

Park Crank-Only Module (PCOM 501-B)

**2005-2012 Ford E-Series – With Blunt Cut Park circuit only!
2006-2008 Chevy Uplander**

Note: Once installed, the starter will crank only when the transmission is in the “Park” position.

Disconnect the vehicle’s battery before proceeding with installation.



WARNING
Disconnect the battery to
prevent setting a check engine
light.

It is the installer’s responsibility to route and secure all wiring harnesses where they cannot be damaged by sharp objects, mechanical moving parts and high heat sources. Failure to do so could result in damage to the system or vehicle and create possible safety concerns for the operator and passengers.

Locate vehicle crank circuit. (See attached pages.) It will be necessary to cut the crank circuit and strip about ¼” of insulation off of each end. Using a voltmeter, measure voltage on each cut end with the key held in the crank position. The engine should not crank. If it does, the incorrect wire has been used. Only one wire should have 12 Volts. This will be the “crank input” wire from the ignition switch. The other wire without 12 Volts will be the “crank output” wire to the starter circuit.

Red Wire – Connect to the “crank input” wire. (See attached pages.) Solder and heat shrink connection.

Yellow Wire – Connect to the “crank output” wire. (See attached pages.) Solder and heat shrink connection.

Black Wire - Connect to the Park circuit. This circuit must provide a ground signal only in Park range. (See attached pages.) Solder and heat shrink connection.

Secure the control module inside of the vehicle. Reconnect vehicle battery. Verify the starter cranks only when transmission is in Park

2005-2012 Ford E-Series - With blunt cut Park circuit only

Crank Circuits 2005-2008 Locate the vehicle crank circuit by removing the under dash fuse panel from its mounting bracket. It is located near the parking brake assembly. Rotate the fuse block to view the back. Locate the 18 gauge Tan/Red wire. It is connected to fuse # 33 or 34 depending on application.

2009-2012 Locate the vehicle crank circuit by removing the front power distribution box from its mounting bracket. Open the bottom half of the power box to expose wiring. Cut the Gray/Red 18 gauge wire that runs between Fuse #13 (30A) and the Starter Relay, leaving equal lengths on each side. Solder and heat shrink the Red (Crank Input) wire to the Fuse #13 side of the Gray/Red 18 gauge wire. Solder and heat shrink the Yellow (Crank Output) wire to the Starter Relay side of the Gray/Red 18 gauge wire. See photo next page.



Park Circuit – 2005-2008 - Connect to the Ford OEM Blunt cut wire for "Park". This wire is located under the hood in the cowl area. On gas engines, it is a White/Orange wire labeled "Park Out". On diesel engines, it is a Yellow/White wire labeled "TRO P". Verify that this wire has ground in Park only.

**If the Ford OEM Blunt cut wire for "Park" is not available, check the transmission code, if it is A, F, or Q use part #: PCOM502A for 2005-2006
PCOM502B for 2007-2008**

2009-2012 - Connect to the Ford OEM Blunt cut wire for "Park". This wire is located under the hood in the cowl area. It is a Gray/Brown wire labeled "TRO P". Verify that this wire has ground in Park only.

Note: For 2009-2012 the Ford OEM blunt cut wires are optional. If the vehicle does not have this option, the PCOM will not be compatible.

2006-2008 Chevy Uplander

Crank Circuits - Locate the vehicle crank circuit. It is a Yellow wire from the Ignition switch to the Body Control Module in connector 201 near the steering column. (See photo).



Park Circuit– An InterMotive ILIS604-G Lift Interlock module must be used for this application. Connect to the White Park output wire from the ILIS604-G module. Verify that this wire has ground in Park only.