1: Connect the ground and power cable first (Black and Pink from back of controller).
The 12V- Negative (BLACK) must have a good connection to the vehicle chassis or Negative wire from the factory wiring harness a minimum wire size of #18 is recommended. Without a good ground the controller will not function properly. The 12V + Positive (PINK) should be connected to the fuse block on the ignition switch side so that the power is switched OFF and ON with the Ignition. Should only be connected to a 10 AMP fuse DO NOT use with a fuse larger then 10 amps.

2: Wiring the transmission connector can be done next.
If you have a vehicle that came with a computer controlled transmission and you are keeping the same model of transmission then we suggest not cutting the entire wiring harness. You will only need to locate the correct wires for each solenoid and cut it so it can then be spliced to the control harness. That will save you from having to reconnect the power wires and ground wires. There are 4 to 6 major connections to be made. See the included wiring diagram for your model of transmission.

3: Making the connection to the VSS (vehicle speed sensor).
The controller has 2 wires that are used to connect a VSS sensor. The wires coming from the controller are not color coded to match any specific model sensor. (VIOLET = Signal and YELLOW wire = GND)
This signal is the primary signal to control the shifting of the transmission and is critical for controller and transmission operation.

4: Torque Converter Clutch Engagement over-ride switch. (BLUE wire)
The Torque Converter Clutch (TCC) can be locked or unlocked with this switch. This must be a momentary (pushbutton or toggle) type switch. It should be connected to chassis ground on the other side of the switch so when applied it momentarily grounds the wire to the controller. The TCC will disengage under a set MPH or when the transmission down shifts from OD (4th to 3rd). The speed for which it disengages is adjustable in the setup menu on the controller.

5: Launch Mode switch. (WHITE wire)
This feature works similar to a transbrake and should only be used when racing. This must be a momentary (pushbutton or toggle) type switch. It should be connected to chassis ground on the other side of the switch so when applied it momentarily grounds the wire to the controller.
The only way to correctly splice two stranded copper wires is by soldering them. If you are not familiar with the process there is a good illustration on WikiHow. https://www.wikihow.com/Splice-Wire

We recommend that you DO NOT USE butt connectors for any automotive wire splicing.

Warning! Maximum voltage to the BLUE TPS wire not to exceed +5V.
TCM920 series Controller
Button Functions

Mode
Next – Save

UP

Back

DOWN

Mode – Next – Save

Up = Add to adjustment or Display change.

Back = Back to previous adjustment menu.

Down = Subtract from adjustment or Display change.

There are 3 different monitor/display views while in Autoshift mode Primary = MPH and Gear
Use the UP button to change the menu mode during run mode.
• The DOWN button will turn ON the Full Manual shift Mode while the controller is powered
  • (must have the optional Gray input connector cable).

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Optional Gray 6 conductor cable for manual shift mode input

<table>
<thead>
<tr>
<th>Wire Color</th>
<th>Function</th>
<th>Connection</th>
<th>16 pin plug</th>
</tr>
</thead>
<tbody>
<tr>
<td>RED</td>
<td>Power</td>
<td>5V + to Trim POT</td>
<td>Vref side</td>
</tr>
<tr>
<td>BLACK</td>
<td>Ground</td>
<td>Switches and POT</td>
<td>Ground side</td>
</tr>
<tr>
<td>WHITE</td>
<td>LP Signal</td>
<td>Trim POT - Output</td>
<td>Output</td>
</tr>
<tr>
<td>GREEN</td>
<td>DOWN Shift</td>
<td>Down shift switch</td>
<td>N/O side</td>
</tr>
<tr>
<td>BLUE</td>
<td>UP Shift</td>
<td>Up shift switch</td>
<td>N/O side</td>
</tr>
<tr>
<td>TAN or ORG</td>
<td>TCC Control</td>
<td>TCC switch</td>
<td>N/O side</td>
</tr>
</tbody>
</table>

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