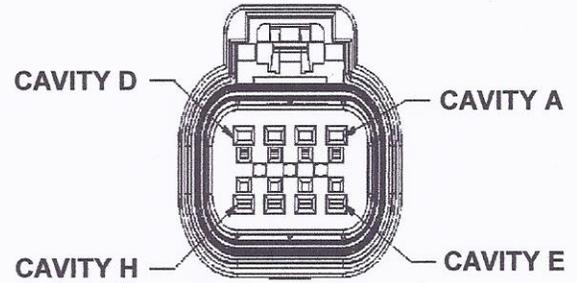
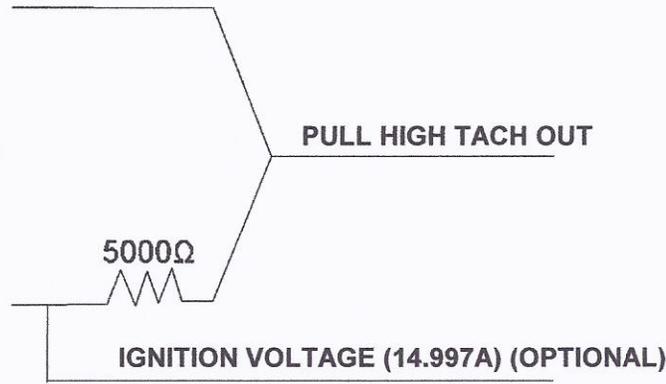


A tachometer signal is included in the bulkhead connector (see below). This is a 2 pulse/rev output which may correspond to a 4-cylinder setup in some tachometers or transmission controllers. Note the signal is a low voltage square wave, some tachometers or transmission controllers may need a pull-up resistor in order to read the signal. This detail is left to the user, however the following circuit has worked with numerous devices – the resistor value may need to be changed if your device does not read this output properly.

**BULKHEAD**

- High Speed GMLAN Data BUS(-) ..... A
- MIL Control ..... B
- ENG Speed (TACH OUT) ..... C
- Vehicle Speed Signal ..... D
- MAP Sensor Signal ..... E
- Plug ..... F
- High Speed GMLAN Data BUS(+) ..... G
- Oil Pressure Signal ..... H
- TP Sensor 2 Signal Throttle ..... I
- Constant (Fused) Power ..... J
- Ignition Voltage (15A) ..... K
- Ground ..... L

**CONNECTOR P/N: 15326849**



- An oil pressure output is included in the bulkhead connector and can be used for a pressure gauge if desired (see below for scaling). The oil pressure sensor comes already installed on the crate engine, but this connection is optional and is not used by the control system. (Note some versions of Oil Pressure Sensor will not connect to this harness. If your sensor will not connect, you will need to replace the sensor with GM Part Number 12616646 if the oil pressure output is desired)
- A vehicle speed output is included in the bulkhead connector for use with auto-scaling speedometers. The vehicle speed sensor connector in the harness must be attached to a variable reluctance type speed sensor (typical of most late model GM automatic transmissions) for this to function. Attachment of a vehicle speed sensor is optional and not required by the ECM.

ALL INFORMATION WITHIN  
 ABOVE BORDER TO BE PRINTED  
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 WHITE 16 POUND NON-BOND  
 RECYCLABLE PAPER.  
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