

I had the exact same problem word for word. My K-harness failed and was causing me to go into fuel cutoff. I have a 00 w/6spd and all 3 recalls were performed. As soon as I yanked the K harness it fired right up. I ordered up and installed a CLB just to be safe though. After a little further research, I found there was actually a 2nd relay GM installed in addition to the K harness over on the BCM in the passenger's footwell area. I yanked that baby out too. Now I am totally bypassing the actuator in the steering wheel, so as long as my CLB doesn't crap out I should be good. FYI the K-harness is a foam padded relay with 2 groups of wires loomed together coming out of one end. If you remove the knee bolster, you will find it zip tied to the under dash frame to the far left under the steering wheel. It's up a bit from the rest of the wiring harness kind of on its own. Once you pull it, reconnect the two ends of the harness it connects to back together until you get your CLB.

*If you have HP Tuners, you can program out the fuel cutoff by going into: Sytem/general/Fail Fuel Cut VSS and raise the speed to like 250 MPH. Definitely don't do this if you still have the lock plate in your steering wheel. This is only something you want to do if your wheel CAN NOT lock up.

Keep in mind that even with a 100% working CLB, you can still get the fuel cutoff syndrome. It will occur with the "PULL KEY WAIT 10 SECONDS" message as well. I had that happen a couple times too, If you get a dirty resistor pellet in your key, it can throw that same code and leave you sitting just like the service column lock message. When it happened to me, I just pulled fuse 25 in the BCM to reset it, and I was fine. Yamaha Jo, are you getting the pull key wait 10 seconds or the service column lock message? If it's the key message, might want to look into getting a new key/ignition switch to solve your problem.

When you installed the CLB, did you do the two following things as a part of your install:

1) Insure that there was NOT a GM K Harness installed, or if there was one remove it and connect the CLB to the connector that goes to the BCM and NOT to the K harness??

2) Bypass the Column Lock Relay in the passenger footwell???? The 99 and 2000 manual trans cars that received the GM Column Lock Service as a part of the recall had the Column Lock Relay replaced with a SPDT relay that also received a spliced purple wire from the BCM. That spliced purple wire mod would look exactly like this:

<http://forums.corvetteforum.com/1571...-post1030.html>

If your car has the spliced purple wire mod then you MUST bypass the relay in order for the CLB to work correctly. Here's how you bypass the Column Lock Relay:

<http://Forums.corvetteforum.com/c5-t...installed.html>

Then scroll to post #15

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On C5 the Body Control Module is located behind the right front kick panel by the fuse box.

If you get the DIC message that your steering column is locked, you can just about always get it unlocked with properly applied force. Consider how it is supposed to work, put the key in the ignition and the steering column should unlock, take the key out of the ignition and the steering column should lock.

So, you get in your car, put the key in the ignition, turn the key to start the car and get the DIC message that the column is still locked. You try and turn the steering wheel but sure enough it is still locked.

What has worked for me is:

Turn the car off

Remove the key

Column is still locked

Put hands on the steering wheel at 10 and 2 o'clock

Try to turn left and right quickly and semi forcefully 3 or 4 times

The steering wheel won't move much when you do the step above

Put key back in the ignition put don't turn the key at all

Put your left hand on the steering wheel at 2 or 3 o'clock, palm facing you, you are grasping the inside of the steering wheel

While pulling down with quite a bit of force on the steering wheel with your left hand, like you are trying to turn to the right, very slowly turn the ignition key as if to start the car.

The steering column should unlock before you have turned the key far enough to start the car.

If it doesn't work the first time try again as this technique works quite often, maybe apply more downward turning to the right force on the steering wheel. You won't hurt anything.

If it does work, it probably won't lock up again if you leave the key in the ignition.

Call Corvettes of Houston and have them overnight a Column Lock Bypass to you.

Take 15 minutes and install the bypass.

This technique is mentioned in other posts but I thought bringing it out to its own post might save people some serious grief.