



GM VORTEC Drive by Wire Electronic Fuel Injection Wiring Harness

HAR-1015

PERFORMANCE SYSTEMS INTEGRATION

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Thank you for choosing Performance Systems Integration (PSI). We offer a full line of LT1/LSX and GM Overdrive Transmission parts for your conversion needs. We have attempted to provide you with as accurate instructions as possible. If you have found any errors or omissions, or have comments concerning these instructions send us an e-mail at TECHSUPPORT@PSICONVERSION.COM. Once again, thank you for choosing PSI!



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1.0 INTRODUCTION

Thank you for purchasing what PSI has designed as the most up-to-date and easiest to install automotive fuel injection harness on the market. This harness is designed to be a complete wiring harness for the fuel injection system on General Motors 2003 and newer Vortec fuel injected engines with Drive By Wire Throttle Body and T56 or non-electronic automatic transmission.

This harness is constructed with GM Delphi Connectors and Terminals with GXL/TXL (600 volt polyethylene cross-linked) wire which is professionally assembled and 100% quality inspected prior to shipping. This harness includes all wiring that is needed by the PCM to run and control the fuel injection system and transmission.

If you have any questions about the harness or installation, please visit our Frequently Asked Questions on our website at <https://www.psiconversion.com/tech/faq.html>.

TABLE 1. LIST OF COMMON TERMS		
Description	Term	Purpose
Powertrain Control Module	PCM	This is the computer which controls all functions.
Throttle Position Sensor	TPS	PCM Input for engine throttle position.
Drive by Wire	DBW	Throttle Body operation by TAC module
Exhaust Gas Recirculation	EGR	PCM Output to control engine emissions.
Engine Coolant Temperature	ECT	PCM Input to determine engine temperature.
Inlet Air Temperature	IAT	PCM Input to determine air temperature.
Manifold Absolute Pressure	MAP	PCM Input to determine engine load.
Mass Air Flow	MAF	PCM Input to determine airflow into engine.
Oxygen Sensor	O2	PCM Input to determine air/fuel ratio of engine.
Vehicle Anti-Theft	VATs	PCM Input to prevent engine from starting.
Charcoal Canister Purge	CCP	PCM Output to control engine emissions.
Vehicle Speed Sensor	VSS	PCM Input to determine vehicle speed.
Malfunction Indicator Light	MIL	PCM Output to alert of EFI Malfunction.
Data Link Connector	DLC	PCM Input for retrieving trouble codes.
Torque Converter Clutch	TCC	PCM Output for locking torque converter.
Throttle Actuator Control	TAC	Module using PCM and Pedal input to control throttle body

2.0 PRECAUTIONS

BELOW ARE A FEW PRECAUTIONS THAT SHOULD BE TAKEN PRIOR TO AND AFTER INSTALLING THIS WIRING HARNESS:

1. Never disconnect the battery or the PCM Connectors while the ignition is turned 'On'.
2. Never short any wires in this harness to ground (with the exception of the 'Ground' wires) or damage to the PCM will result.
3. Never use a 'Test Light' to determine the condition of any circuits. A digital Volt/Ohm Meter with a minimum of 10-Mohm resistance is required to test any circuits. Do not back probe wires as this can lead to permanent wire damage.



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3.0 PRE-INSTALLATION REQUIREMENTS

THE FOLLOWING INFORMATION DETAILS SOME OF THE HARDWARE AND SOFTWARE REQUIREMENTS WHEN INSTALLING THIS HARNESS:

(SEE TABLE 2 FOR COMPATIBLE REPLACEMENT SENSOR PART NUMBERS)

1. All Vortec Engines will require the VATs System to be removed from the PCM. If the VATs is not removed from the PCM the engine will NOT start. Contact PSI for removal of this function.
2. Factory Stock Vortec Engines utilized four (4) O2 Sensors; two (2) Sensors on each side of the engine, one before and one after the catalytic converter. The rear O2 Sensors (after the catalytic converters) are **not** used with the PSI Harness. Provisions are provided for two oxygen sensors in the harness. (SEE TABLE 2 FOR SENSOR PART NUMBERS)
3. All Vortec Engines utilized an EGR, AIR Pump, and CCP features for emissions control. This harness does not include these provisions. EGR, Air Pump, and CCP are not necessary for engine operation. PCM reprogramming may be necessary to avoid storing a Diagnostic Trouble Code (DTC) for absence of emissions equipment.
4. If any sensors are missing or damaged, PSI recommends replacements listed in Table 2. Note that the PCM listed in Table 2 must be used.
5. It is recommended that you use a VSS when using a T56 or non-electronic automatic transmission (TH350, TH400, Powerglide, 700R4, etc). Failure to use a VSS can result in unexpected stalling during hard braking or an INOPERABLE THROTTLE BODY.
6. A two-position brake switch is also recommended when using drive by wire throttle body. The brake switch should have a second set of terminals that are closed (electrically connected) when the brakes **ARE NOT** being applied and open (not electrically connected) when the brakes **ARE** being applied. This is the opposite of a standard brake light switch. A brake switch kit is available through PSI (p/n KIT-1002), contact us to order.

CAUTION: FAILURE TO WIRE THE BRAKE WITCH CORRECTLY WILL RESULT IN A DANGEROUS SITUATION IN THE VEHICLE WHERE THE THROTTLE MAY STOP OPERATING!

4.0 TOOLS

Non-Standard Tools Required for Installation:

1. Terminal Crimping Tool
2. Wire Strippers
3. Electric Drill
4. 2" Hole saw (for the rubber grommet in the firewall)

5.0 ROUGH INSTALLATION/ROUTING

This harness was designed with the intent of PCM mounting in the passenger compartment (e.g. glove box, or under dash). This fuel injection harness has two sections, the Engine Compartment Section, and the Dash Section, reference Figure 1 below. Note that the Engine Compartment Section is on one side of the Grommet Seal and the Dash Section is on the other side.

- **ENGINE COMPARTMENT SECTION:** Includes wiring for the fuel injectors, coils, sensors, and transmission (if applicable).
- **DASH SECTION:** Includes ignition feed wire, DLC Connector, Underdash Wires, TAC Module Connector, PCM Connectors, Chassis Ground, and Fuse/Relay Center.



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- 1 = #1 Fuel Injector
- 2 = #2 Fuel Injector
- 3 = #3 Fuel Injector
- 4 = #4 Fuel Injector
- 5 = #5 Fuel Injector
- 6 = #6 Fuel Injector
- 7 = #7 Fuel Injector
- 8 = #8 Fuel Injector

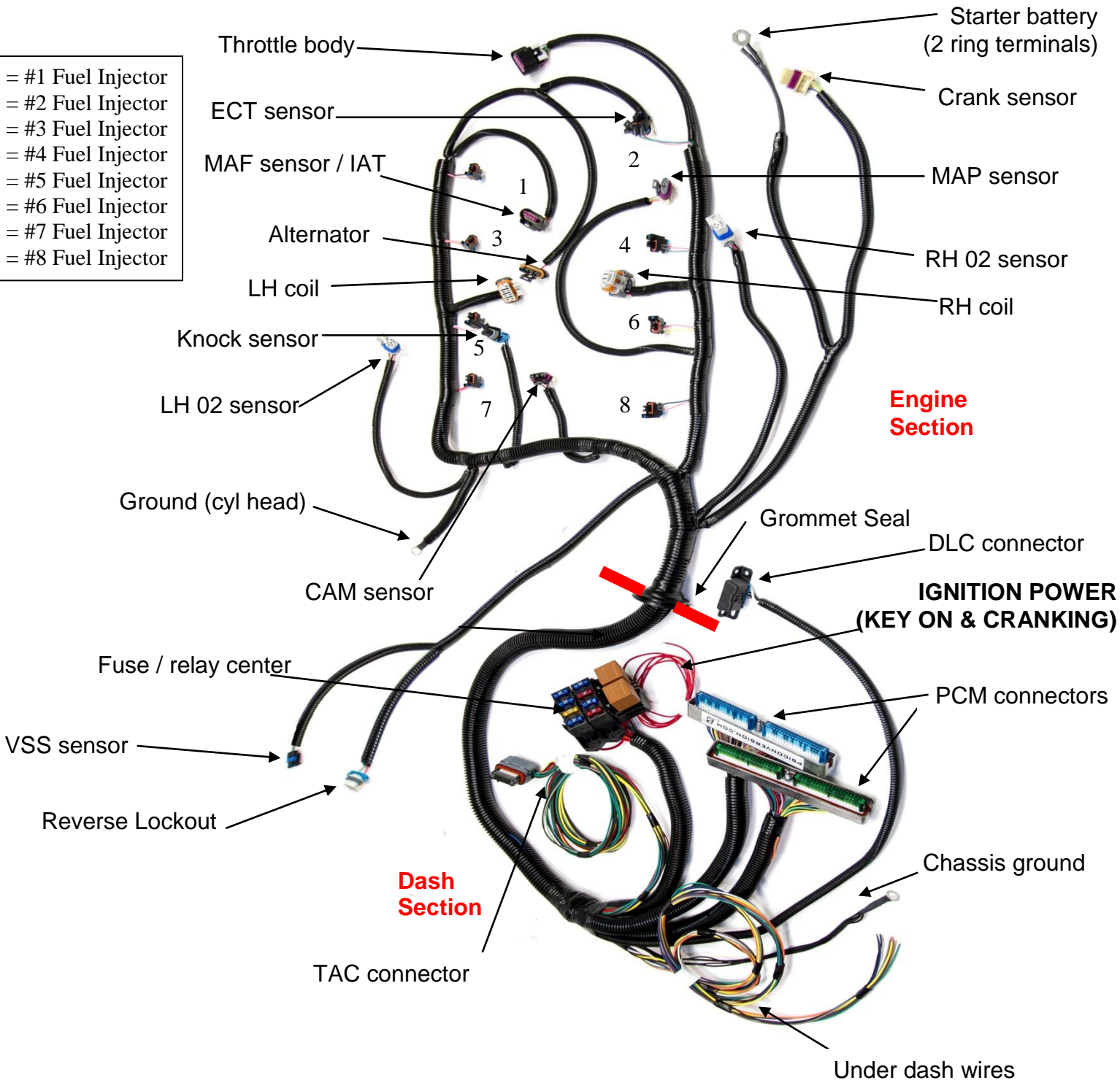


Figure 1 – Vortec w/4L60E Wiring Harness

NOTE: Routing your harness depends a great deal upon the particular make of the automobile and what extent you want to secure and conceal the harness.



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- 5.1 Decide where and how the PCM and Fuse/Relay Center will be mounted. PSI wiring harnesses are designed to mount either under the dash or in the kick panel on the right side. They must be no further apart than the wiring will allow.
- 5.2 A good exercise is to lay out the wire harness on the floor beside your vehicle and identify all the connectors and wires.
- 5.3 You will want to route the harness through and around open areas. Inside edges provide extra protection from hazards and also provide places for tie wraps, clips and other support.
- 5.4 Route the harness away from sharp edges, exhaust pipes, and the hood, trunk and door hinges.
- 5.5 Allow enough slack in the harness at places where movement could possibly occur (body to frame, frame to engine, etc.).
- 5.6 Familiarize yourself with the harness by locating each of the harness sections and by looking at the connectors on the wire ends, reference Figure 1.

NOTE: As with all automotive wiring, the grounding circuit is critical for proper operation. Ensure that there is secure grounding of the following, battery to engine, battery to chassis, engine to chassis, harness to engine, and harness to chassis.

This harness is equipped with Ground Wiring on the rear portion of the driver side cylinder head and adjacent the fuse block supplied with the harness.

- 5.7 Connect a ground strap or cable (minimum of a 4 Ga. wire) from the negative battery terminal to the chassis (frame).
- 5.8 Connect a ground strap (minimum of a 4 Ga. wire) from the engine to the chassis (frame). **DO NOT RELY UPON THE MOTOR MOUNTS TO MAKE THIS CONNECTION.**
- 5.9 Connect a ground strap from the engine to the body.



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6.0 HARNES INSTALLATION

CAUTION: BEFORE BEGINNING INSTALLATION, DISCONNECT THE POWER FROM YOUR VEHICLE BY REMOVING THE NEGATIVE BATTERY CABLE FROM THE BATTERY.

Connecting the Wiring Harness is a simple process and is detailed in the following steps.

- 6.1 Mark the position where the wiring harness will come through the firewall with a metal punch. Using a 2" hole saw, drill a hole in the firewall. Make sure to debur the hole with a file.
- 6.2 From **inside** the vehicle, feed the Engine Section of the wiring harness through the 2" hole. Push the grommet (already installed on the harness) into the hole until it is seated.

NOTE: Make no wire connections or permanent mounting of any kind at this time. Remember to route harness away from sharp edges, exhaust pipes, hinges and moving parts.

- 6.3 Route the engine compartment section to the top of the engine. The engine section is designed to be separated into left side (driver) and right side (passenger) sections, in much the same way as factory wiring. Each side is wire loomed separately, **BUT IS NOT LABELED**. The passenger side of the engine section has the connectors for the Throttle Body and MAP Sensor, reference Figure 1.
- 6.4 Route the driver side section between the driver side rocker cover and fuel rail.
- 6.5 Route the passenger side section between the passenger side rocker cover and fuel rail.
- 6.6 If applicable, route the transmission connector and VSS connector over the transmission case to the rear of the transmission.

CAUTION: WHEN ROUTING THE WIRES FOR THE VEHICLE SPEED SENSOR MAKE CERTAIN THAT THEY ARE AT LEAST 12 INCHES AWAY FROM ANY IGNITION WIRING (SPARK PLUG WIRES, ETC.).

- 6.7 Route the Battery Positive (**2 LARGE RING TERMINALS COVERED IN RED HEAT SHRINK**) and Crank sensor connectors behind the passenger head and under the exhaust manifold (header) to their respective locations.
- 6.8 Route the Fuse Block/Relay Center and PCM connectors to their preferred mounting locations. Position the PCM in its intended location (e.g. under the dash).

CAUTION: IT IS IMPORTANT TO AVOID PCM CONTACT WITH MOISTURE OR DAMAGE MAY OCCUR.

- 6.9 Route the under dash wires, Figure 1, to the driver side of the dash.



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7.0 ENGINE COMPARTMENT SECTION CONNECTIONS

- 7.1 Locate the black wires in the driver side group that end in two, small ring terminals and ground them to the engine Figure 1. (Commonly to the rear of the driver side cylinder head).
- 7.2 Using Figure 1 and specific connections indicated in Table 3 connect the wiring as directed.
- 7.3 Route the reverse lockout connector to the passenger side of the transmission and attach it.
- 7.4 Route the connector for the Vehicle Speed Sensor (VSS) and connect it to the Vehicle Speed Sensor on the tailshaft of the transmission.

NOTE: If using a 4L80E transmission, a separate Input Speed Sensor (ISS) connection will be present in the harness. This is plugged into the sensor towards the front of the transmission bell housing.

Connector	Connected To	Wire Colors	Check Completed
1	#1 Fuel Injector	Pink, Black	
2	#3 Fuel Injector	Pink, Tan	
3	#5 Fuel Injector	Pink, White	
4	#7 Fuel Injector	Pink, Red	
5	#2 Fuel Injector	Pink, Dark Green	
6	#4 Fuel Injector	Pink, Light Blue	
7	#6 Fuel Injector	Pink, Yellow	
8	#8 Fuel Injector	Pink, Dark Blue	
9	LH Coil	Black, Red, Dk Green, Brown, Lt Blue, Purple, Pink	
10	RH Coil	Black, Red, Dk Green, Brown, Lt Blue, Purple, Pink	
11	LH O2 Sensor	Tan, Purple, Black, Pink	
12	VSS Sensor	Green, Purple	
13	Transmission Connector	N/A	
14	MAF Sensor	Yellow, Black, Pink, Purple, Tan	
15	Alternator	Red, Brown	
16	ECT Sensor	Black, Yellow	
17	Throttle Body	Yellow, Lt Green, Brown, Black, Lt Blue, Purple, Dk Green, Grey	
18	Knock Sensor	Dark Blue, Light Blue	
19	MAP Sensor	Orange, Light Green, Grey	
20	Cam Sensor	Brown, Pink, Red	
21	RH O2 Sensor	Tan, Purple, Green, Pink	
22	Crank Sensor	Dark Blue, Yellow, Light Green	
23	Starter (Battery) (2X)	Large Ring Terminal (Black)	
24	Ground	Small Ring Terminals (Black)	
25	Reverse Lockout	Lt Green, Grey	

Table 1 – Engine Compartment Connection Checklist (Reference Figure 1)



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8.0 DASH SECTION CONNECTIONS

The wires in this section consist of the DLC, Ignition Feed, MIL indicator, Speedometer/Cruise Control Signal, Tachometer, TAC Module Connector Wiring, Primary Cooling Fan, Secondary Cooling Fan, Park/Neutral Signal, and Brake Signal wires.

CAUTION: DO NOT MAKE ANY CONNECTIONS WHILE THE PCM IS PLUGGED INTO THE HARNESS.

8.1 Using Figure 2 and specific connections indicated in Table 4, connect the wiring as directed. All connections in Table 4 are required unless otherwise noted.

NOTE: A fuel pump relay is provided with the signal side of the relay being pre-wired from PSI. However, in order to provide a clean installation, the feed and output sides of the relay are not wired. PSI has provided you with two blade terminals to complete this circuit. Ensure that properly sized and fused wiring is used, depending on the capacity of your fuel pump. Measure the length of wire needed to reach the fuel pump, strip the wire and crimp the supplied blade terminal onto the wire. Insert the terminal into the relay holder per Figure 2. Perform the same operation for wiring the power supply side of the relay ensuring that the wire is run from an appropriate power source.

CAUTION: BE SURE TO PROPERLY GROUND AND FUSE YOUR FUEL PUMP OR ENGINE DAMAGE MAY OCCUR.

8.2 Connect the 2 PCM connectors to the PCM, **BEING CAREFUL NOT TO BEND ANY PINS.** Connectors are color coded to prevent incorrect installation.

8.3 All wires not being used should be individually taped and secured to prevent electrical shorting.

8.4 Permanently mount your PCM, TAC Module, and Fuse/Relay Center. PSI offers a PCM Bracket, P/N ACC-1030, for easy mounting of the PCM. Contact PSI for details.

8.5 After all connections have been made throughout the harness, reconnect the battery.

CAUTION: BE SURE THE IGNITION IS OFF WHEN YOU RECONNECT THE BATTERY OR DAMAGE TO THE PCM WILL OCCUR.

NOTE: In **STOCK CONFIGURATION** Fan #1 will come ON at 226F and go OFF at 221F Fan #2 will come ON at 235F and go OFF at 230F. If PSI programmed your PCM, your fans will be set to come on at 195 and 205, respectively.



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UNDERDASH WIRES (BUNDLED TOGETHER)			
WIRE COLOR	CONNECTED FROM	CONNECTED TO	CHECK IF COMPLETE
Brown	MIL Lamp Ground	Through Automotive Light to 12V	
Black	Speedometer (Optional)	Speedometer Module	
White	Tachometer (Optional)	Electronic Tachometer	
Dk Green	Fan 1 Ground (Optional)	Ground Side of Customer Supplied Fan 1 Relay	
Dk Blue	Fan 2 Ground (Optional)	Ground Side of Customer Supplied Fan 2 Relay	
Orange	Clutch Position (Optional) *NOT NEUTRAL SAFETY*	To Ground (While Clutch is Depressed)	
Yellow	Brake Signal	To 12V (Brakes Applied)	
Purple	Brake Signal / TCC Ground	To 12V (Brakes Not Applied)	
Grey	ECT Lead (Optional)	Water Temp (98-02 F-Body Gage Cluster Only)	
Tan	Oil Pressure Lead (Optional)	Oil Pressure (98-02 F-Body Gage Cluster Only)	
UNDERDASH WIRES			
Black Multiple Wires	Chassis Ground Ring Terminal	Chassis Ground	
N/A	Fuel Pump (Line)	To 12V Battery Power	
N/A	Fuel Pump (Load)	To Fuel Pump	
Red	Ignition Feed (Relay Center)	12V Fused Switched Power (KEY ON and CRANKING)	
Multiple	PCM Connectors	PCM	
Multiple	TAC Module Connector	TAC Module	
White	A/C Request (Optional) (at PCM Connector)	12-Volts when A/C turned ON	
CRUISE CONTROL WIRES (COMING FROM TAC CONNECTOR)			
WIRE COLOR	CONNECTED FROM	CONNECTED TO	CHECK IF COMPLETE
Grey	Cruise Control (Optional)	Cruise Control On/Off (12-Volts)	
Dk Blue	Cruise Control (Optional)	Cruise Set/Coast (Momentary/Normally Open)	
Black	Cruise Control (Optional)	Cruise Resume/Accel (Momentary/Normally Open)	

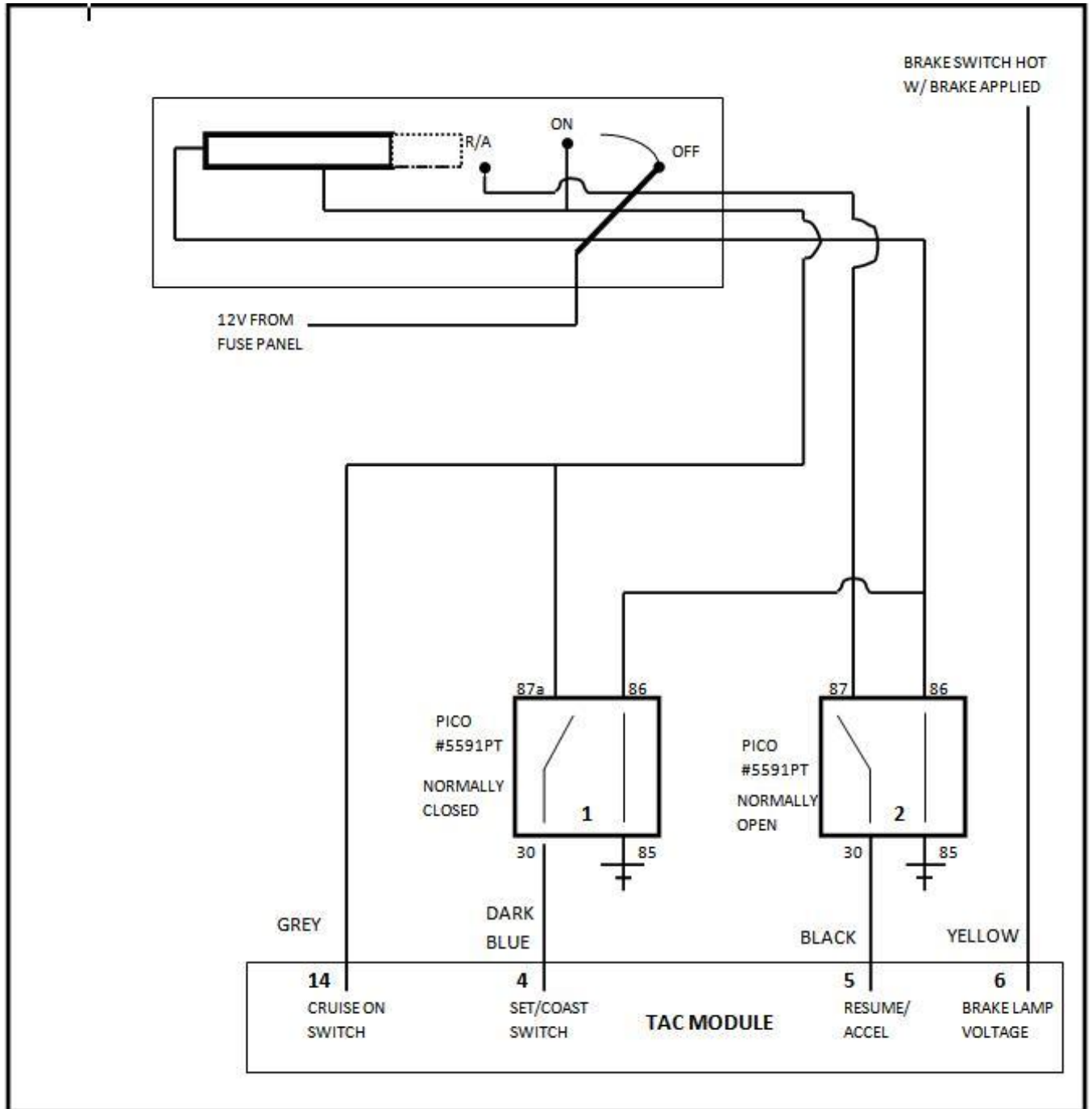
Table 4 – Underdash Wiring Checklist

For information on Normally Closed Cruise control switches, see the diagram on the next page.



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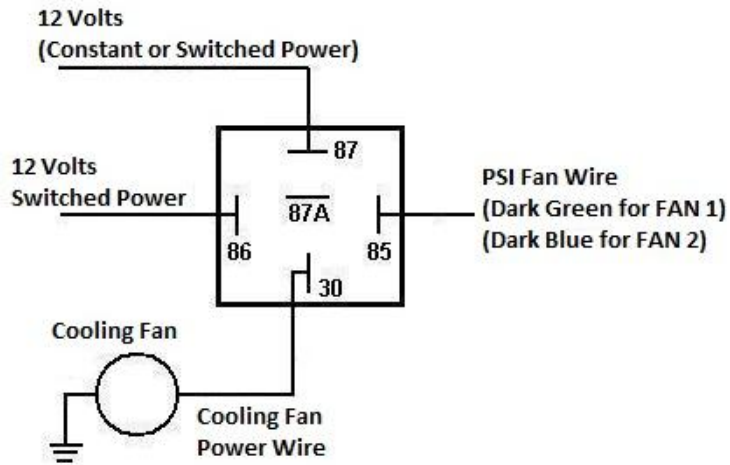
NOTE: If using a **Normally Closed Cruise Control switch**, follow the diagram below to wire up your cruise control.



NORMALLY CLOSED CRUISE CONTROL SWITCH DIAGRAM

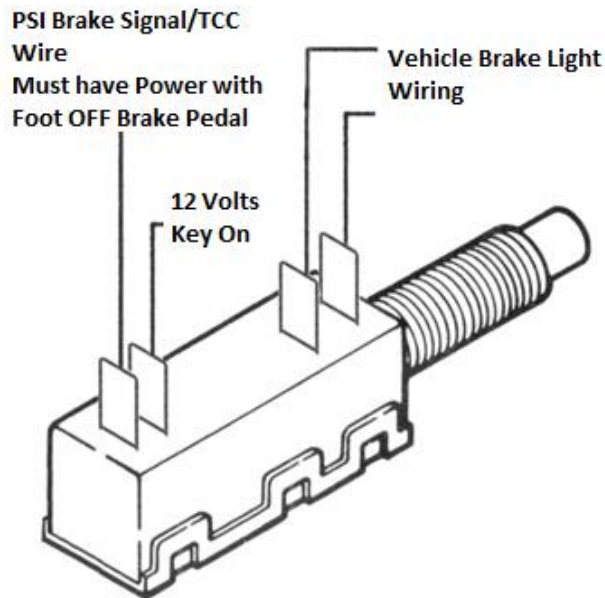


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Cooling Fan Relay Diagram

(PURPLE WIRE TO
THIS TERMINAL)



TCC Brake Switch Diagram

CONGRATULATIONS! Your PSI Vortec Fuel Injection Harness installation is complete.



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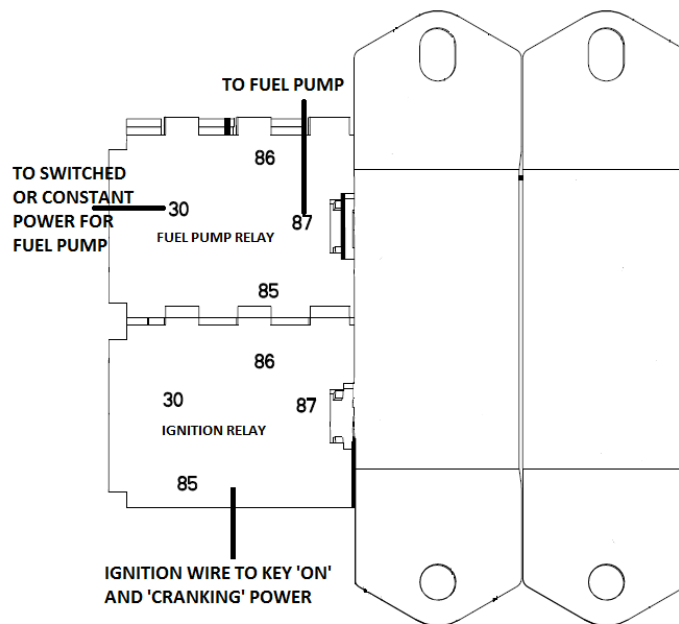
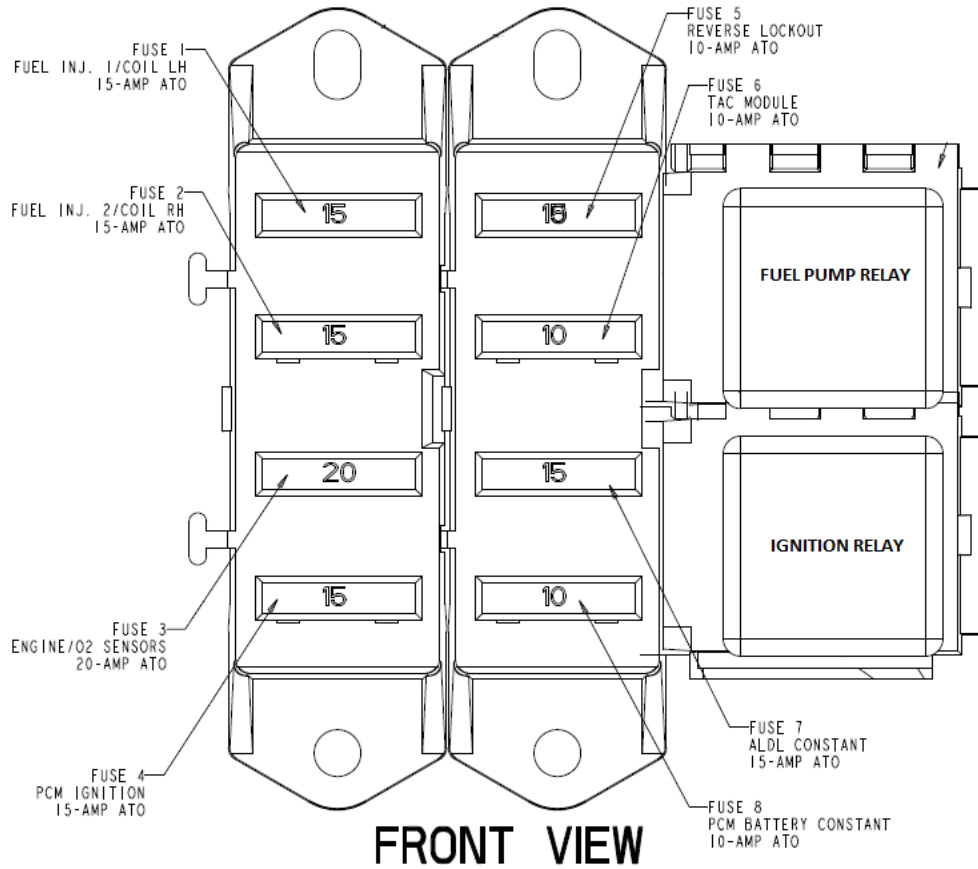


Figure 2 - Fuse/Relay Center (Front and Back View)



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9.0 TROUBLE SHOOTING INSTRUCTIONS

If you are having trouble with your engine running poorly or not running at all, first perform basic trouble shooting (ensure that you are using the correct parts, see Table 2), check for faulty connections, blown fuses, disabling of VATS in PCM, spark, timing, fuel pressure, etc., then see if the PCM has stored a trouble code in its memory.

CHECK THE FOLLOWING ITEMS PRIOR TO CONTACTING PSI.

NO-START

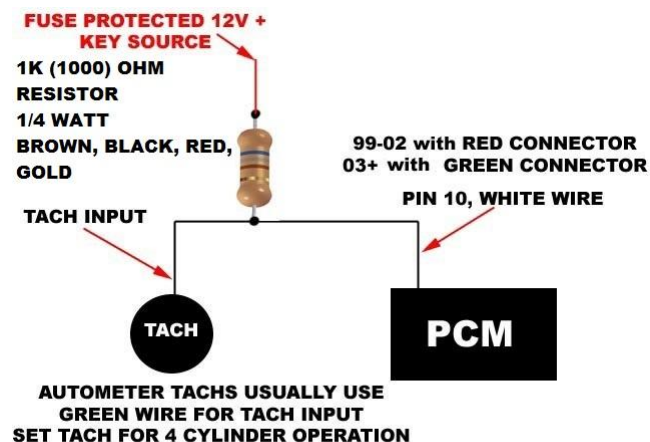
1. Red Ignition Wire (From back of Fuse/Relay Center) has 12-volts with the Key in the **ON** position and **CRANKING** positions. This cannot be stressed enough, most NO-START conditions can be traced to this wiring issue.
2. Check Fuel Pressure for correct value (Approximately 58-psi).
3. Check that Fuel Injectors are firing. In many cases, engines which have been sitting for a few months have old fuel which has turned to varnish and clogged the injectors. A simple way to check if the injectors are clogged is to place a NOID LIGHT (Available at most autoparts stores) in the injector plug while cranking the engine. If the plug lights up, then the injectors are being commanded to fire. If the spark plugs are firing, the fuel pressure is correct, then the injectors are clogged and must be cleaned.

COOLING FANS STAY RUNNING

1. Check Engine Light is connected properly.
2. Trouble Codes exist.

TACHOMETER READING INCORRECT

1. Make sure TACH is set for 4 CYLINDER Mode.
2. Most AUTOMETER brand Tach gauges require a resistor to be added to the tach circuit. Follow the diagram below to add the resistor.





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9.1 “CHECK ENGINE” LIGHT

Normally, the “Check Engine” or “MIL” indicator light should come on when the ignition is turned on, then go out a few moments after the engine starts running. If it reappears, or stays on while the engine is running, the PCM has detected a problem and a trouble code has been set.

9.2 RETRIEVING TROUBLE CODES FROM THE PCM

9.2.1 In order to retrieve the trouble codes stored in the PCM, a scanner must be connected to the DLC connector. Follow the instructions provided with the scanner to read the codes set in the PCM. (Normally with the ignition in the “ON” position, but with the engine NOT running).

9.2.2 After you have read any codes, document them for reference. Remove the connector from the DLC connector.

NOTE: A code indicates a problem in a specific circuit, **NOT THAT A PARTICULAR PART IS DEFECTIVE.**

9.2.4 Before taking more extensive correction actions for any trouble codes, make sure that all connections on the indicated circuit, **INCLUDING THE PCM**, are clean and tight. Inspect the wiring in the circuit for any broken, shorted, or exposed wires. Finally, insure all ground wires are clean and secure.

9.2.5 If a trouble code is detected and the problem has been fixed, clear the codes by first making sure the ignition is off, then disconnecting the **NEGATIVE** battery cable for at least 3 minutes.

10.0 TECHNICAL SUPPORT

PSI harnesses are built with the highest regard to quality control, and all products are 100% quality inspected. Before contacting us, please double check all connections and perform normal basic trouble shooting (fuel pressure, timing, ignition system, etc.).

(SEE TABLE 2 FOR COMPATIBLE REPLACEMENT SENSOR PART NUMBERS)

If you have any questions concerning the installation of this harness, feel free to call **Performance Systems Integration** 732-444-3277. Email questions to TECHSUPPORT@PSICONVERSION.COM or visit <https://www.psiconversion.com/tech/faq.html> to view our frequently asked questions.



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TABLE 2. COMPATIBLE PARTS

Item Description	Part Number
Main Computer (PCM)	GM Service# 12586242
Manifold Absolute Sensor (MAP) Sensor	GM# 16212460 / Delco# 12614970
Engine Coolant Temperature (ECT) Sensor Engine Coolant Temp Sensor (3 wire for F-Body gauge cluster ONLY)	GM# 15326388 / Delco# 213-953 Delco# 12551708 (3 wire sensor used with F-Body Gauge cluster ONLY)
Oil Pressure Sensor	GM# 12562267 (For use with F-Body Gauge cluster ONLY)
Knock Sensor	GM# 10456603 / Delco# 213-3521
Ignition Coil	GM# 12558948 / Delco# D-580
Oxygen (O2) Sensor	GM# 12587785 / Delco# 213-1702
Throttle Position Sensor (TPS)	GM# 12570800 / Delco# 2172293
Mass Air Flow (MAF) Sensor	GM# 25168491 / Delco# 213-364
Cam Position Sensor	GM# 15904068 / Delco# 213-363
Crankshaft Position Sensor	GM# 12560228 / Delco# 213-354
TAC Module	GM# 12573059
Accelerator Pedal Position Sensor	GM# 12565643

PERFORMANCE SYSTEMS INTEGRATION LIMITED WARRANTY AND RETURN POLICY

All products manufactured and/or sold by **Performance Systems Integration (PSI)** are warranted to the original purchaser to be free from defects in material and workmanship under normal use. **PSI** will repair or replace defective products without charge during the first 12 months from the purchase date. No products will be considered for warranty without a copy of the purchase receipt showing the sellers name, address and date of purchase. The buyer is responsible for returning the product to **PSI** to initiate the warranty procedures. If defects occurred under what **PSI** deems to be normal use, product will be returned free of charge.

Performance Systems Integration shall in no event be liable in contract or tort (including negligence) for special, indirect, incidental, or consequential damages, such as but not limited to, loss of property damage, or any other damages, costs or expenses which might be claimed as the result of the use or failure of the goods sold hereby, except only the cost of repair or replacement.