RON FRANCIS Wiring

TC-60
Torque Converter Lock Up
Square Four Pin Connector

This accessory wiring kit is designed to work with Ron Francis Wiring Kits. The torque converter clutch feature is to eliminate power loss when the vehicle is cruising on the highway. This allows the convenience of the automatic transmission and the fuel economy of a manual transmission. You must have a pulse generator located in the transmission, wired to your TPI computer. A 4000 pulse per mile signal is necessary.

Speed Sensor Connection: TP-30, TP-50, TP-52, TB-86, LT-50, LT-55 & TP-55 fuel injection harnesses Connection of this product into your harness will be addressed in the instructions provided in the kit.

Harness Type	Purple Wire Connection	Yellow Wire Connection
TP-50 **TP-52**	Cut the wire to length, install the fork terminal (supplied) and connect to #35 on the Telorvek panel.	Cut the wire to length, install the fork terminal (supplied) and connect to #36 on the Telorvek panel.
LT-50	Cut the wire to length, install the fork terminal (supplied) and connect to #35 on the Telorvek panel.	Cut the wire to length, install the fork terminal (supplied) and connect to #34 on the Telorvek panel.
TP-55 & LT-55 Affordable	Locate the three gang connector with the Yellow, Purple and Orange wires located near the computer plugs. Cut the wires to length. Install brass terminals supplied on the wires. Plug them into the three gang connector supplied making sure that the Yellow is across from the Yellow and the Purple is across from the Purple. The Orange wire running out of the Affordable harness into the connector is not used with this application.	
TP-30	This ECM requires a 2000 pulse per mile signal. Most aftermarket applications will require installing a speedometer cable driven pulse generator. Stock GM transmission mounted pulse generators produce a 4000 pulse per mile signal. A VSS buffer will need to be installed if this type generator is used. Terminal #47 on the Telorvek panel is the VSS signal terminal.	
TB-86	This ECM requires a 2000 pulse per mile signal. Most aftermarket applications will require installing a speedometer cable driven pulse generator. Stock GM transmission mounted pulse generators produce a 4000 pulse per mile signal. A VSS buffer will need to be installed if this type generator is used. Terminal #55 on the Telorvek panel is the VSS signal terminal.	

Enclosed are two sets of Yellow and Purple wires with different types of connectors. These wires are for the two types of factory transmission mounted pulse generators. Compare the two plugs to the factory transmission connector and use that one with the factory pulse generator. Run the wires to the Telorvek panel or to the computer connector area of the TP-55 affordable harness. Using the chart below connect these wires to the approbate location.

To complete the installation, choose the harness you have in your vehicle listed below and follow the instructions noted in that paragraph.

Telorvek II TP-50 & TP-52 Installation

Plug the white connector with the Pink, Lt Blue and Tan wires into the transmission. Run the Lt Blue and Tan wires to the Telorvek II Panel. Install the fork terminals (supplied) and connect the Tan wire to **#42** and the Lt Blue to **#41** on the Telorvek II Panel.

Mount the relay inside the body as close to the brake light switch as possible. Run the Pink wire from the white transmission connector to the relay. Install the brass terminal and connector (supplied) and plug it into the short Pink wire running from the relay. Run the Orange wire to a switched ignition source. Run the Black wire to ground. Run the Purple wire to the brake light switch. Connect this wire to the wire that has 12 volts when the brakes are applied.

Telorvek III LT-50 Installation

Plug the white connector with the Pink, Lt Blue and Tan wires into the transmission. Run the Lt Blue and Tan wires to the Telorvek III Panel. Install the fork terminals supplied and connect the Lt Blue wire to **#27** and the Tan wire to **#48** on the Telorvek III panel.

Mount the relay inside the body as close to the brake light switch as possible. Run the Pink wire from the white transmission connector to the relay. Install the brass terminal and connector supplied and plug it into the short pink wire running form the relay. Run the Orange wire to a switched ignition source. Run the Black wire to ground. Run the Purple wire to the brake light switch. Connect this wire to the wire that has 12 volts when the brakes are applied.

Telorvek TP-30 Installation

Plug the white connector with the Pink, Lt Blue and Tan wires into the transmission. Run the Lt Blue and Tan wires to the Telorvek Panel. Install the fork terminals supplied and connect the Lt Blue wire to **#46** and the Tan wire to **#45** on the Telorvek panel.

Mount the relay inside the body as close to the brake light switch as possible. Run the Pink wire from the white transmission connector to the relay. Install the brass terminal and connector supplied and plug it into the short pink wire running form the relay. Run the Orange wire to a switched ignition source. Run the Black wire to ground. Run the Purple wire to the brake light switch. Connect this wire to the wire that has 12 volts when the brakes are applied.

Telorvek TB-86 Installation

Plug the white connector with the Pink, Lt Blue and Tan wires into the transmission. Run the Lt Blue and Tan wires to the Telorvek Panel. Install the fork terminals supplied and connect the Lt Blue wire to **#53** and the Tan wire to **#49** on the Telorvek panel.

Mount the relay inside the body as close to the brake light switch as possible. Run the Pink wire from the white transmission connector to the relay. Install the brass terminal and connector supplied and plug it into the short pink wire running form the relay. Run the Orange wire to a switched ignition source. Run the Black wire to ground. Run the Purple wire to the brake light switch. Connect this wire to the wire that has 12 volts when the brakes are applied.

Affordable TP-55 & LT-55 Installation

Plug the white connector with the Pink, Lt Blue and Tan wires into the transmission. Run the Tan and the Lt Blue wires up to the computer connectors. Install the brass terminals and connectors supplied. Connect them to the Tan and Lt Blue wires with the mating connectors at the computer connectors (Tan to Tan, Lt Blue to Lt Blue).

Mount the relay inside the body close to the brake light switch as possible. Run the Pink wire from the white transmission connector to the relay. Install a brass terminal and connector and plug it into the short pink wire running from the relay. Connect the Orange wire to a switched ignition source and the Black wire to ground. Run the Purple wire to the brake light switch. Connect this wire to the wire that has 12 volts when the brakes are applied.

Ron Francis Wiring is continually **CHANGING** and **IMPROVING** products. **This accessary instruction is written in conjunction with the fuel injection kits sold at the time of this accessary purchase.** If you purchased your fuel injection wiring kit at a different time than this accessary, you may find that references to certain numbers, harness connections and colors between the kits may not agree. Look for color code changes or unusual hookups. You will need to call us with the serial number on your wiring kit and inform us of your needs, we will give you conversion numbers to make things happen correctly.