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Wiring Harness and Setup Instructions

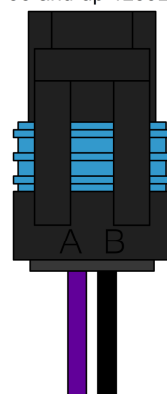
(For Catalog Number: USQ4GM1 - Quick 4 Transmission Controller and wiring harness package for GM 4L80E and 4L60E transmissions)

To accommodate all configurations of the GM 4L80E and 4L60E transmissions, we have included both the early-style (large) and late-style (small) output shaft speed sensor connector harnesses. The output shaft speed sensor harnesses include the OEM connector on one end and the 4-pin white plastic shell that connects to the "TSS" connector of the Quick 4 controller on the other end of the harness. Both harnesses contain two wires (black & purple) and are labeled "Output Shaft (rear) Speed Sensor" with either an "-early" or "-late" designation. We have also included a third connector for the input shaft speed sensor that is used in the 4L80E transmission. This will be labeled as "Input Shaft (front) Speed Sensor" and should be added to the speed sensor harness for 4L80E applications. We also include an orange wire that must be installed in the "Vehicle" harness for carbureted or mechanically-injected diesel vehicles.

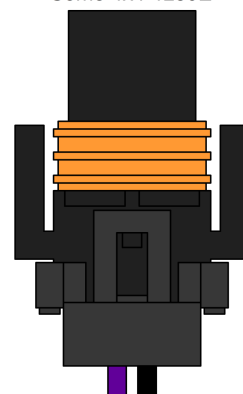
4L60E, 4L65E, and 4L70E Transmissions

Early transmissions will need to use the larger, early-style connector harness for the output shaft speed sensor. Later-model transmissions will need the smaller, late-style output shaft speed sensor connector harness. The input shaft speed sensor connector will not be needed for this transmission.

Most 4L80E
96-and-up 4L60E



Pre-96 4L60E
Some 4x4 4L80E



The Quick 4 controller in this package comes pre-loaded with a calibration for a 4L80E transmission. In order to use it with a 4L60E - 4L70E transmission, you will need to load the 4L60E calibration.

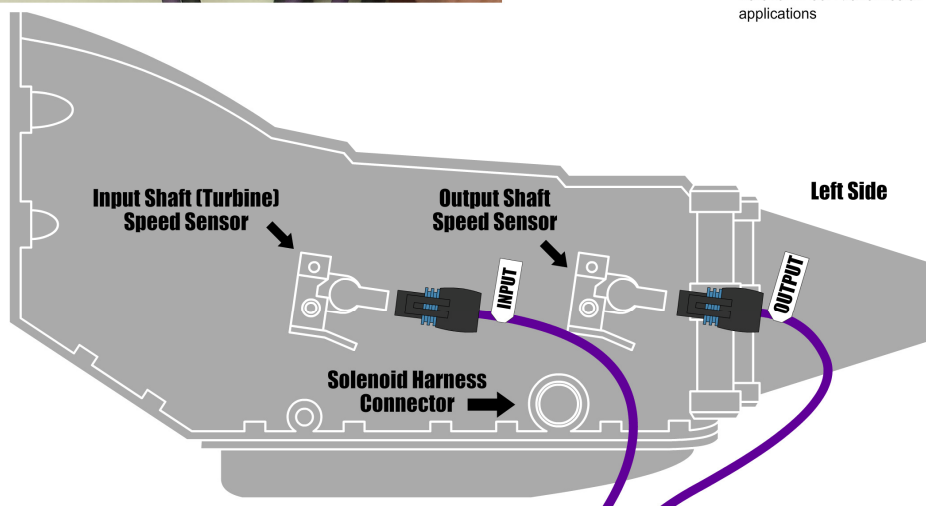
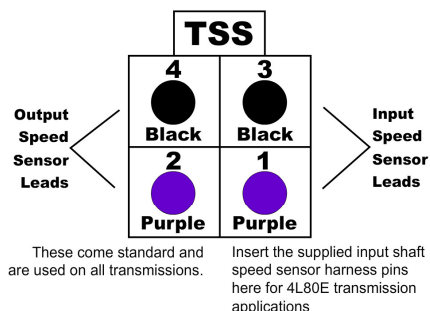
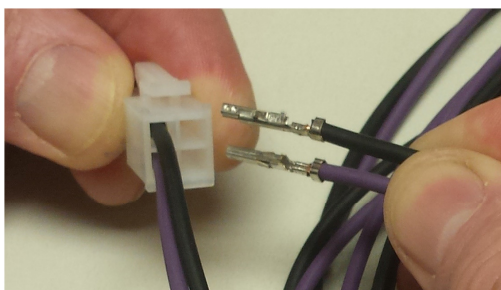
The video at this link (youtu.be/AUt3N2hWUdM) will show you how to install our tuning software and set up the controller for operation.



4L80E and 4L85E Transmissions

Most 4L80E transmissions will use the smaller, late-style output shaft speed sensor connector harness. The only exception is for some four wheel drive transmissions that don't have an output shaft speed sensor tone ring installed. These transmissions will need to use a transfer case-mounted speed sensor, which will require the early, large-style output shaft speed sensor connector. Some of these transmissions will have a cup plug installed in the output shaft speed sensor hole and others will have a non-functional (due to the missing tone ring) sensor installed. If you are

not sure if the tone ring is installed, remove the sensor and inspect the hole to see if the tone ring teeth are present. For 4L80E applications, you will need to add the input shaft speed sensor connector to the correct output shaft speed sensor harness. Insert the input shaft speed sensor harness pins into the TSS connector shell according to the above illustration.



Carbureted and Mechanically-Injected Diesel

These applications will require the addition of a "stand-alone" throttle position sensor to the carburetor or fuel injection pump. To provide the needed +5 Volt power to the throttle position sensor, you will need to add the orange TPS supply wire to the "Vehicle" harness as shown below. Do not add the orange wire for electronic fuel injection (EFI) applications where the throttle position sensor is shared with the engine computer. In those cases, the engine computer provides power to the throttle position sensor and the orange wire should never be used.

