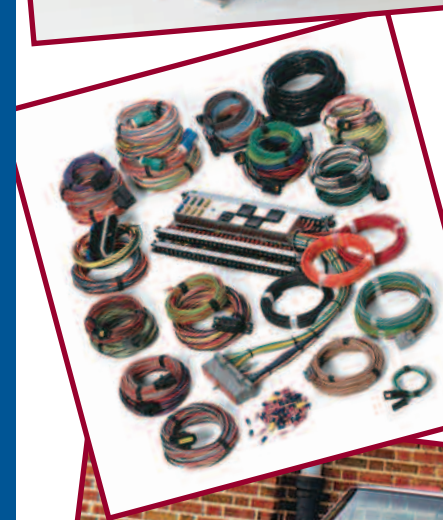


# The Detail **ZONE**



**Fuel Injection Wiring Systems**

**877-968-7842**

**TheDetailZone.com**

The Detail Zone was started as an extension of my love for cars. Not only is street rodding a profession for me, it's a hobby with passion. With over ten years of experience in the automotive aftermarket working for Ron Francis Wiring, I have the knowledge and contacts to fill the niche.



Though The Detail Zone began in 2001 as an internet retailer for several successful lines of street rod products, in December 2002 TDZ purchased the successful fuel injection product line (known as TELORVEK) from Ron Francis. We have had great success with this line and have expanded the product offerings significantly, becoming the industry leader for many of these products.

The relationship between TDZ and Ron Francis Wiring was expanded in late 2007, and I can now add owner and president of Ron Francis Wiring to my resume. I am extremely excited to be the owner and operator of two successful companies that provide such a broad spectrum of quality electrical products to the industry, along with exemplary customer service.

Thanks for checking out our catalog and products, we look forward to providing you with a positive experience that will make the wiring an enjoyable part of your project.

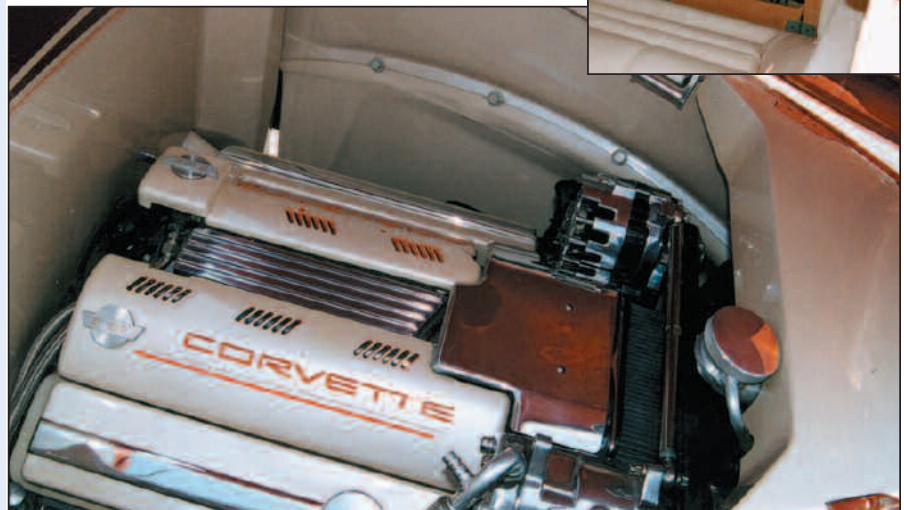
Scott Bowers

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## Our Fuel Injection Philosophy

- Choose the location of the computer
- Mount components where you want
- GM color codes
- Color instructions on selected harnesses
- Easy to read printed wires
- Superior customer service



Don Panzer of Philadelphia shows off his Telorvek panel installation in a very convenient location. His '37 has been wow-ing crowds on the East coast!

# TELORVEK FUEL INJECTION

The Telorvek design has been around for over 15 years. The Telorvek panel is a link between the engine sensors and computer. This allows the adjustment of wire lengths to create an exceptionally neat installation along with the advantages of superior troubleshooting plus you can mount the computer anywhere inside the vehicle.



All Detail Zone fuel Injection systems include necessary connectors for that particular application, including single or dual fans when required. These systems are complete and operate the engine in closed loop, which allows the engine to RUN LIKE FACTORY. Diagnostic Scan Tool connections and Malfunction Indicator Lamp Circuits (MIL) are supplied for each application, allowing the system to be scanned at any OEM dealer or repair facility.

No one offers fuel injection systems that duplicate the original GM and Ford circuitry as well as ours do. Telorvek is the only name you can trust when it comes to EFI wiring. Our units provide performance, gas mileage and drive-ability like a factory system.

Typically no special prom changes, computer reprogramming or trick parts are necessary. Everything is available from your local dealership. We supply the correct, new GM or Ford connectors, as required along with crosslink, fire resistant wire. The wires are printed every 10 inches with the sensor and terminal it connects to (example: TPS->10). The kits come with 20 feet of wire for each sensor that is simply trimmed to length, terminals installed and connected to the Telorvek panel. This allows the engine computer to be put under the front or rear seat or the trunk if desired. Some panel models contain fuel pump and cooling fan relays in the panel cover as required.

Another advantage of the Telorvek design is the capability of using the panel as a breakout box that Ford and some GM diagnostic procedures require to take voltage readings of different circuits. This can easily be accomplished off the terminal block on the Telorvek panel. All models of the panel have the service engine soon light built into the cover and the wiring is also provided for a dash-mounted light. Any GM or Ford dealership will appreciate the clarity of the Telorvek system and immediately understand its design. If space under the dash is limited this is an excellent kit to install.

The Detail Zone has an extensive list of Electronic Fuel Injection harnesses for 1985 and newer engines. Our application lists show which model engine fuel management harnesses are a precise replacement. In cases where we do not show your engine year but an earlier model is available, we can usually supply you with the older model wiring that will operate the newer engine with changes in components, sensors or other parts for the engine. This change usually requires obtaining the older model PCM.

## GM TPI WIRING

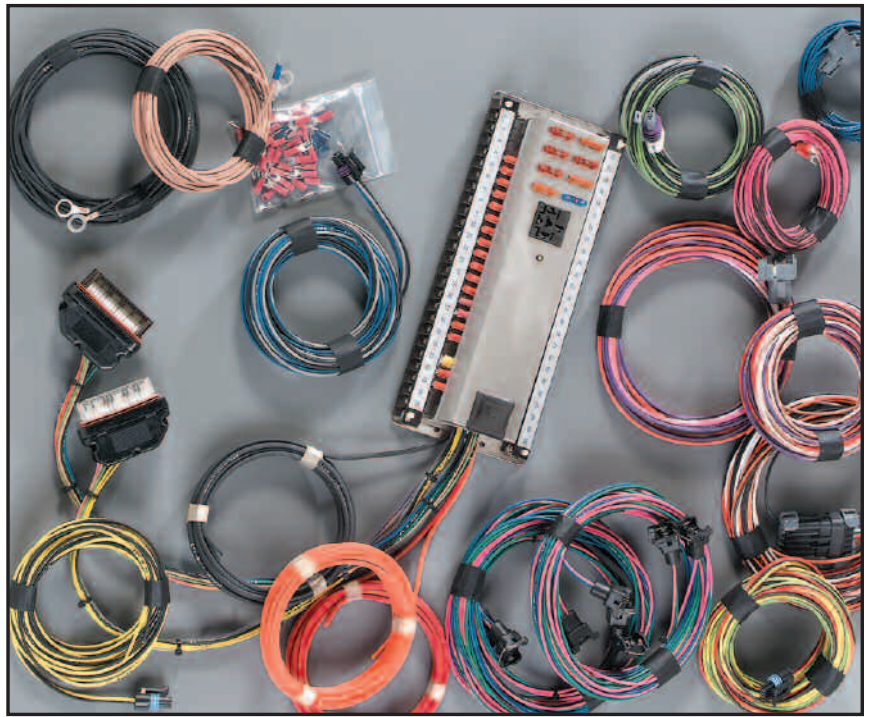
### Mass Air Flow harness for modified GM Tuned Port Camaro/Firebird/Corvette 5.0, 5.7 Engines (1985-1992):

Excellent choice if your engine has been modified with a larger cam or higher compression and you are concerned about vacuum. The M.A.F. sensor controls fuel calibration to the engine much better than the speed density system if the engine has been modified. M.A.F. sensors were used on 1985-1989 engines. However, newer modified 1990-1992 engines can be wired this way also using this sensor with the 1985-1989 engine computer. Requires Camaro/Trans Am/Corvette ECM 16198259.

### GM Tuned Port Injection Camaro/Firebird/Corvette - 5.0, 5.7 - Engines (1985-1992):

Our harness upgrades the 1985 through 1989 engines by running them on the 1990-92 Camaro or Firebird computer. Using the 1985-89 engine, the computer, prom, and knock sensor will have to be changed to 1990-92 components. This system uses a M.A.P. sensor for fuel calibration instead of a mass air flow sensor. You benefit from an easier installation by not having to install the mass air flow sensor which is encased in a big, hard to route, air intake tube. All necessary computer controlled sensors are utilized as in the original vehicle. The transmission types available were 700R4, 4L60 and the manual transmissions behind the engine. You can also use the turbo 350 and 400 transmissions. The ECM requires a four thousand pulse per mile speed input. Requires 1990-1992 Camaro/Trans Am/Corvette ECM 1227730, Prom and Knock Sensor.

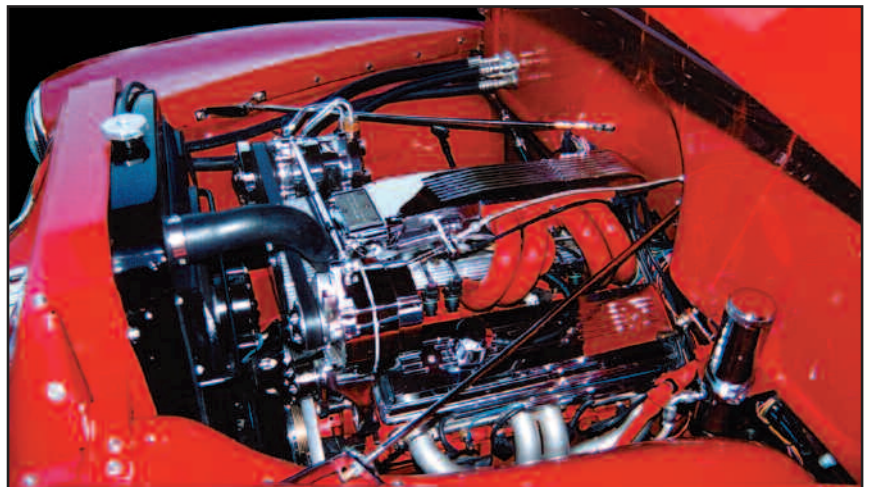
**GM 3.1 V-6 Camaro Harness (1990-1992):** We now offer a harness for this potent V-6 found in the Camaro.



Description	Part#	Price
GM TPI with MAF, 85-89 305/350 Harness	TP-30	\$499.00
GM TPI 90-92, 305/350 Harness	TP-50	\$449.00
GM 90-92, 3.1 Camaro V-6 Harness	TP-52	\$549.00



*Bob Barry of Barry's General Repair in Preston, CT powers his luscious burgundy '48 Chevy Truck with a 350 TPI for power and reliability!*



## GM LT-1 WIRING

**GM LT-1 5.7 Engine (1992-1997):** The 1992 and newer Corvette LT-1 engine is rated at 300 HP. In 1993 GM installed the LT-1 in the Camaro, Trans Am/Firebird (275HP) Chevy Caprice and Buick Roadmaster plus some Cadillac models (265 HP). The transmissions available were 4L60, 4L60-E, and manual. You can use the turbo 350 and 400 on 1992 and 1993 engines. The 1992 and 1993 ECM's require four thousand pulse per mile while the 1994 and newer engines require an eighty thousand pulse per mile speed signal.

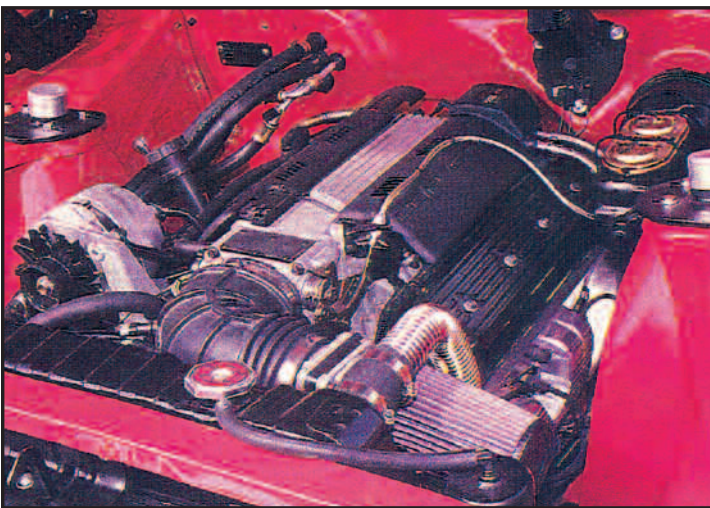
### DIFFERENCES

The LT-1 engine itself has stayed pretty much the same throughout the years it has been produced. In 1992 & 1993 the LT-1 was wired as a speed density (M.A.P.) type system and in 1994-1995 the LT-1 was wired as a mass air low sensor system. The injectors on the 1992 and 1993 LT-1 engine are activated one side at a time. In 1994 GM went to a sequential fuel injection which activates each injector one at a time. According to GM, these changes did not increase horsepower.

In the 1993 (and with other older ECM's), a prom would be installed in the computer to tell the ECM what size engine it was controlling, rear ratio of the car, tire size, type of transmission, just to name a few things. Starting in 1994 the prom is built into the computer and if purchased new must be programmed with the engine and other information before it can be used. A GM dealer or The Detail Zone can perform this service for you.

While we established that the engine is pretty much the same no matter which vehicle model it was installed in, they are wired differently. For example if you wire it as a 1992-1997 Corvette you will have to use both an ECM and CCM (Central Control Module) in order to receive serial data which is necessary to trouble shoot. Wire it as a Camaro or Firebird and it will still give you great performance at a lot less cost. From our tests it doesn't matter how it is wired, Corvette or Camaro/Firebird, we have tried it both ways and could not see any performance difference.

Description	Part#	Price
GM LT-1 93 Camaro/Firebird	LT-50	\$549.00
GM LT-1 94-95 Camaro/Firebird	LT-60	\$699.00
GM LT-1 96-97 Camaro/Firebird	LT-60A	\$725.00
GM LT-1 92 Corvette Harness	LT-40	\$549.00
GM LT-1 93-95 Corvette Harness	LT-70	\$750.00
GM LT-1/4 96 Corvette Harness	LT-70A	\$775.00
GM LT-1 94-95 Impala/Caprice/Buick	LT-60C	\$725.00
GM LT-1 96-97 Impala/Caprice/Buick	LT-60B	\$750.00



*We did a 'NEAT' job of locating the Telorvek panel and Computer in the trunk of this '63 Nova!*

## GM LS-1 WIRING

### 1997-2002 Corvette and 1998-2002 Camaro/Firebird LS-1:

First introduced in the 1997 Corvette and then available in the 1998 Camaro and Firebird, this is GM's generation III small block engine design. All aluminum block and heads, six bolt main caps, and individual ignition coils for each cylinder are just a few of the new designs implemented on this engine.

While the Camaro/Firebird and Corvette engines are similar, the Corvette version is impractical to install in most aftermarket applications. While still listed as 4L60-E (automatic) transmission (also available in manual), the transmission was moved back to the rear of the vehicle as a transaxle. The Camaro/Firebird engine version transmission still bolts direct to the engine block and is labeled a 4L60-E. The Corvette version of this engine utilizes an electric motor mounted on the throttle body (called Drive-By-Wire) utilizing various sensor inputs to control engine RPM (acceleration). Aftermarket applications require conversion to a 1998 Camaro throttle body for accelerator cable control. Cable driven speedometers used on older type transmissions (4L60/ 700R4/Turbo 350) cannot be used with this engine.

If you plan to use the Corvette engine version, it is best that it be wired as Camaro/Firebird. The engine computer for the 1998 Corvette and Camaro/Firebird are the same part number, however the Corvette computer must be reprogrammed to utilize the Camaro/Firebird programming. This engine utilizes the OBD II diagnostic system and if all emissions sensors are not utilized, trouble codes will set in a factory programmed ECM. We offer LS-1 reprogramming services. We can remove all emissions (if you are emissions exempt), reduce fan turn on temperatures, adjust for tire sizes and gear ratios, allow the removal of the mass air flow sensor and much much more. Please inquire.



Description	Part#	Price
GM LS-1, 1998 Camaro, 1997 Corvette Harness	LS-85	\$825.00
GM LS-1, 1999-2002 Camaro, 1998-2002 Corvette Harness	LS-90	\$850.00
GM LS-1 Camaro / Firebird ECM Programming		\$100 and up

***We now have 1999 and up LS Series Vortech Truck Wiring Kits***



## RAM JET WIRING

**GM Ram Jet 350 and 502:** You have a nice engine! Why use that ugly stock harness? This is a replacement harness for the GM Ram Jet factory crate motor. Move the controller and other components off the intake with our Telorvek style replacement harness. Can be used with any non-computer controlled Transmission. Includes optional O2 sensor and speed sensor wiring.

Description	Part#	Price
350 GM Ram Jet	RJ-22	\$375.00
502 GM Ram Jet	RJ-32	\$399.00
<b>2nd Generation Ram Jet using MEFI 4 Controller</b>		
350 Ram Jet	RJ-42	\$425.00
502 Ram Jet	RJ-52	\$425.00



## GM TBI WIRING

**GM Truck Throttle Body Injection 4.3, 5.0, 5.7, 7.4 Engines 1985-91 (w/o the 4L60-E or 4L80-E transmissions):** Our harness upgrades to the 1988-90 CK truck computer. Two fuel injectors mounted on top of the throttle body inject fuel into the motor. GM uses most of the same sensors on a throttle body as they do a tuned port engine. Throttle body injection uses a M.A.P. sensor for fuel calibration. This computer controls the engine only, an electric shift transmission which GM started using in 1991 cannot be used with this computer. The transmission types available were 700R4, Turbo-400, Turbo 350 and manual transmissions. Requires 1988-1990 CK Truck Computer, Prom and Cal-Pack.

**GM Truck Throttle Body Injection 4.3, 5.0, 5.7, 7.4 Engines 1991-1995 (using the 4L60-E or 4L80-E Automatic Transmissions):** GM added a computer command automatic transmission to the truck engines first and later years to their passenger cars. While the engines look the same and use most of the same sensors as the 1985-1990 engines, the older ECM's do not have the capability to control the electronic transmission. The Detail Zone incorporates the wiring necessary for the electronic transmissions. The CK truck ECM will be used in this application. The transmission types available were 4L60-E, 4L80-E and manual transmissions.

**GM Blazer/Jimmy Central Port (Vortech) Injection 4.3 V-6:** The Vortech V-6 engine utilizes a single injector assembly which consists of a fuel meter body, fuel pressure regulator, fuel injector and six poppet nozzles with fuel tubs. The plenum (manifold) is a variable tuned design that splits the plenum in two during low and high RPM'S, which provides peak torque along with increased horse power. The transmission types available for this engine are 4L60, 4L60-E, and manual transmissions. The 1992 engines can use the turbo 350 & 400 transmissions

Description	Part#	Price
GM TBI 1985-1990 4.3-5.0-5.7-7.4 Chevy-GMC Truck Harness	TH-60	\$550.00
GM TBI 1991-1994 4.3-5.0-5.7-7.4 Chevy-GMC Truck Harness with <b>4L60E</b>	TH-70	\$575.00
GM TBI 1991-1994 4.3-5.0-5.7-7.4 Chevy-GMC Truck Harness with <b>4L80E</b>	TH-80	\$575.00
GM TBI 1995 4.3-5.0-5.7-7.4 Chevy-GMC Truck Harness with 4L60E or 4L80E	TH-90	\$600.00
GM Vortec 1996-1999 4.3-5.0-5.7-7.4 Chevy-GMC Truck Harness with 4L60E or 4L80E	TH-100	\$700.00
GM LS Series Vortec 1999-UP 4.8-5.3-6.0 Chevy-GMC Truck Harness	LS-60	\$850.00
GM Vortec CPI 1992 4.3 Blazer/Jimmy Harness	PI-92	\$550.00
GM Vortec CPI 1993-1995 4.3 Blazer/Jimmy Harness	PI-94	\$550.00
GM Vortec CPI 1996-UP 4.3 Blazer/Jimmy Harness	PI-97	\$600.00

*John & Rose Sperratore of Swarthmore, PA cruise ssmoooth.... in their '46 Buick Roadmaster which gets it's kick from a '90 454 Chevy TBI Truck motor.*



## OTHER GM WIRING

**Buick Grand National / Regal T-Type 3.8 V-6 Turbo:** Rated at 245 HP in the Buick Grand National, this engine took the street racing scene by storm. The 200R4 transmission was commonly used behind this engine.

**Oldsmobile Aurora 1995 4.0 (250HP) V-8 Dual Overhead Cam Engine:** The 4.0 engine is a die cast aluminum engine incorporating two intake and two exhaust valves per cylinder. At the time of catalog publication this engine is only used in the Aurora. The transmission available was the 4T80-E.

**Northstar 4.6 V-8:** We cover most years of the potent Northstar Cadillac motor. The engine came with a 4T80-E transmission but can be used with others. Please call for specifics.

Description	Part#	Price
Buick 3.8 Turbo, 1986-1987 Harness	TB-86	\$550.00
Olds Aurora 4.0, 1995 Harness with 4T80E	LB-47	\$699.00
Northstar 4.6, 1993-2001 Harness	NS-93	\$800.00
Northstar 4.6, 1993-2001 Harness using your GM injector/MAP wire harness	NS-93A	\$750.00

## GM FUEL INJECTION ACCESSORIES

### RADIATOR FAN RELAY AND A/C REQUEST:

This kit allows the radiator cooling fan to be controlled through a relay and to be turned on and off by the GM computer. The engine idle will also compensate for the load of the air conditioning compressor.

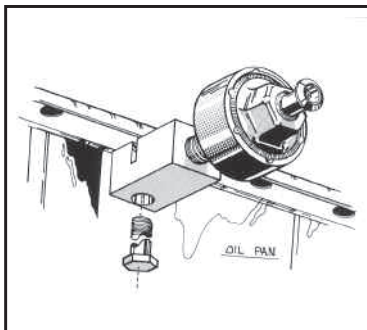
Description	Part#	Price
For GM TPI Wiring Only	CF-29	\$35.00



Description	Part#	Price
Oxygen Sensor Weld in Adapter (Bong)	OS-30	\$19.00
Cooling Fan Relay Sensor System-stand alone	AR-24	\$73.00
Computer Controlled Cooling Fan Relay	CF-29	\$35.00
4000 Pulse Per Mile Speed Generator	PG-6A	\$79.00
2000 Pulse Per Mile Speed Generator	PG-5	\$87.00
700 R4 Torque Converter Lock-up Kit For Non-Computer Controlled Engines	TC-70	\$150.00
700 R4 Torque Converter Lock-up Kit, Computer Controlled (Square 4 Pin Connector) for TPI Wiring Kits	TC-60	\$63.00
700 R4 Torque Converter Lock-up Kit Computer Controlled (Round 5 Pin Connector) for TPI Wiring Kits	TC-62	\$63.00
700 R4 Torque Converter Lock-up Kit Computer Controlled (Square 4 Pin Connector) for TBI & CPI Wiring Kits	TC-59	\$63.00



## GM FUEL INJECTION ACCESSORIES, CONTINUED



### GM KNOCK SENSOR ADAPTER

This adapter bolts to your oil pan to permit installation of GM knock sensors. A real problem solver for block hugger headers. Sensor sold separately.

Description	Part#	Price
Knock Sensor Adapter	KB-41	\$12.00

### LT-1 & LT-4 EGR BLOCK OFF PLATES

Billet aluminum EGR block off plates for your LT-1 and LT-4. Both pieces come with a machined finish that is easily polished. Uses stock hardware and gaskets.

Description	Part#	Price
EGR Block Off Plates	EB-2	\$25.00/set



### OXYGEN SENSOR BUNGS

Steel oxygen sensor bung ready to weld into your exhaust system.

Description	Part#	Price
Oxygen Sensor Bung	OS-30	\$19.00

### Tanks Inc. Fuel Pump Module

If you are contemplating how to handle your fuel pump needs, check out this unit. Complete with gas tank bulkhead, feed/return fittings, pick up tray and high performance 255 lph Walbro fuel pump. Easily capable of handling required PSI to LT-1, LS-1 and Modular 4.6 & 5.4 engines.

Description	Part#	Price
Fuel Pump Module	PA-4	\$250.00



### Throttle Body Cover for TPI and LT-1

Dress up your throttle body with this billet cover. Comes with a machined finish that is easily polished or painted. Uses stock hardware and gaskets.

Description	Part#	Price
Throttle body cover	TB-5	\$20.00

## GM FUEL INJECTION ACCESSORIES, CONTINUED



### TPI EGR Block Off Plate

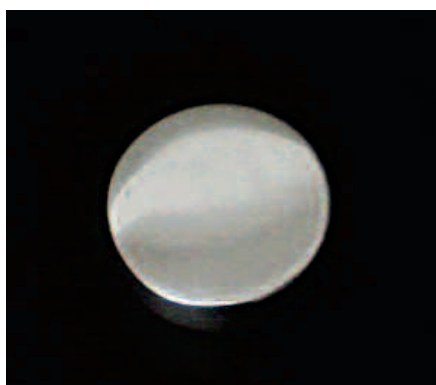
Billet aluminum EGR plate for TPI intakes where the EGR is mounted on the intake directly beneath the plenum. Uses stock hardware and gaskets.

Description	Part #	Price
TPI EGR Block Off Plate	EB-4	\$18.00

### TPI EGR Block Off Plate

Billet aluminum EGR tube block off for TPI. Uses stock hardware and gaskets.

Description	Part #	Price
TPI EGR Block Off Plate	EB-5	\$10.00



### TPI Cold Start Injector Plug

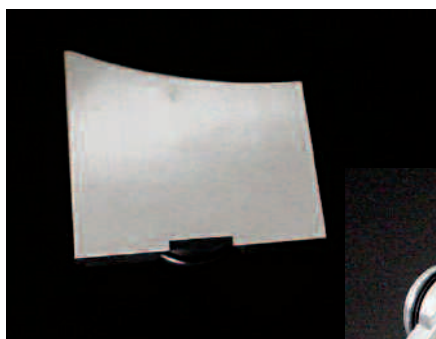
Clean up the intake. This plug caps off the cold start injector since it is not needed when converting a 1985-89 intake to a 1990-92 speed density system.

Description	Part #	Price
TPI Cold Start Injector Plug	CP-5	\$8.00

### TPI Cold Start Injector Fuel Rail Plug

This plug caps off the fuel rail where the fuel line for the cold start injector feeds, since it is not needed when converting a 1985-89 intake to a 1990-92 speed density system.

Description	Part #	Price
TPI Cold Start Injector Fuel Rail Plug	FR-10	\$18.00



### LS-1 Intake Cover with EGR Block Off

Billet aluminum Intake Cover with EGR block off plug built in. Comes with a machined finish that is easily polished or painted. Uses stock hardware and gaskets.

Description	Part #	Price
LS-1 Intake Cover with EGR Block Off	EB-6	\$55.00



## GM SPEED SENSORS

All fuel injected engine computers require a speed signal input. If this input is not supplied to the ECM a code will set. This sensor is used along with all the other sensors in the ECM's many calculations per second for a proper running engine.

NOTE: The PG-5 & PG-6A pulse generator instructions are written for installation of this product into one of The Detail Zone's fuel injection harnesses. If you are using another fuel injection harness supplier, the instructions WILL NOT give the necessary information on connecting this product into the harness. This information must be supplied by the fuel injection harness supplier. One more reason to purchase The Detail Zone's harness.



## FORD SPEED SENSORS

Ford multi-port fuel injection systems require an 8000 pulse per mile (8 pulse per revolution) generator. Ford computers use this input as well as all the other engine sensors to control fuel calibration. Ford transmissions also have a speedometer cable that attaches below the speed sensor and is part of the sensor. On a stock vehicle the speedometer cable controlled the dash board speedometer and the signal sent from the speed sensor went to the engine control computer and cruise control.

Description	Pulse Per Mile	Part#	Price
1985-93 GM TBI not using factory buffer (DRAC)	2000	PG-5	\$87.00
1985-93 GM TPI Systems	4000	PG-6A	\$79.00
Pulse Gen/Speedo cable drive for Ford AOD for C-4 & C-6, Check with your local Ford Dealer	8000	N/A	N/A
Late model GM trans mount units	80000	N/A	N/A

## 1993-97 LT-1 & LS-1 ENGINES

### THE ENGINE OF THE 90'S

With or without accessories  
Borg Warner 6 Speed or Automatic

### BILLY GRAHAM'S CAMARO/FIREBIRD SALVAGE

970 Hwy 202, Calera, Alabama 35040  
Tech/Info Line 1-205-668-1169  
Toll Free Fax 1-800-289-1607  
Visit our website on the internet at  
<http://www.scott.net/~bgraham>

## SOUTHERN PERFORMANCE SYSTEMS

6050 Peachtree Parkway  
Suite 340-207  
Norcross, GA 30092

### John Tucker

770-416-7649  
Fax 770-453-9583

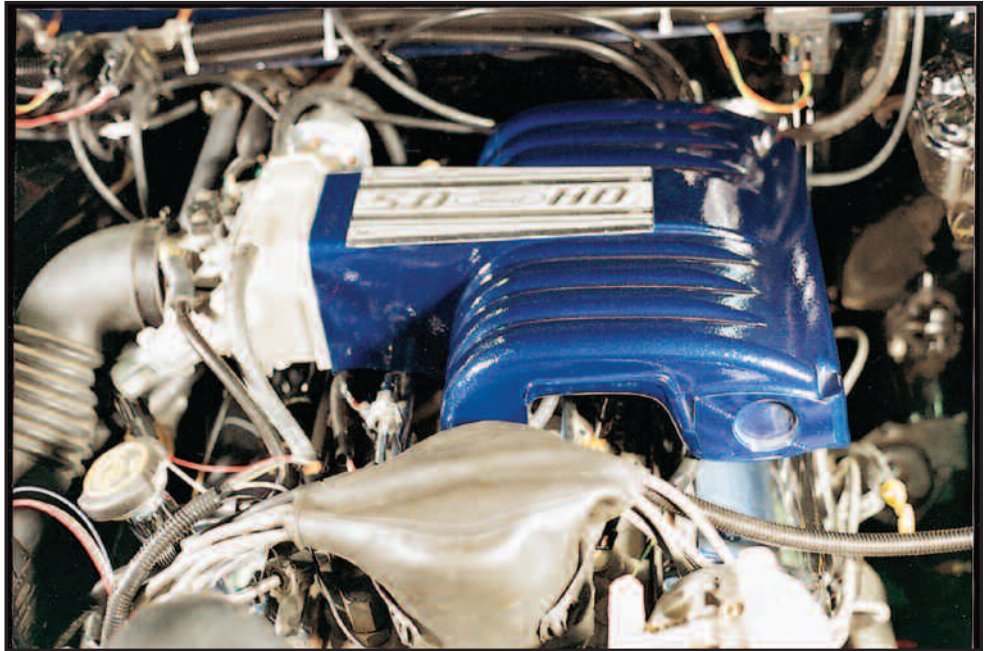
## LATE MODEL ENGINES

## FORD 5.0 WIRING

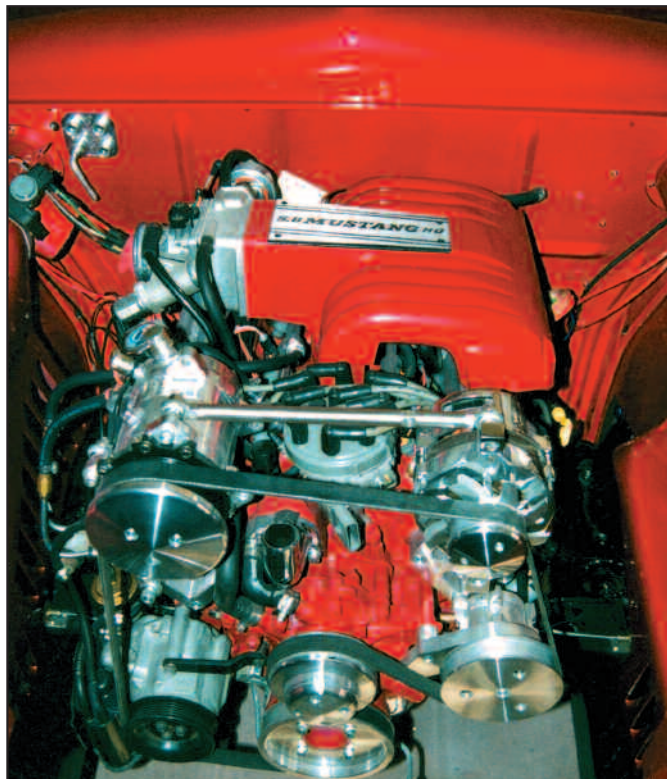
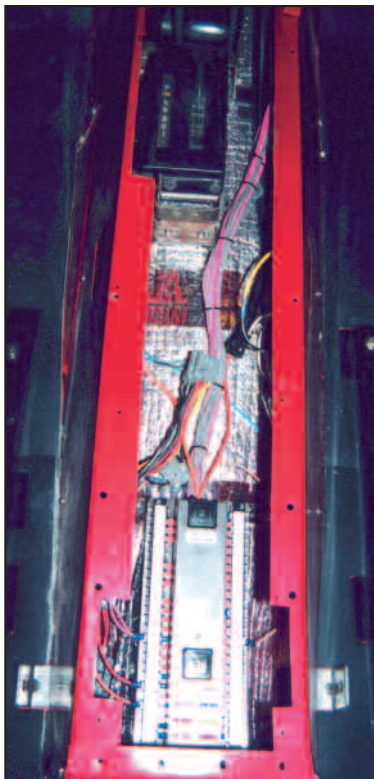
This engine was introduced in 1985 as a speed density, multi-port fuel injection system. It used an EEC IV engine control computer for engine management. The 5.0 HO engine was used in the Mustang while the regular 5.0 was used in the T-Bird, Crown Victoria, Cougar and Lincoln Town Cars.

The major difference is the injectors are larger in the HO engines combined with a different cam. In 1986 the HO engine was introduced in light trucks. In 1988 Ford switched from speed density in California to mass air flow on the Mustang 5.0 engine and the following

year (89) all 5.0 engines in Mustangs were mass air flow, The 5.0 engine in Ford's other vehicles remained speed density. The AOD, AOD-E and manual transmissions were used on this engine. The C4 transmission can also be used.



Description	Part#	Price
Ford 5.0 <b>with</b> Mass Air Flow (89-93 Mustang, 91-93 T-Bird)	MG-70	\$550.00
Ford 5.0 <b>without</b> Mass Air Flow (85-88 Mustang, 85-90 T-Bird, all Crown Vic/LTD/Town Car/Grand Marquis, 88-92 Truck/Bronco)	MG-80	\$525.00
Ford 5.0 <b>with</b> Mass Air Flow Sensor (94-95 Mustang) AODE transmission wiring included.	MG-90	\$820.00



*Complete Fuel Injection Wiring has been hidden in a center console by Jack Mills of Earlville, Maryland in his 1949 Ford Woodie.*

## OTHER FORD WIRING

### 1993-1996 Ford 4.6 V-8 Modular Engine:

This engine was introduced in 1993 in the Mark VIII. This is Ford Motor Company's new modular design engine which can utilize some of the same parts to create a lower horsepower engine used in other Ford models. The 4.6 engine in the Mark VIII utilizes a thirty two valve, double over head cam design to create 280 horsepower while the 4.6 in other Ford models is a single overhead cam engine that produces 205 horsepower. The Mark VIII engine has intake manifold runner control solenoids which operate plates which are closed below 3000 RPM so the engine is running on two valves per cylinder. With no air delivered to the secondary intake valves, economy and emissions are improved at low RPM. Above 3000 the plates open increasing air delivered to each cylinder for more power on demand. The 4.6 engine has two ignition coils with each coil firing four cylinders. The 4R70W transmission is used behind this engine. Factory ECM can be used in factory configuration.



The 4.6 engine has two ignition coils with each coil firing four cylinders. The 4R70W transmission is used behind this engine. Factory ECM can be used in factory configuration.

**Ford Turbo 2.3 SVO/Turbo Coupe:** Found in the T-Bird Turbo Coupe and the Mustang SVO, this engine was typically rated at 190 HP.

**Lightning and Pick-up 5.8 Engine:** In 1988 the 5.8 engine went from carburetor to fuel injection in most applications. In 1993 Ford changed the intake and heads to boost performance and installed the engine in the Lightning Pick-up trucks. The engine displaces 351 cubic inches and uses a M.A.F. type injection system. Our wiring kit is designed for the 1993 and newer Lightning engines. The E40D, E40D-E, C-6 and manual transmissions were put behind this engine. The E40D, E40D-E, C-6 and manual transmissions were put behind this engine. The C-4 and 4R70W can also be used.

Description	Part#	Price
Ford 4.6 1991-1992 Town Car, 1992 LTD/Crown Vic Harness	FT-92	\$675.00
Ford 4.6 1993 Town Car, LTD/Crown Vic Harness	FT-93	\$750.00
Ford 4.6 1994-1995 Town Car, LTD/Crown Vic/T-Bird/Cougar Harness	FT-95	\$825.00
Ford 2.3 Turbo 1983-1988 SVO/Turbo Coupe	MG-60	\$499.00
Ford 4.6 1993-1995 Mark VIII Harness	MK-93	\$900.00
Ford 4.6 1996 Mark VIII Harness	MK-93A	\$925.00
Ford Truck/Bronco 1993-1995 5.0/5.8/7.5 Harness	ML-93	\$850.00
Ford Truck/Bronco 1995-5.0/5.8/7.5 Harness	ML-95	\$875.00

## ADDITIONAL FORD 4.6 INFO

1996-2003 Ford 4.6 / 5.4 V-8 Modular Engine. Beginning with the 1996 Mustang and 1997 passenger cars, Ford began installing Passive Anti-Theft Systems (PATS) in their ECMs. Short of installing all the components and sensors from the donor vehicle, the only way to defeat PATS is by reflashing the ECM to completely remove it. The Detail Zone can perform this for you. During the reflashing process, we can set up your ECM for aftermarket fuel pumps, electric fans, reduce fan switch on temperatures and disable certain emission sensors if your local smog laws permit. We are not performing performance tuning at this time and suggest dyno tuning for these modular motors.

The early 4.6's had a coil pack for each bank of cylinders but with the 1997 passenger cars and the 1999 Mustang, Ford went to coil on plug (COP). The Detail Zone can wire up all late model 4.6 and 5.4 engines. If you have questions please give us a call or e-mail us.



Description	Part#	Price
Ford 4.6 1996-1998 Mustang 2 Valve	MG-91	\$850.00
Ford 4.6 1996-1998 Mustang Cobra 4 Valve	MG-91A	\$850.00
Ford 4.6 1997-1998 Mark VIII 4 Valve	MK-97	\$850.00
Ford 4.6 1997-2003 Mustang 2V, 4V, Mach 1, Cobra S/C	MK-97A	\$850.00
Ford 5.4, Truck/Navigator	MK-97A	\$850.00
Ford 4.6 1996-1997 T-Bird/Cougar 1996-Up Town Car/Crown Vic	FT-98	\$850.00
ECM Reprogramming		\$350.00

*Pete Waydo at Reen Machines in Ventura California uses our kits for his Cobra 4.6 DOHC/ Classic Mustang projects.*



## FORD FUEL INJECTION ACCESSORIES



### Ford 5.0 EGR Eliminator Plate

Totally eliminate the EGR on your 5.0 with this billet aluminum plate. Comes in 75MM and may require port matching of your throttle body and upper plenum. Uses stock hardware and gaskets.

Description	Part #	Price
Ford 5.0 EGR Eliminator Plate	EB-75	\$40.00

### Ford 5.0 EGR Block Off Plate

Billet aluminum EGR plate. Easy way to eliminate EGR but retain the factory EGR plate. Uses stock hardware and gaskets.



Description	Part #	Price:
Ford 5.0 EGR Block Off Plate	EB-15	\$15.00

### Ford 5.0 Upper Plenum Intake Cover (1985-1993)

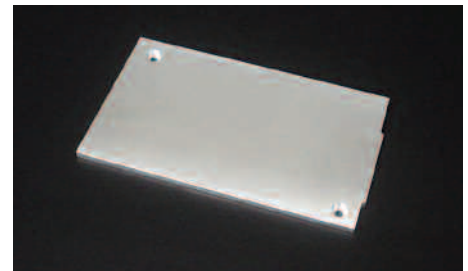
Dress up your Ford EFI with this billet aluminum intake cover. Comes with a machined finish that is easily polished or painted. Uses stock hardware and gaskets.



Description	Part #	Price
Ford 5.0 Upper Plenum Intake Cover	TB-8	\$45.00

### Ford 5.0 Upper Plenum Intake Cover (1994-1995)

Dress up your Ford EFI with this billet aluminum intake cover. Comes with a machined finish that is easily polished or painted. Uses stock hardware and gaskets.



Description	Part #	Price
Ford 5.0 Upper Plenum Intake Cover	TB-7	\$40.00

### Ford 4.6 EGR Block Off Plate

Billet aluminum EGR plate. Easy way to physically eliminate the EGR. Fits most 4.6 and 5.4 modular motors. In most cases ECM reprogramming will be necessary to eliminate codes.



Description	Part #	Price
Ford 4.6 EGR Block Off Plate	EB-46	\$15.00

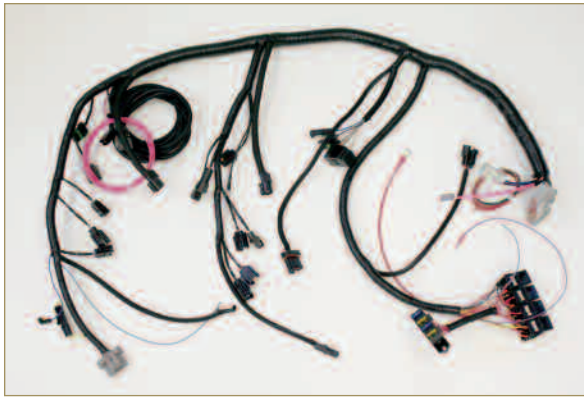
### Ford 2.3 Turbo EGR Block Off Plate

Billet aluminum EGR plate. Easy way to eliminate the EGR.



Description	Part #	Price
Ford 2.3 EGR Block Off Plate	EB-23	\$15.00

## WRAPPED FORD FUEL INJECTION HARNESSES



### Ford 5.0 Wiring System for Direct Fit 1965-1970 Ford Mustangs & 1966-1977 Ford Broncos

We are pleased to introduce this stand alone Ford fuel injection harness sized exclusively for both Mustangs and Broncos. Designed with RJM Technology, this kit is a direct fit and is finished off with hi temp zip loom and harness wrap tape. Works with mass air flow equipped 302 and 351 engines. System includes a firewall grommet and complete instructions.

**Part Number:**

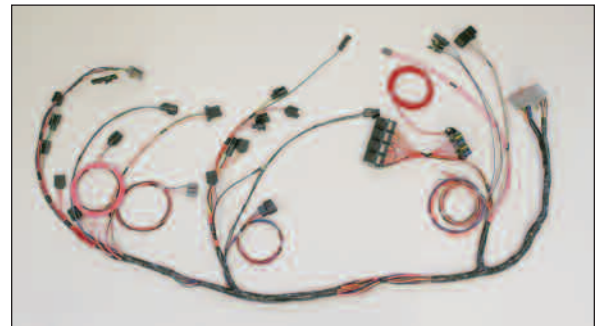
**TDZ-75**

**Price:**

**Price: \$550**

### Ford 5.0 Wiring System Universal fit For Cobra Replicas, Street Rods & Hot Rods

This harness is designed specifically for Cobra replicas, street rods and hot rods that have room under their dash to locate the Ford ECM. Works with mass air flow equipped 302 and 351 engines. This harness is partially finished off with wrap tape but can be slightly reconfigured for rerouting wires. Kit includes complete instructions and an install kit consisting of zip ties, firewall grommet, wrap tape and four sizes of hi temp zip loom.



**Part Number:**

**Cobra-75**

**Price:**

**\$475.00**



### Ford 2.3 Turbo Engine Swap Harness

New from The Detail Zone is this harness designed for swapping Ford's 2.3 Turbo into other late model Fords (though it's a good replacement for factory equipped 2.3 Turbo vehicles as well). Engine harness is complete with circuits for electric fans, fuel pump, diagnostic port, water temp/oil press and alternator. Comes with enough hi temp zip loom and harness wrap tape to complete once lengths and layout is verified. System also includes a firewall grommet and complete instructions.

**Part Number:**

**MG-65**

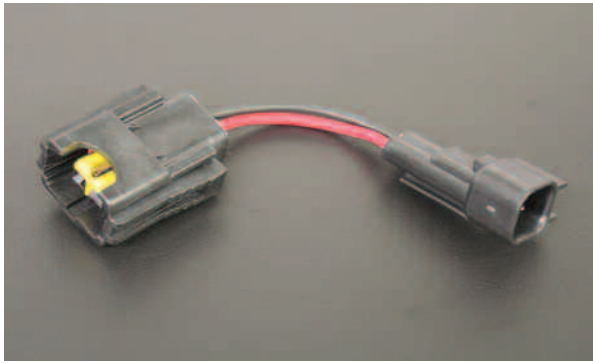
**Price:**

**\$450.00**

*Check out our website for more new products  
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[www.fordwireharness.com](http://www.fordwireharness.com)*



# FORD REPLACEMENT AND PERFORMANCE HARNESSSES



## EV6 to EV1 Injector Harness Adapter

Convert from late model EV6 injectors to early EV1 injectors without cutting into the factory harness. Plugs in between the factory harness and an EV1 (D Style) Injector. Built right with quality parts from the correct manufacturers. Quality checked for guaranteed performance.

Part Number:	Price:
INJ-8	\$12.00/ea

## Intake Air Temp Sensor Extension

Necessary when swapping late model 4.6 Cobra Mass Air Flow Meters or relocating the IAT Sensor.

Part Number:	Price:
PH-18	\$10.00/ea



## Mass Air Flow Extension

Necessary when swapping or relocating the Mass Air Flow Meter on late model 4.6 Cobras.

Part Number:	Price:
MA-36	\$20.00/ea

## Firewall Grommet

Replacement grommet for many fuel injected Fords. Fits factory firewall hole for the injection harness. Hole size is 1.25 inches, panel hole size is 3 inches by 1.5 inches.

Part Number:	Price:
GA-50	\$10.00/ea



Check out our website for more new products  
[www.thetailzone.com](http://www.thetailzone.com) or go direct to this section at  
[www.fordwireharness.com](http://www.fordwireharness.com)

# FORD REPLACEMENT AND PERFORMANCE HARNESSES



## Oxygen Sensor Harness Extensions

These 24 inch harness extensions allow oxygen sensor relocation when using long tube headers. Our extensions are year specific so that you do not have to modify the connectors on the oxygen sensors. Totally plug and play. No modifications necessary.

Description	Part#	Price
1987 to 1993 Mustang	HE-87	\$49.95/set
1994 to 1995 Mustang	HE-94	\$49.95/set
1996 and newer Mustang	HE-96	\$49.95/set



## Mustang Oxygen Sensor Harnesses

This section of harness connects the two oxygen sensors and oil level sensor into the main harness. Manufactured with factory correct connectors and terminals, quality crosslink automotive grade wire and high temp covering. Factory dimensioned for easy, trouble free installation.

Description	Part#	Price
1986 and older Mustang	FH-021	\$79.95/ea
1987 to 1993 Mustang - Automatic Trans	FH-025	\$79.95/ea
1987 to 1993 Mustang - Manual Trans	FH-026	\$79.95/ea

## Extended Mustang Oxygen Sensor Harnesses

Kill two birds with one stone. Same as Mustang Oxygen Sensor Harnesses above but with an additional 24 inches built into the harness to accommodate long tube headers. Eliminate the need to add extensions later.

Description	Part#	Price
1986 and older Mustang	FH-021E	\$89.95/ea
1987 to 1993 Mustang -Automatic Trans	FH-025E	\$89.95/ea
1987 to 1993 Mustang - Manual Trans	FH-026E	\$89.95/ea

## WIRING AIDS

### WEATHERPAK CONNECTOR KITS

Available in 1, 2, 3, 4, 5 & 6 gang configurations.  
These connectors provide a weather resistant seal. Come in complete kits with a couple extra terminals.

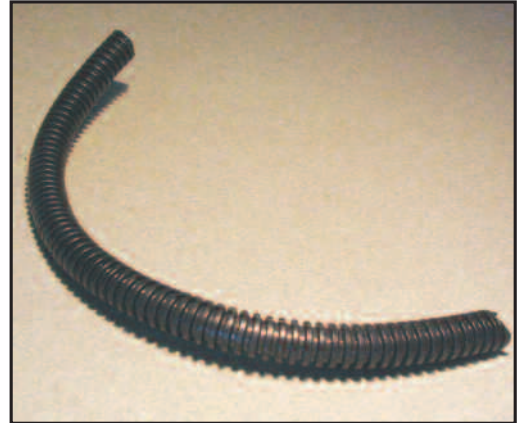
Description	Part#	Price
1 Gang Connector	TK-1	\$4.95
2 Gang Connector	TK-2	\$5.95
3 Gang Connector	TK-3	\$6.95
4 Gang Connector	TK-4	\$7.95
5 Gang Connector	TK-5	\$8.95
6 Gang Connector	TK-6	\$9.95



### CORRUGATED SLIT TUBING

Available by the foot in four sizes: 1/4, 3/8, 1/2 & 3/4 inch (ID)

Description	Part#	Price
1/4 inch	CS-14	.75/ft
3/8 inch	CS-38	.75/ft
1/2 inch	CS-12	.75/ft
3/4 inch	CS-34	.75/ft



### CABLE TIES

Available in 4 & 8 inch, 50 in quantity.

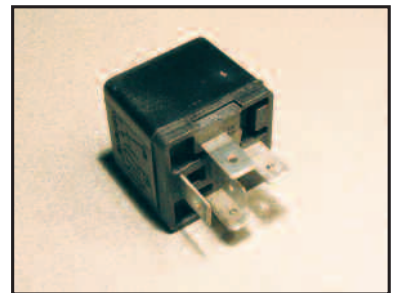
Description	Part#	Price
4 inch	CT-4	\$5.00
8 inch	CT-8	\$6.00



### GM 5 PRONG RELAY

Used on most Telorvek fuel injection kits. Can be used for fuel pump, electric fans and more. 40 Amp rating.

Description	Part#	Price
40 Amp Relay	RL-5	\$7.95



### FUSE ASSORTMENT

Replacement fuses for your Telorvek wiring system.  
Includes 4 fuses in 5, 10, 15, 20 & 30 amp rating. ATC style.

Description	Part#	Price
Fuse Assortment	FS-20	\$7.95



# Ron Francis WIRE WORKS

## RON FRANCIS EXPRESS WIRING KIT

Complete Ron Francis XP-99 Express wiring system includes state of the art fuse panel, wiring from headlights to taillights including gauge wiring and a headlight switch. Dimmer and ignition switches are NOT included. Color coded, computer generated instructions guide you all the way. Complete enough to drive the vehicle down the road and pass NSRA type inspection. Totally compatible with all of our Telorvek Fuel Injection Kits. The purchase of this kit requires additional information about your vehicle. Please give us a call for more information or see our website as these questions are asked upon checkout.

Description	Part #	Price
Express Wiring Kit	XP-99	\$429.00



## WIRE WORKS BB-99 BARE BONES WIRING KIT

Here is a complete wiring kit for Roadster owners and rod-ders with the need for only a simple electrical system. If you don't plan power windows or A/C, this is the right kit for you. The system comes with a small panel with 8 fuses and a horn relay. Each circuit is simplified and reduces the amount of wire and connections to the basic engine, dash and lighting, yet this system is high tech enough to be compatible with electronic fuel injection. The kit includes a headlight switch, plugs for GM columns and all wiring needed for gauges, complete engine, dash and lighting. Kit comes with printed and color coded, fire proof wire and color instructions.

Description	Part #	Price
Bare Bones Wiring Kit	BB-99	\$359.00

***We carry a complete line of Wire Works Parts.  
If you don't see what you need please give us a call.***

10 Germay Drive  
 Wilmington, DE 19804  
 www.TheDetailZone.com



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 FAX 302-658-9372  
 www.TheDetailZone.com

**ORDER FORM**

Kit For	Name		
Street			
City	State	Zip	
Home Phone			

Shipping Label	Name		
	Company Name		
Street			
City	State	Zip	
Daytime Phone			

**FUEL INJECTION INFORMATION**

**Engine Year:** \_\_\_\_\_ **Engine Size:** (c. i. or liters) \_\_\_\_\_

Vehicle Model: (Camaro, Corvette, Mustang, etc.) \_\_\_\_\_

**Manufacturer: GM Type System:**  TPI  TBI  LT-1  LS-1  PI  Vortech

**GM ONLY:**  Large Dist.  Small Dist.

**Ford Type System:**  SFI

**Transmission Type:** \_\_\_\_\_

**Speedometer Sensor Type:**  Cable  Electronic

**Payment:**  Check or Money Order  C.O.D. (Additional charge, see shipping chart below)  
 VISA  Mastercard  Discover  AMEX

Credit Card #             expires   -

Name on Card \_\_\_\_\_ Signature \_\_\_\_\_  
 Please Print \_\_\_\_\_ of Cardholder \_\_\_\_\_

do not write	PART NUMBER	COMPLETE DESCRIPTION	QUANTITY	PRICE EACH	TOTAL PRICE

Prices are subject to change.

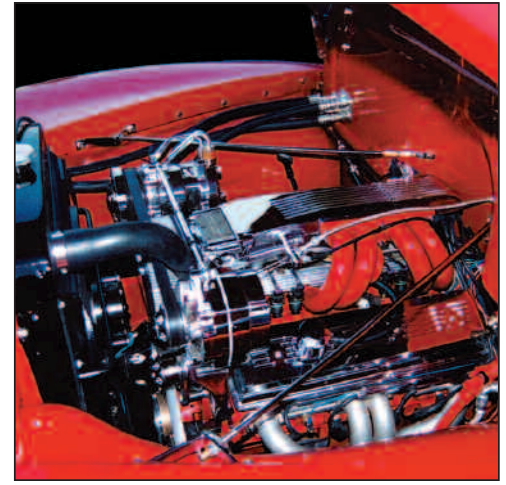


All shipments are sent UPS or Fedex  
 Call for shipping, packaging & Insurance Cost unless using a credit card.

Order Total: \$200.00 or less=10% (\$5 minimum)  
 \$201.00 or more=\$25.00

C.O.D. \$7.50 additional charge

Amount of Order	
Shipping per chart	
<b>TOTAL AMOUNT DUE</b>	



## TERMS AND CONDITIONS

**Terms:** The Detail Zone accepts Mastercard, Visa, Discover and American Express. Cashiers check, money order and COD are also acceptable methods of payment. Personal checks will require a 2 week delay to allow check to clear.

**Shipping:** We ship all orders the most efficient way possible. All orders are shipped freight collect. On credit card orders freight charges will be added to your invoice. All orders in stock are shipped within 24 hours.

**Back orders:** Items not in stock will be shipped when available. Back ordered items will be indicated on the invoice and are not charged until item is shipped. Please call us ASAP to cancel any back orders that may be on file with us.

**Damaged Items:** Any damaged items from shipping must be reported with the shipping company directly.

**Returns:** All sales are final. Products may be returned within 20 days but must be authorized before sending items back to us! Any approved returns are subject to a 20% restocking charge. All approved returns will be shipped freight prepaid - no COD returns will be accepted.

**Prices:** We do our best to maintain prices in this catalog. However, we reserve the right to change prices without notice of conditions warrant. The customer will be notified of any changes before the order is processed.

**Liability, Warranty and Other Legal Stuff:** The Detail Zone, its dealers or agents will not be liable, in any way, for any damage, loss, injury or other claims, resulting from the use or misuse, or inability to use any of our products. Buyer and/or User, assumes liability of any kind connected with the use and/or application of our products.

All products are warranted for 1 year from the purchase date. There are no other representations, warranties or conditions expressed or implied, statutory or otherwise except those herein contained. Warranty does not cover any defect which is the result of improper installation or modification of the system or any of its components by purchaser.

**Russell Wade:**

*Russell Wade of Colonial Heights Virginia used our Telorvek Wiring Kit for his LS-1 powered 1939 Ford Coast to Coast car.*



**Tom Ulrich:**

*Tom Ulrich's 1962 Merc Monterey made a big splash when it hit the scene and pulled in several awards. Tom used our Telorvek system to wire up the 1993 Lincoln Mark VIII 4.6 and 4R70W transmission.*



**Bob Fisher:**

*We caught up with Bob Fisher at a local car show here in Wilmington, Delaware. His Ford Woody is sharp. Bob used our speed density Ford 5.0 wiring which enabled him to mount the computer under the passenger seat.*



**Ron Ginn:**

*This 1932 Ford Roadster is owned by Ron Ginn of Albuquerque, New Mexico. The Telorvek system is smooth running plus it allows you to run the wires where ever you want making for a clean installation.*





Ida Automotive / Rob Ida Concepts chose our Cadillac Northstar wiring kit to wire up their award winning "Lower 48" Tucker project.

## ***Fuel Injection Wiring Systems & Much More!***



Call **877-968-7842** Or Visit **TheDetailZone.com**