

INSTALLATION INSTRUCTIONS

SUBJECT: 2001-2002 GM/Allison TapShifter

FPE-2022-68
Revised July 2026
Page 1 of 10

FITMENT: 2001-2002 GM SILVERADO/SIERRA 2500/3500 6.6L LB7 Duramax

KIT P/N: FPE-TAPSHIFTER12

EST INSTALL TIME: 60-120 MINUTES

TOOLS REQUIRED: 10MM SOCKET, 6" EXTENSION, 7MM SOCKET, T30 TORX BIT, CABLE TIES

KIT CONTENTS:

Item	Description	Qty
1	TapShifter Wiring Harness	1
2	TapShifter Lever	1



NOTE: This product **is not waterproof**. Please take appropriate action to prevent direct exposure to moisture. Exposure to moisture is not warrantable damage and may result in premature failure of this product.

APPLICATION NOTES:

- Fits 2001-2002 GM Silverado/Sierra with 5-speed Allison transmission
- Not compatible in any **6-speed** application

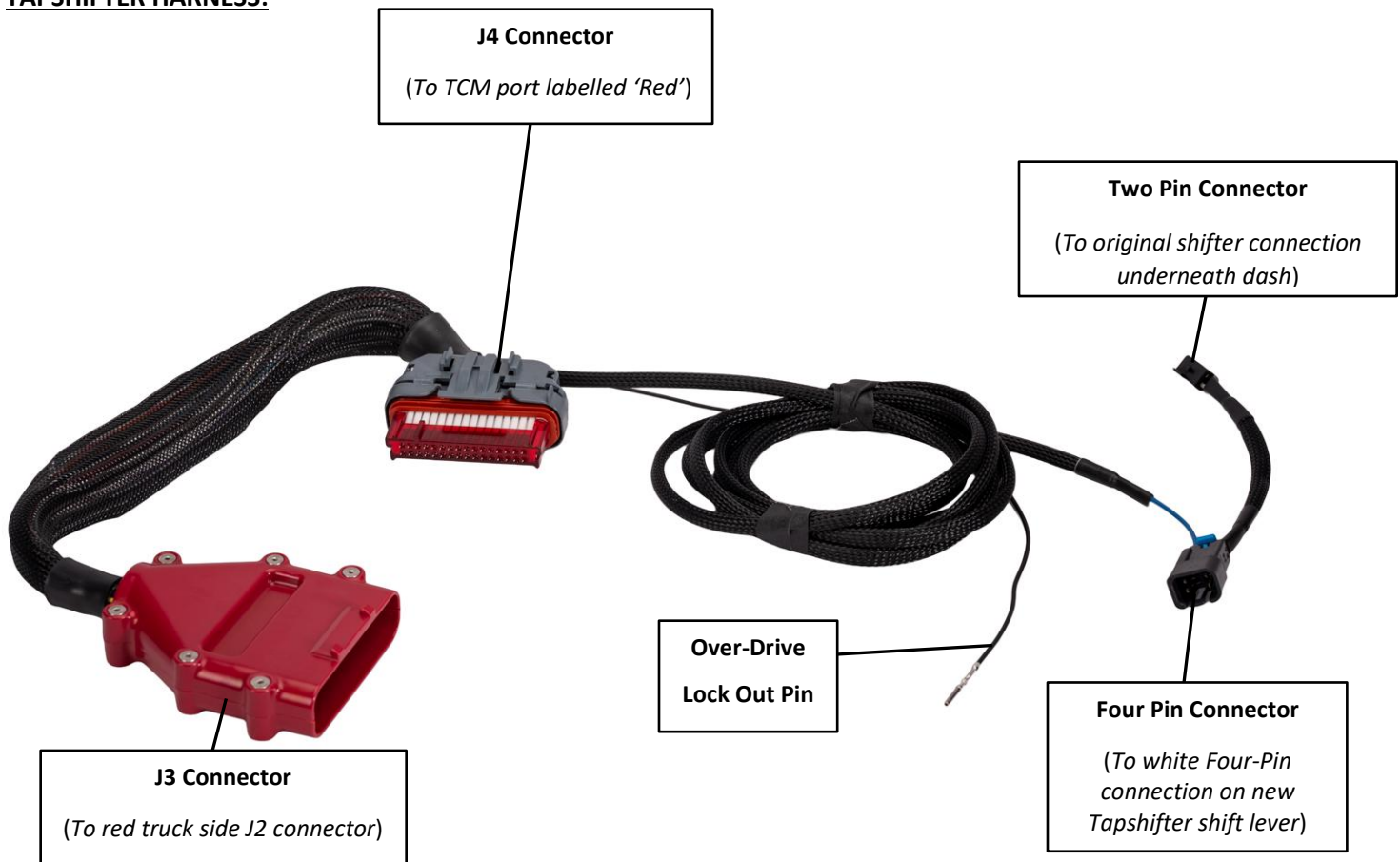
WARNINGS:

- **To avoid possible arcing and component damage disconnect the batteries prior to installation.**
- User assumes sole responsibility for the safe & proper use of the vehicle at all times.
- The purchaser and end user releases, indemnifies, discharges, and holds harmless Fleece Performance Engineering, Inc. from any and all claims, damages, causes of action, injuries, or expenses resulting from or relating to the use or installation of this product that is in violation of the terms and conditions on this page, the product disclaimer, and/or the product installation instructions. Fleece Performance Engineering, Inc. will not be liable for any direct, indirect, consequential, exemplary, punitive, statutory, or incidental damages or fines cause by the use or installation of this product.

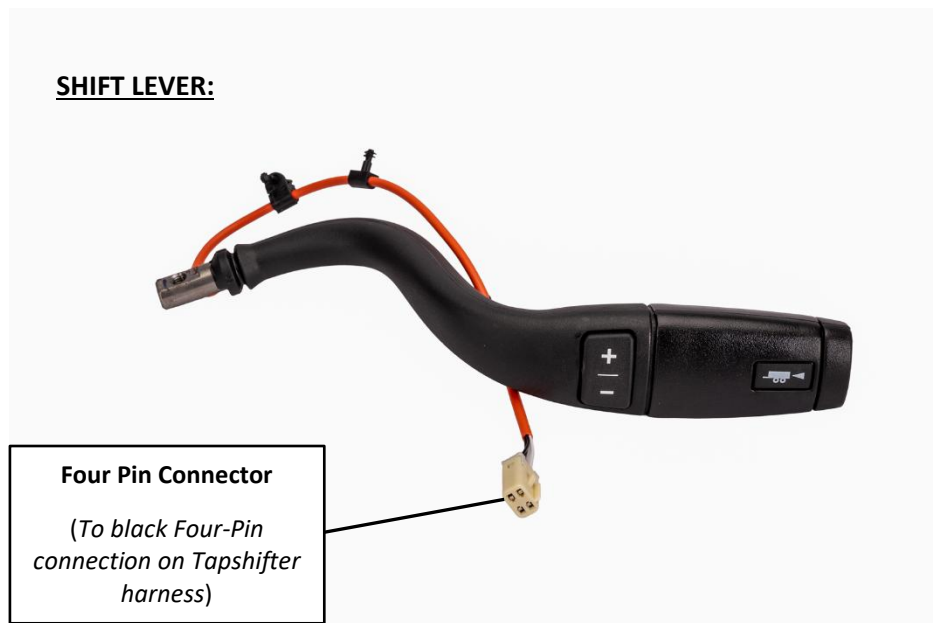
KIT OVERVIEW

FPE-2022-68
Revised July 2026
Page 2 of 10

TAPSHIFTER HARNESS:



SHIFT LEVER:



INSTALLATION INSTRUCTIONS

PROCEDURE:

FPE-2022-68
Revised July 2026
Page 3 of 10

STEP 1: Disconnect Batteries.

STEP 2: To gain access to TCM, remove the TCM shroud located on the driver side of the radiator. Using a 10MM socket, remove each of the two retaining bolts and set them aside (*Figure 1*).



Figure 1: TCM Shroud, retaining bolts highlighted with arrows.

STEP 3: The TCM is labeled “Red” and “Gray” to identify connectors. Starting with the side labeled “Red”, remove the red (J2) Connector from the TCM (*Figure 2*). This can be done by squeezing the plastic tabs on the back of the connector while pulling away from the TCM.



Figure 2: Red (J2) Connector

STEP 4: Inspect the red (J2) Connector from the truck side harness. Verify condition of the connector before proceeding with this installation. Corrosion on the pins can result in improper function of the Tapshifter.

Once condition of the (J2) connector has been verified, install the connector into the red (J3) Connector on the Tapshifter harness (*Figure 3*). **The terminal insulators are keyed to be installed in only one direction.** To prevent unnecessary damage to the harness, it is very important not to **force** the two connectors together.

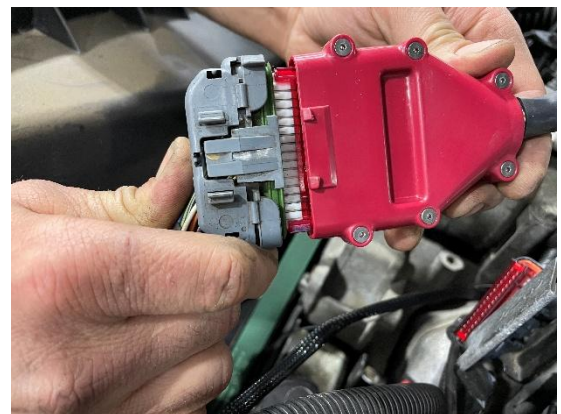


Figure 3: Red (J2) Connector and (J3) Connector

STEP 5: Insert the (J4) Connector from the opposite end of the Tapshifter harness into the red (J2) connector on the TCM (Figure 4).

STEP 6: Moving on to the side labeled “Gray”, remove the gray (J1) Connector from the TCM. This can be done in the same fashion as the red (J2) Connector.



Figure 4: (J4) Connector installed into the red J2 connector on the TCM.

STEP 7: On the gray (J1) Connector, there is a clear terminal insulator. Remove the insulator by pressing the two white retaining tabs, then pull the insulator away from the connector (Figure 5).

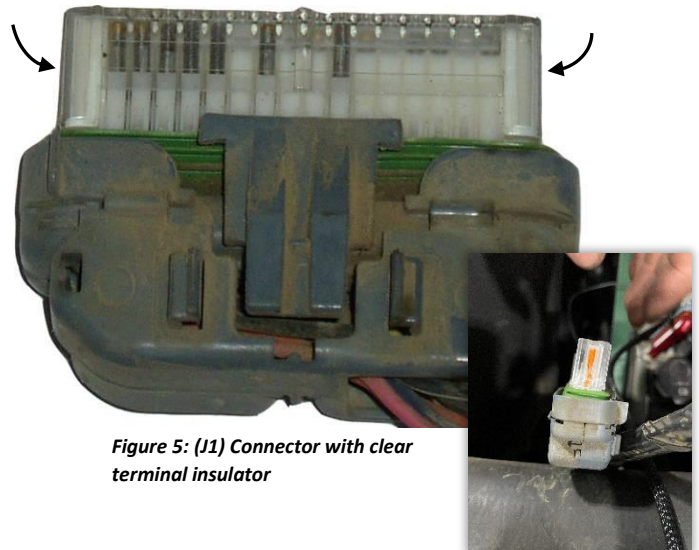


Figure 5: (J1) Connector with clear terminal insulator

STEP 8: Separate the shell of the gray (J1) connector by pressing the three retaining tabs. This will allow for the connector to be opened at the split line (Figure 5).

STEP 9: Inside the connector, there will be several labeled ports where each pin of the harness sits. **Locate** the port labeled as pin 12.

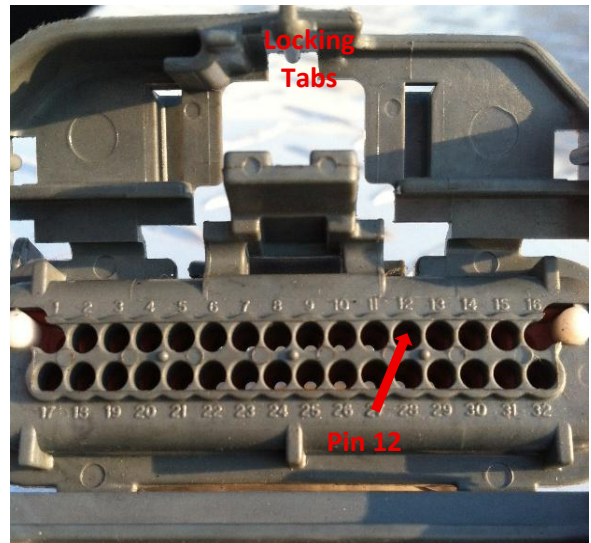


Figure 6: (J1) Connector split down middle. Locking tab and Pin 12 labeled for clarity.

STEP 10: In the port labeled pin 12, insert the **overdrive disable switch pin** from the (J4) connector of the Tapshifter harness (Figure 6).

STEP 11: Reassemble the **Gray (J1) Connector**. Re-install the clear terminal insulator and ensure that it is fully seated.



Figure 7: Overdrive Disable pin from (J4) Connector.

INSTALLATION INSTRUCTIONS

FPE-2022-68
Revised July 2026
Page 6 of 10

STEP 12: Reinstall the (J1) Connector into the TCM port labeled "Gray" (*Figure 8*)

STEP 13: Route Tapshifter harness through engine compartment, avoiding any moving parts or hot components. Appropriate route will vary depending on the vehicle and its specific components.

STEP 14: Create or find an opening in the firewall to pass the opposite end of the Tapshifter harness through to the cab. A good location for this is at the factory bulkhead. To use this location, make an incision through the top side of the rubber boot, being careful to not cut any of the wiring underneath, then route the Tapshifter harness through the incision (*Figure 10*).

STEP 15: Once the harness is in the cab, remove the Dash Instrument Bezel on the top side of the steering column. Then, using a 7MM socket, remove **lower dash panel** directly underneath the steering column (*Figure 11*). Depending on the truck, there will be two or three fasteners holding this panel in place.

STEP 16: Utilizing a 10MM socket, remove the steel support located directly under the steering wheel. The steel support is held in place with four nuts, using a 10MM socket remove all four to gain access under to the wiring underneath.

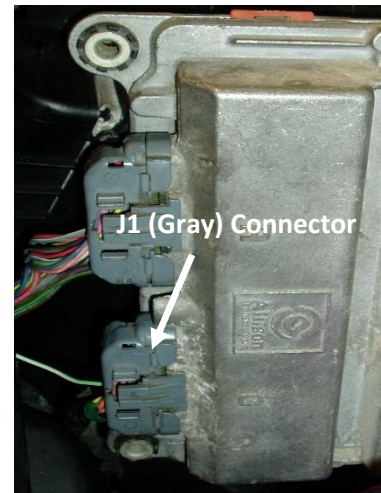


Figure 8: (J1) Connector with Overdrive disable pin installed.



Figure 9: Routing of Tapshifter harness.



Figure 10: Factory Bulkhead. Incision can be made in rubber boot to route Tapshifter harness.

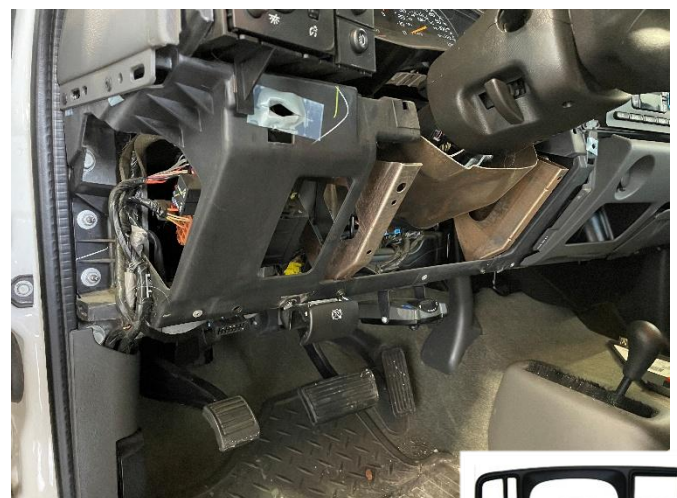


Figure 11: Bottom portion of dash removed, Dash Bezel pictured (right), Steel support (directly under steering wheel).



STEP 17: Remove the Factory Shift Lever and shift lever boot.

Remove the plastic panel covering the top of the steering column. Remove the plastic panel covering the top of the steering column. Slide the shift lever boot toward the passenger side of the vehicle and disconnect the four-pin connector underneath the steering column.

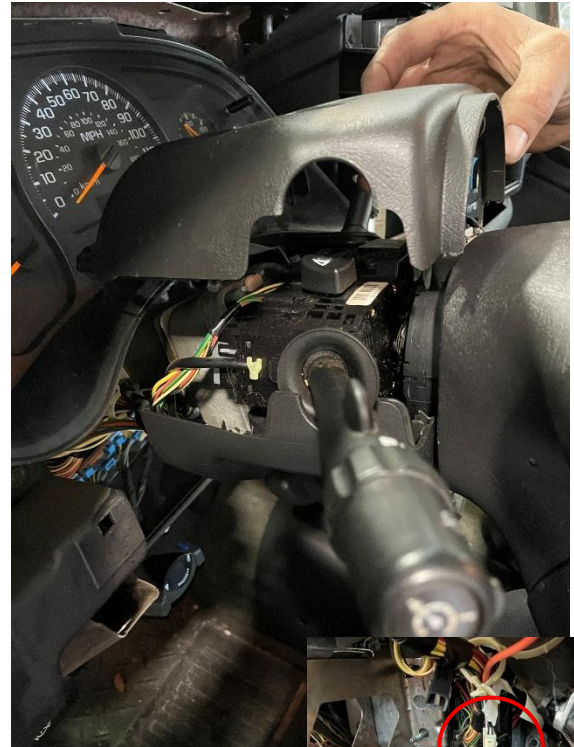


Figure 12: Plastic Panel covering the top of the steering column. Four pin connector circled.

This will expose the T30 mounting bolt on the factory shift lever. Using a T30 Torx bit, remove the mounting bolt retaining the factory lever (*Figure 13*), and set aside. Remove the factory shift lever from its mount on the steering column. Remove the shift lever boot from the factory shift lever by gently pulling the boot and lever in opposite directions. The shift lever boot can dry rot and become fragile with age. If replacement is deemed necessary, use GM Part #26093753.



Figure 13: T30 Bolt retaining shift lever, labeled for clarity.

STEP 18: Install the Tapshifter lever, which will fit in the same configuration as the factory lever. Install the shift lever boot at the end of the new Tapshifter lever. Then with the new shift lever in place, install the retaining bolt with a T30 Torx bit. Once the shift lever has been secured, push the shift lever boot back into place.

STEP 19: On the new Tapshifter lever (Figure 14), will be a 4-Pin connector. Route the connector and wiring in the same way as the factory lever.

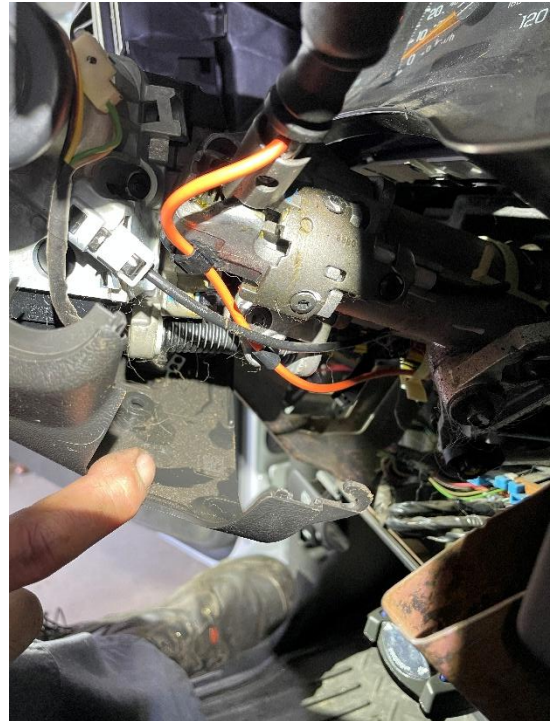


Figure 14: Tapshifter lever wiring harness, routed in factory location.

STEP 20: Plug the 4-pin connector from the new Tapshifter lever into the **Tapshifter wiring harness** routed into the cab from the engine compartment.



Figure 15: Four pin connector plugged into tapshifter harness. Circled for clarity.

TEST PROCEDURE:

STEP 21: Connect batteries and test Tapshifter for proper function. For this process, it is important that the brake pedal remain depressed the entire time. This action is to ensure safety for the duration of the test, not proper function. Do not start the vehicle.

- Insert the key into the ignition, then turn the key forward to the **run** position. In this position, all the lights on the dash will be illuminated and the engine will not be running. For further reference, the key will be two clicks forward from the **off** position.
- **With the brake pedal fully depressed**, shift the new Tapshifter lever into the drive position. The dash will function as normal, and the **D** symbol will be highlighted with an underline.
- At this time, using the button on the Tapshifter lever labeled “-”, (Figure 16) press the button to downshift the transmission. The transmission will be in **fourth gear** and the display on the dash will remain unchanged.
- Press the “-” button once more to downshift the transmission into **third gear**. The display on the dash will then show the number **3** highlighted with an underline (Figure 17).
- Move through the rest of the gears, ensuring each gear is displayed properly.
- Once this process is complete, use the “+” button on the shift lever, shift the transmission back up to **fourth gear**. This is where the **D** symbol is highlighted with an underline. Using the same button, shift the transmission up once more to get it back into the standard gear for **Drive**. The display will remain unchanged.
- Using the new shift lever, shift the transmission back into **Park**. The brake pedal can now be slowly released to prevent the vehicle from rolling.



Figure 16: New Tapshifter lever with shifting button, “+” or “-”



Figure 17: Dash display, example of third gear. All gears will be highlighted in the same way.

STEP 22: Begin reassembly of dash components.

STEP 23: Route the Tapshifter harness behind the dash, **away from moving parts**, and ensure any excess length is tied up out of the way. The use of cable ties may be required during this step.

STEP 24: Note the location of the new Tapshifter harness, then carefully reinstall the steel support. Thread each retaining nut into place and tighten with a 10MM socket.

STEP 25: Reinstall the dash instrument bezel by pressing it back into place (*Figure 19*).

STEP 26: Reinstall the lower dash panel by threading each retaining bolt into place, then tighten each with the 7MM socket.

STEP 27: Reinstall the TCM shroud by threading the two retaining bolts into place, then tighten each with a 10MM socket.

STEP 28: Once all parts are verified to be reinstalled, **start the vehicle** and using the Tapshifter lever, test each gear of the transmission once more.

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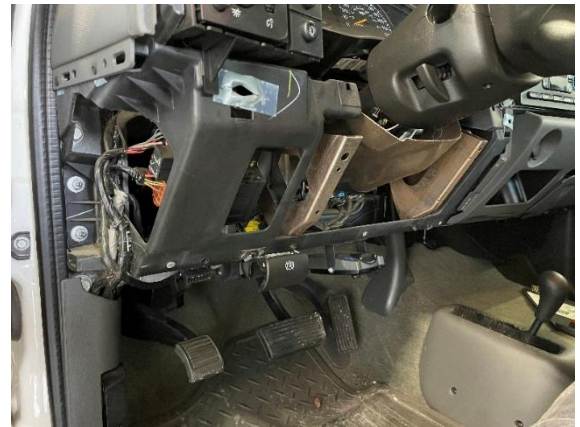


Figure 18: Steel support reinstalled.



Figure 19: Dashboard panels reinstalled.



Figure 20: TCM shroud reinstalled.