

IMPORTANT STEERING COLUMN LOCK INFORMATION:

If the steering column locks with the key OUT of the ignition, you MUST follow the appropriate column unlock procedure to unlock the column and keep it unlocked!

If your column unlocks when you turn the key to ON: Use this simple procedure BEFORE beginning the LMC5 installation: Turn the key to ON. Remove fuse 23 in the passenger footwell fuse panel. Remove the key and verify the steering wheel remains unlocked by turning the wheel a half turn. Proceed to the LMC5 Installation, and reinsert fuse 23 after completing Step 1.

If your steering column will not unlock, even with the key ON: Use our Unlocker to unlock it, or contact us for assistance.

If you don't know if the steering column locks: With the key out of the ignition, gently try to turn the steering wheel a half turn in both directions. If the steering wheel can't be turned more than a few inches in both directions, and/or the wheel obviously comes up against a hard stop, the column is locked. Don't turn it with a great deal of force as you don't want to damage any steering components. If you're still unsure if the column locks, start the car and turn the steering wheel a half turn. Turn off the car, remove the key, and recheck the wheel. Even if the car can't start, (dead battery...) please verify that the steering column does not lock.

INSTALLATION NOTES AND IMPORTANT INFORMATION

Please read these instructions in their entirety before beginning the installation! Review the photos to familiarize yourself with the location of the BCM (Body Control Module), connectors, etc., and the orientation of the terminals. Use common sense and observe all reasonable safety precautions during the installation. The LMC5 connects only to the BCM, and installs with NO permanent modifications to your Corvette. The LMC5 can be installed whether or not any factory recalls have ever been performed, and regardless of the installation of any other column lock replacement device. You DO NOT need to remove or alter ANY recall modification, Harness K, or any other column lock bypass. And, since the LMC5 completely isolates the BCM from the rest of the column lock system, the BCM will never disable your Vette due to a bad lock motor, lock wiring, lock relay, or any other column lock system failure.

It is recommended that this installation be done with a fully charged battery, especially if you intend to immediately complete the installation, and test and drive the vehicle. The C5 BCM is sensitive to low system voltages, and a fully charged battery can help avoid undesirable system errors. Of course, the installation can be done with a low battery, or even no battery at all, as the LMC5 will synchronize with the BCM every time the key is turned to "ON" and also every time the key is removed. But, without a fully charged battery, it's impossible to verify that the LMC5 has been properly installed, or that another problem (e.g., bad BCM) doesn't exist. If your C5 was running fine, wasn't exhibiting any column lock problem symptoms, and you're installing the LMC5 as a preventative measure, it's not likely that other problems exist. But, you should always test and verify every component installation at the earliest opportunity to ensure that every step was properly completed, and that everything works as intended.

Some column lock related symptoms such as repeated Driver Information Center (DIC) "PULL KEY, WAIT 10 SECONDS," or "SERVICE COLUMN LOCK" messages or BCM error codes, may indicate a blown BCM fuse or that other problems exist. Obviously, the LMC5 can not repair a bad BCM, blown fuses, non-column lock wiring faults, etc. Please see the LMC5 troubleshooting section at complianceparts.com or contact us at info@complianceparts.com for more information.

The LMC5 will re-synchronize itself with the BCM every time the key is cycled. Please note that C5 BCMs can be sensitive to low system voltages. Avoid unnecessarily inserting and removing the key rapidly, as any C5 BCM can be fooled into interpreting such rapid procedures as a system fault, causing system problems and/or a loss of synchronization with any column lock system. Installation of the LMC5 will ensure that any such loss will only be temporary - usually only until the key is removed. Generally, insert the key, then turn it to "ON." Wait for the DIC to finish its display scroll, then start the car. After removing the key, avoid immediately re-inserting it.

As the LMC5 has no moving parts, has components with typical minimum expected operating lifetimes in the 100,000s of hours, is designed to withstand automotive voltage surges, and is encapsulated in a rugged compound to protect from moisture and physical damage, every LMC5 will easily provide a lifetime of quality service. Typical LMC5 installation time is approximately 25 minutes.

*****Optional LMC5 Modification Procedure*****

Please read and save for future reference

The optional steps below are ONLY if you continue to see *Pull Key, Wait 10 Seconds* messages at any time AFTER installing the LMC5. AND if your C5 has the steering column lock relay located above the BCM, as shown in Step 2A on the following page. Only a small percentage of C5 BCMs that have or may develop additional timing irregularities will need these additional procedures, which consist of installing the additional brown LMC5 wire and cutting the small brown wire loop.

The diagram on every LMC5 module label shows the installation location of each wire. Refer to this diagram which has a line pointing to the LMC5 brown wire (bn) installation location in the other row of wires, diagonally opposite the LMC5 green wire (grn) location.

1. Disconnect negative battery cable. Remove passenger floor mat & kick-up panel, lift out BCM & remove the larger pink BCM connector.
2. Grasp this larger pink connector, and remove the gray comb-like retention clip on the row of wires opposite the green LMC5 wire. The gray clip has two locking tabs visible from the side of the connector. Use the terminal removal tool or a small screwdriver to pry off each locking tab, and slide the gray clip out the back of the connector.
3. Locate the correct dark green wire terminal. It is one hole diagonally across from the LMC5 green wire, in the third slot from the end of the connector. Refer to the LMC5 label diagram if necessary. Remove the blue cap from the LMC5 brown wire. Insert the terminal removal tool into the appropriate release hole for this dark green wire terminal, and remove this wire in the same way as you removed the purple, orange and green wires. Insert the brown LMC5 wire until it snaps into place. Replace the gray retention clip.
4. Using wire cutters, cut the LMC5 short brown wire loop, and insert each cut wire into the provided black plastic caps.
5. Insert the dark green wire into the blue plastic cap removed from the LMC5 brown wire. Replace the BCM connector, ensuring that the connector and terminals are fully seated and latched.
6. Replace the BCM in the mounting bracket, ensuring that no wires are snagged, kinked, dislodged, etc.
7. Reconnect negative battery cable, then insert the key and turn to ON, verifying that a Pull Key message does not appear.