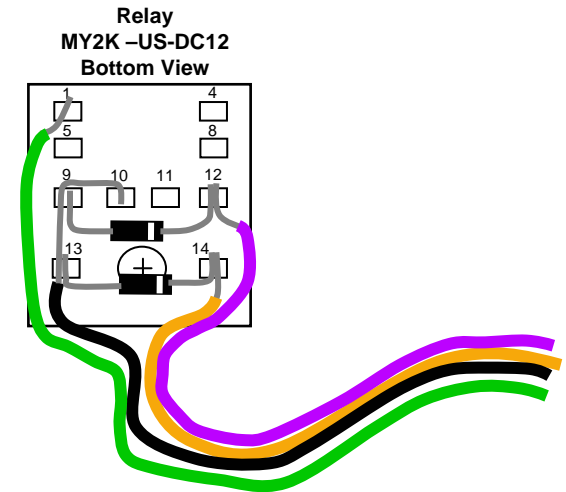


Title: <u>Corvette C5 Column Lock Bypass</u>	
Originator: <u>John Neese</u>	
Date: <u>30 Jan 2005</u>	Revision: <u>0.1</u>
Email: <u>John_neese@msn.com</u>	Sheet: <u>1 of 6</u>

# BUILD & ASSEMBLY INSTRUCTIONS

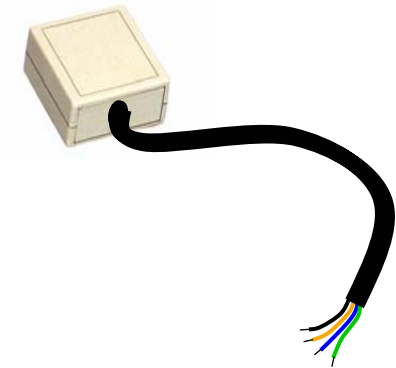
## Building Your Own CLB

1. Locate your Omron relay (MY2K-US-DC12)
2. Strip insulation from BLACK wire and solder to pins 13, 9, 10 as shown
3. Strip insulation from GREEN wire and solder to pin 1 as shown
4. Strip insulation from ORANGE wire and solder to pin 14 as shown
5. Strip insulation from PURPLE wire and solder to pin 12 as shown
6. Locate two 1N4001 diodes.
7. Solder both anodes to ground (BLACK wire)
8. Solder cathode of one diode to pin 12
9. Solder cathode of one diode to pin 14.
10. Now inspect all your solder joints
  - Make sure you don't any cold solder joints
  - Make sure there are no wire strands shorting to anything else.
11. That's it. You're all done with the relay wiring.
12. Wrap the wire harness with electrical tape leaving 2" exposed at the ends.



## Assembling Your CLB

1. Locate your plastic enclosure
2. Thread the wires attached to the relay through a rubber grommet
3. Drill 7/16" hole in one end plate of enclosure
4. Now thread wire harness through the end plate and seat the rubber grommet to protect wire harness from chaffing
5. Stick a couple of felt pads inside the enclosure
6. Place relay inside the case on top of felt pads (keeps it snug and prevents rattling)
7. Close up the assembly and tighten self tapping screws
8. It should now look as shown to the right
9. Attach velcro pad on one side of enclosure, but do not install or attach to the dash yet.



Title: Corvette C5 Column Lock Bypass

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Sheet: 2 of 6

# INSTALLATION INSTRUCTIONS

## Remove knee panel

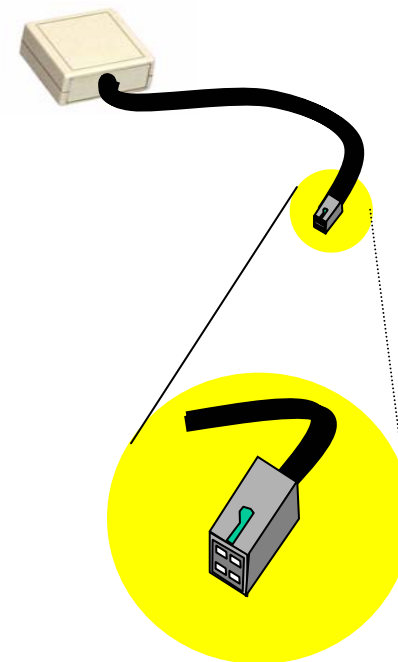
1. Ignition key = **OFF**
2. Following instructions provided in the following link, remove access panel below steering column.  
<http://97vette.com/howto/columnlock/index.html>

## Locate, Disconnect Column Lock Wiring Harness

1. Locate the column lock wiring harness (do NOT disconnect yet!).
2. Insert ignition key and turn to **ON** position.
  - You should hear the column **unlock**
  - You should be able to turn your steering wheel
3. Leaving your ignition key **ON**, disconnect the column lock connector from the harness
4. Now turn ignition to **OFF** and remove the key (don't worry if you get a *Service Steering Column Lock* message right now)
5. You should still be able to turn your steering wheel now after the ignition key has been removed (**Important!**)
6. The harness attached to the metal crossbar goes to the BCM
7. The harness that is **NOT** attached to the metal crossbar has a female connector and goes to the steering column lock motor. Be sure you have the correct harness with 4 wires (Black, Green, Purple, and Orange). **Do not screw up this step or you will regret it!**
8. Now, kiss your column lock motor goodbye. I cut this harness about 4 inches back so that I can re-use the female connector for my CLB. Just leave the cut wiring harness; it's no longer active or useful.
9. Before attaching the connector to your harness, check with an ohmmeter for **OPEN** between the Green and Black wires. If shorted, then switch the relay by touching the orange wire to battery + and the Black wire to battery -. Repeat check with ohmmeter for **OPEN** condition.
10. Now splice this connector to your CLB harness matching wire colors. You any number of splices available on the market. I prefer to twist the wires together, solder and then cover with shrink tubing (**Important: slip shrink tubing over the wire BEFORE you solder**).

## Connect & Test Your CLB Module

1. When you've finished your wiring above, plug in your module to your car (do not mount with velcro yet).
2. Insert ignition key and turn to **ON**
3. You should **NOT** hear the steering column lock motor now
4. If you get an error message saying *Remove Key and Wait 10 Seconds*, then turn off ignition key, remove, wait for 10 seconds, re-insert your key and turn to **ON**.
5. This time you should not get an error message. If you do, then you should check your CLB wiring and assembly.
6. Using adhesive or velcro, attach your CLB module to the left of the steering column. I attached mine to the crossbar just to the left of the steering column.
7. Reset your BCM by pulling fuse 25, wait 15 seconds, and re-insert fuse in the fuse box under passenger footwell
8. When all is working correctly, re-install your knee panel referring to earlier instructions.



Title: Corvette C5 Column Lock Bypass

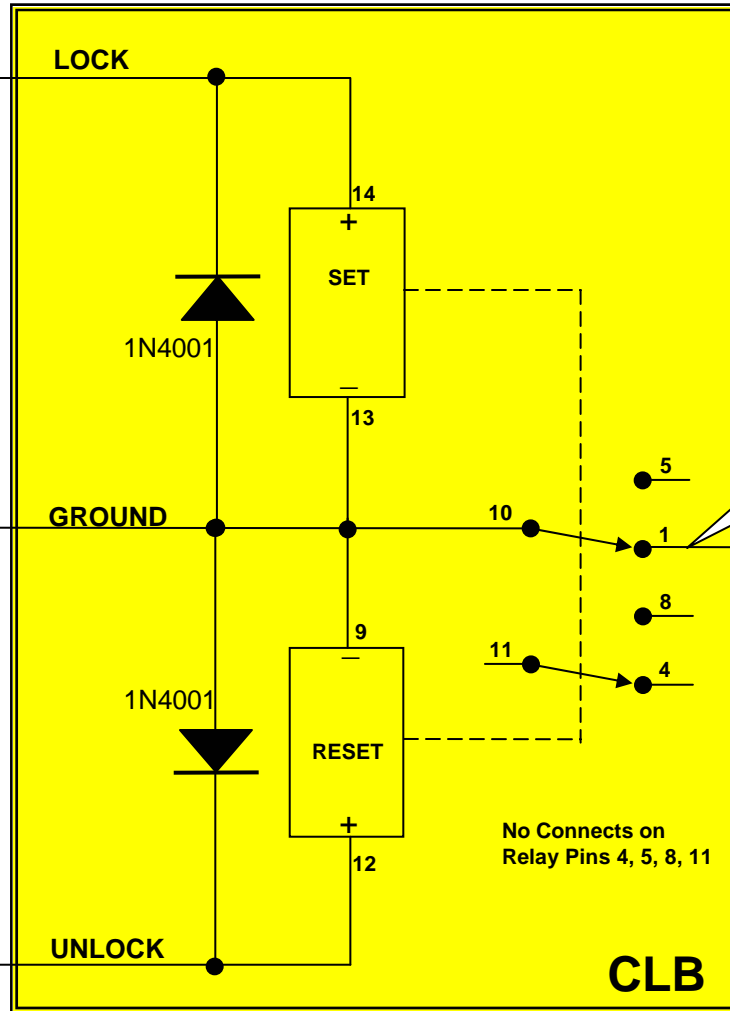
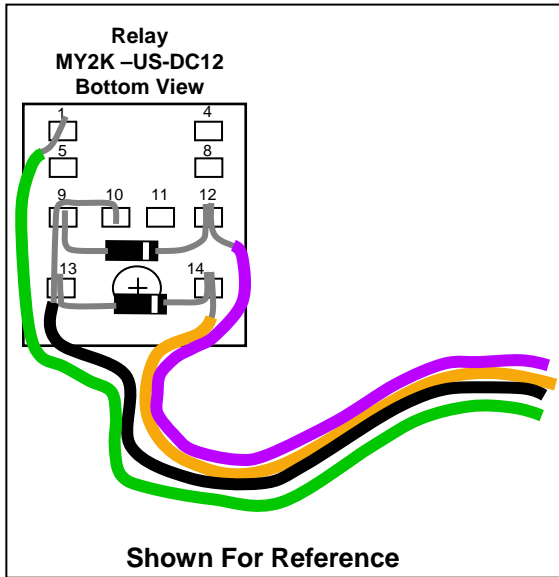
Originator: John Neese

Date: 30 Jan 2005

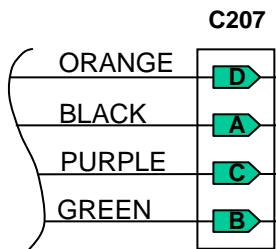
Revision: 0.1

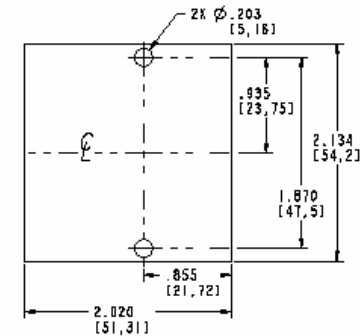
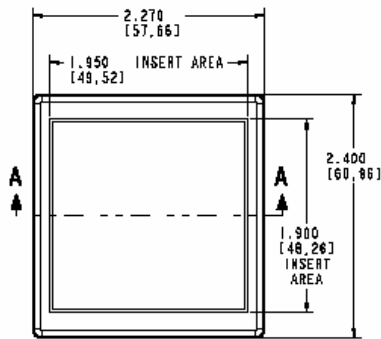
Email: John\_neese@msn.com

Sheet: 3 of 6

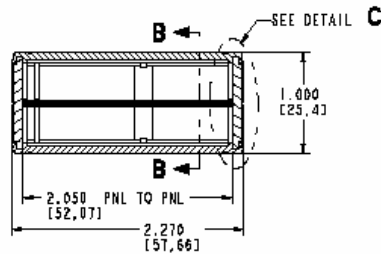
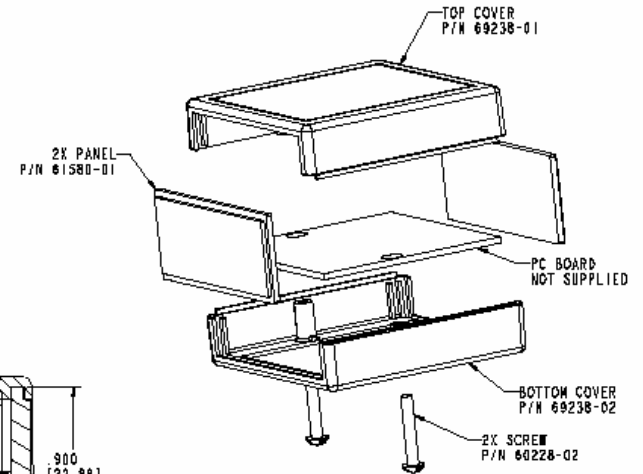


**Position Feedback to BCM**  
GROUND = UNLOCK  
OPEN = LOCK

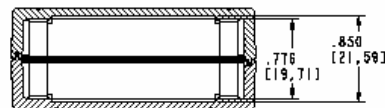




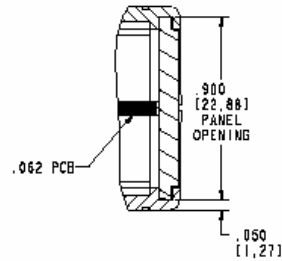
RECOMMENDED PCB SIZE



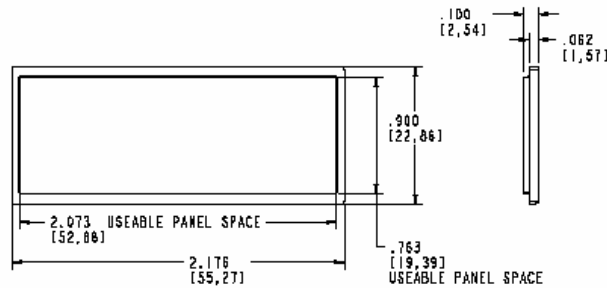
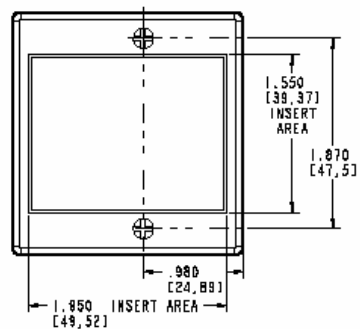
SECTION A-A



SECTION B-B



DETAIL C  
SCALE 4.000



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**JM-22**

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COLOR / MATERIAL CODE		
COLOR	B4HB	1440
BLACK	000	028
P. C. BOWE	039	040

DRAWING NUMBER	REV
00201	C

Title: Corvette C5 Column Lock Bypass  
 Originator: John Neese  
 Date: 30 Jan 2005  
 Email: John\_neese@msn.com

Revision: 0.1  
 Sheet: 5 of 6

PARTS LIST			
DESCRIPTION	QTY	VENDOR P/N	Cost
Relay, 12VDC, Latching	1	Digi-Key www.digikey.com OMRON MY2K-US-DC12	\$14.20
Diode, Silicon Rectifier DO-201AD Package	2	Digi-Key www.digikey.com 1N4001RLOSCT-ND	\$2.24
Wire, 18 AWG Stranded, Green	10"		
Wire, 18 AWG Stranded, Purple	10"		
Wire, 18 AWG Stranded, Orange	10"		
Wire, 18 AWG Stranded, Black	10"		
Plastic Enclosure, Black 2.4" x 2.2" x 1.0"	1	PacTec JM-22 www.pactecenclosures.com	\$2.99
Rubber Grommet, ~3/8"	1		
Velcro Tape, 1" x 1", Black	1		

Title: <u>Corvette C5 Column Lock Bypass</u> Originator: <u>John Neese</u> Date: <u>30 Jan 2005</u> Revision: <u>0.1</u> Email: <u>John_neese@msn.com</u> Sheet: <u>6</u> of <u>6</u>
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