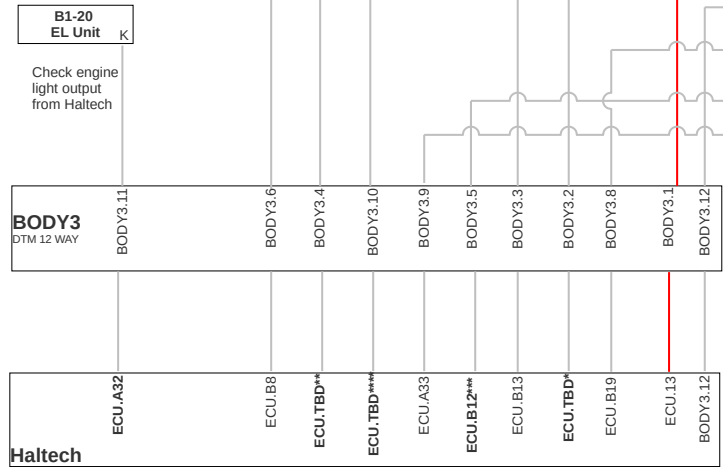


2K	2I	2G	2E	2C	2A
V/W (W/R)	O/L	(LG/R)	(O/B)	(L)	
W/G	GY	LG	W/B	(Y/G)	Y/L
2L	2J	2H	2F	2D	2B

3O	3M	3K	3I	3G	3E	3C	3A
B/R	W	G/O	BR/W	B/G	GW	B	G/B
Y/R	L	G	L/G	GY	G/R	W/L	Y
3P	3N	3L	3J	3H	3F	3D	3B



6	5	4		3	2	1
O	Y/R	LG	XXXX	Y/W	BR/Y	
B	G	G/Y	B	W	B/R	L/G
14	13	12	11	10	9	8
						7

Cooling Fan relay #3 to thermostat (will use a DPO from Haltech to replace thermostat) See GBOX wiring diagram for details on X-14 connector pin out

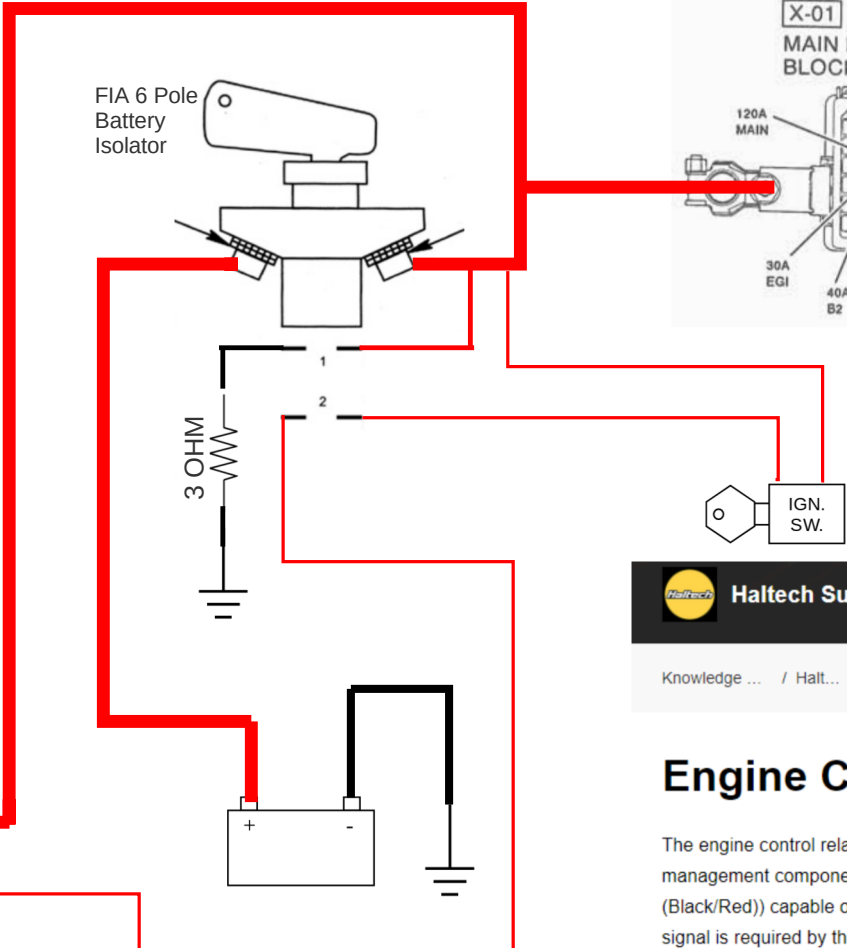
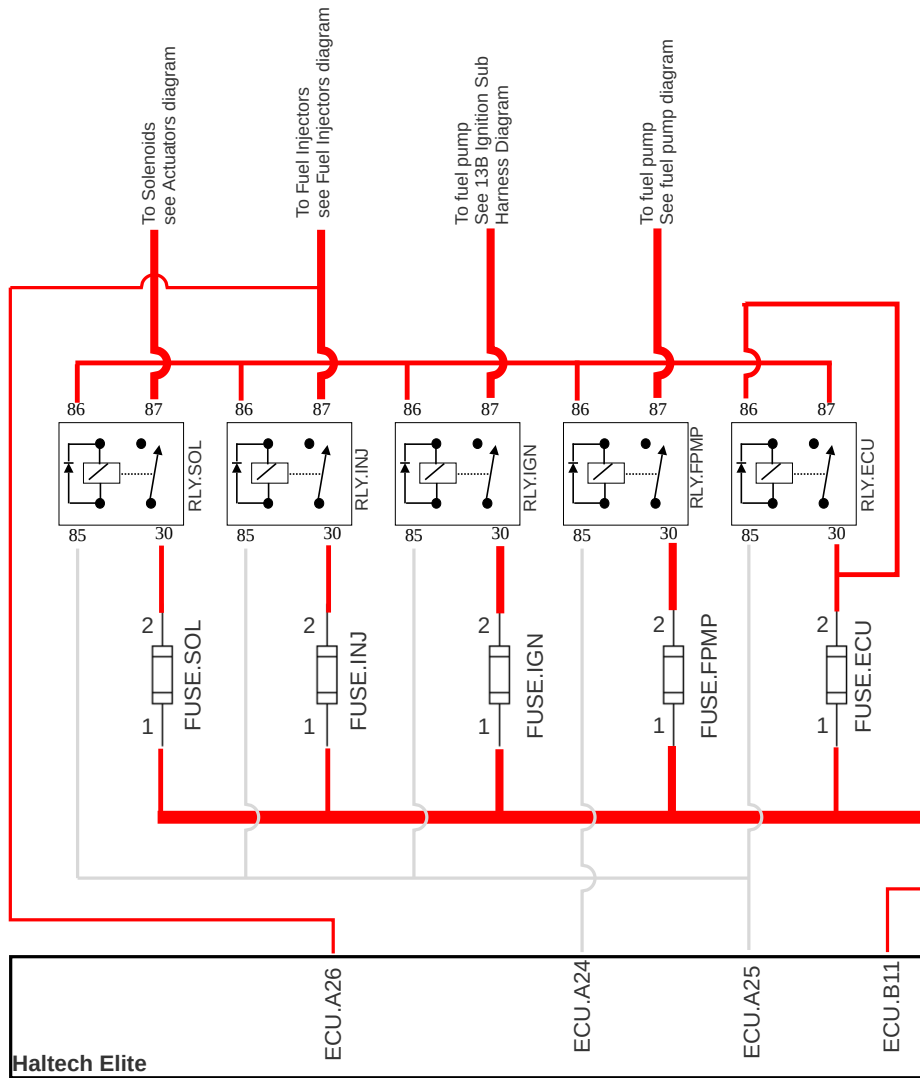
Tach output from Haltech to cluster

Cooling fan relay trigger from Haltech to fan relay #2 and #4

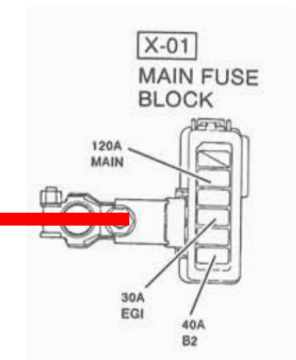
Electric load input to Haltech

**Michael Garcia - 1993 FD Rx7 Stock Harness Integration**  
 Notes:  
 \* A/C Request Input when AC button is pressed. Can use any Haltech AVI if running A/C in your car. Will not use in my car no A/C. Will still lay the wire in harness in case I want A/C in the future  
 \*\* Power steering switch input. Can use any AVI on Haltech for the input. Not running power steering in my car so not using but will lay the wire in the harness in case I decide to run PS in the future  
 \*\*\* Electric load input. Have currently as ECU.B12 (AVI 6) on Haltech. not sure if I will use or not yet. Wire will still go in harness  
 \*\*\*\* A/C relay to trigger compressor on and off. Can use any DPO from Haltech to trigger. Will still lay wire in harness

PIN	Wire Color	Function/Destination
1A	L/R	12v 10A fused from Battery + after JB-05 to JB-07 page Z-28 EGI Main relay 12V switched from key in ON or START page Z-28
1B	B/W	Diag
1C	B/R	Ignition switch 12V while cranking only
1D	W/R	Diag
1E	V	A/C ground, speed sensor ground. 12V when A/C switch OFF
1F	W/B	Diag
1G	BR	Igniter front trailing
1H	LG	Igniter leading
1I	LG/Y	Diag (TEN terminal)
1J	BR/B	Igniter rear trailing
1K	L/W	Circuit Opening Relay Trigger to power the Fuel pump relay page Z-28
1L	Y/B	A/C relay
1M	G/R	Speedometer sensor signal from cluster
1N	L/Y	Power steering pressure switch
1O	G/Y	MAP pressure sensor
1P		No connection
1Q	L/O	Clutch switch (12V when clutch is released, below 1V when depressed)
1R	G/W	Neutral Switch (12V when in gear, below 1V when in neutral)
1S	G/W	Stoplight Switch (12V when brake applied, below 1V when released)
1T	L/B	Circuit Opening Relay page Z-28
1U	L	Fuel thermostat
1V		No connection



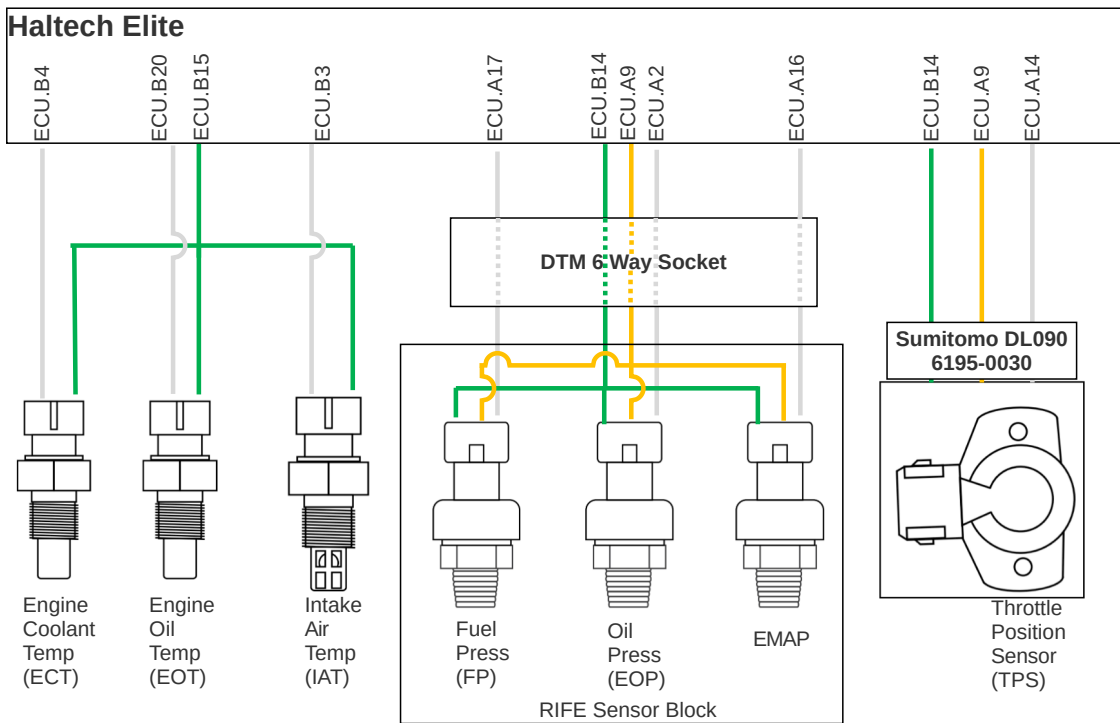
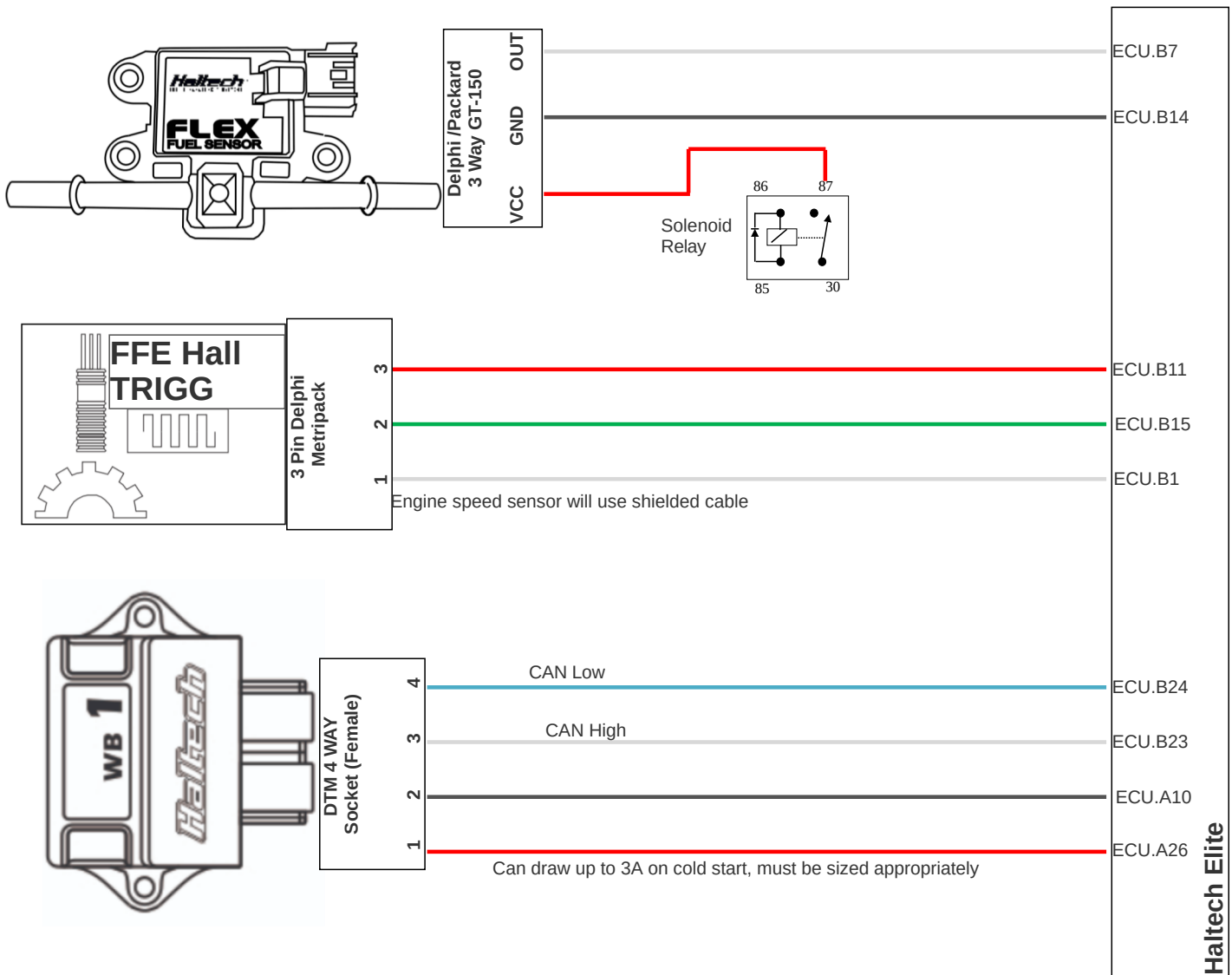
**Michael Garcia - 1993 FD Rx7 Power Supply**  
 This setup uses Haltech ECR which has the ability to keep components powered up after ignition switch is OFF.



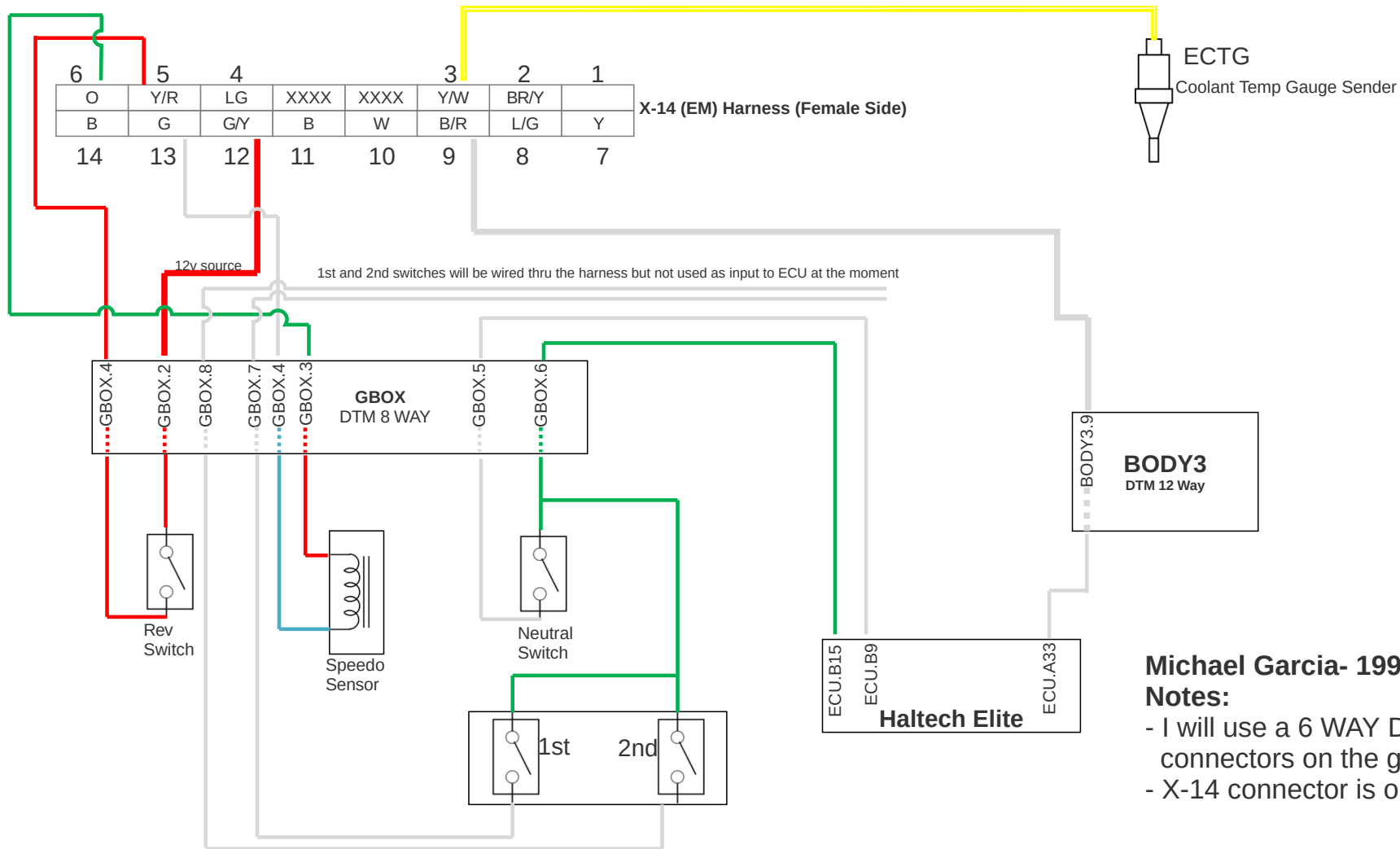
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## Engine Control Relay ( ECR )

The engine control relay is the main relay that is used to enable and disable power to the engine management components. The Elite 2500 has one dedicated engine control relay output (DPO 6 (Black/Red)) capable of sinking 1A Max current ( ie 5 x 80 Ohm relays wired in parallel). An Ignition input signal is required by the ECU for this function to operate correctly. When the ECU has a 12V ignition signal on pin A13, the ECR output is enabled (Pin A25) and the ECR relays will engage and power up the engine management components. Upon turning the ignition off, the ECU has the ability to hold on the ECR which is especially useful in turbo timer applications and can be setup when this function is enabled.



**Michael Garcia - 1993 FD Rx7 Sensors**  
**NOTES:**  
 -Gray color will be White wire in physical harness

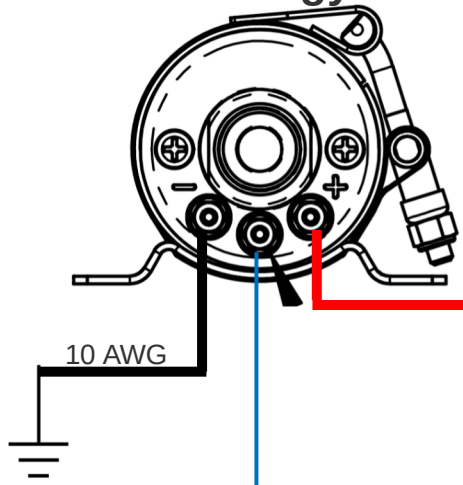


X-14 (EM) Harness Female Side		
My Pin Numbering	Wire Color	Function
1	No Wire	Blank
2	BR/Y	Fuel Thermosesnor
3	Y/W	Water Temp Gauge to water temp switch
4	LG	Netral Switch to Ground
5	Y/R	Backup light switch to backup lights
6	O	Vehicle speed sensor ground to Speedo
7	Y	ECU to EL Unit
8	L/G	Daylight Running lights (Canada)
9	B/R	Cooling Fan realy #3 to thermostich (will use a DPO from Haltech to replace thermostich)
10	W	1-2 Switch to ground 1st
11	L	1-2 Switch to ground 2nd
12	G/Y	JB-07 meter fuse to back up light switch
13	G	Vehicle speed sensor signal to Speedometer through X-15
14	B	Speedometer, fuel gauge ground

### Michael Garcia- 1993 FD Rx7 Gearbox Connectors Integration Notes:

- I will use a 6 WAY DTM connector to replace the 4 separate connectors on the gearbox
- X-14 connector is on the passenger side under the dash

# FueLab Prodigy 41402-2-50



DPO 1 - Used to control fuel pump speed. When grounded by ECU fuel pump will work in reduced speed mode.

Can be PWM'd also.



DPO 6 - ECR OUT

DPO 5 - Fuel Pump Trigger

RLY.FPMP

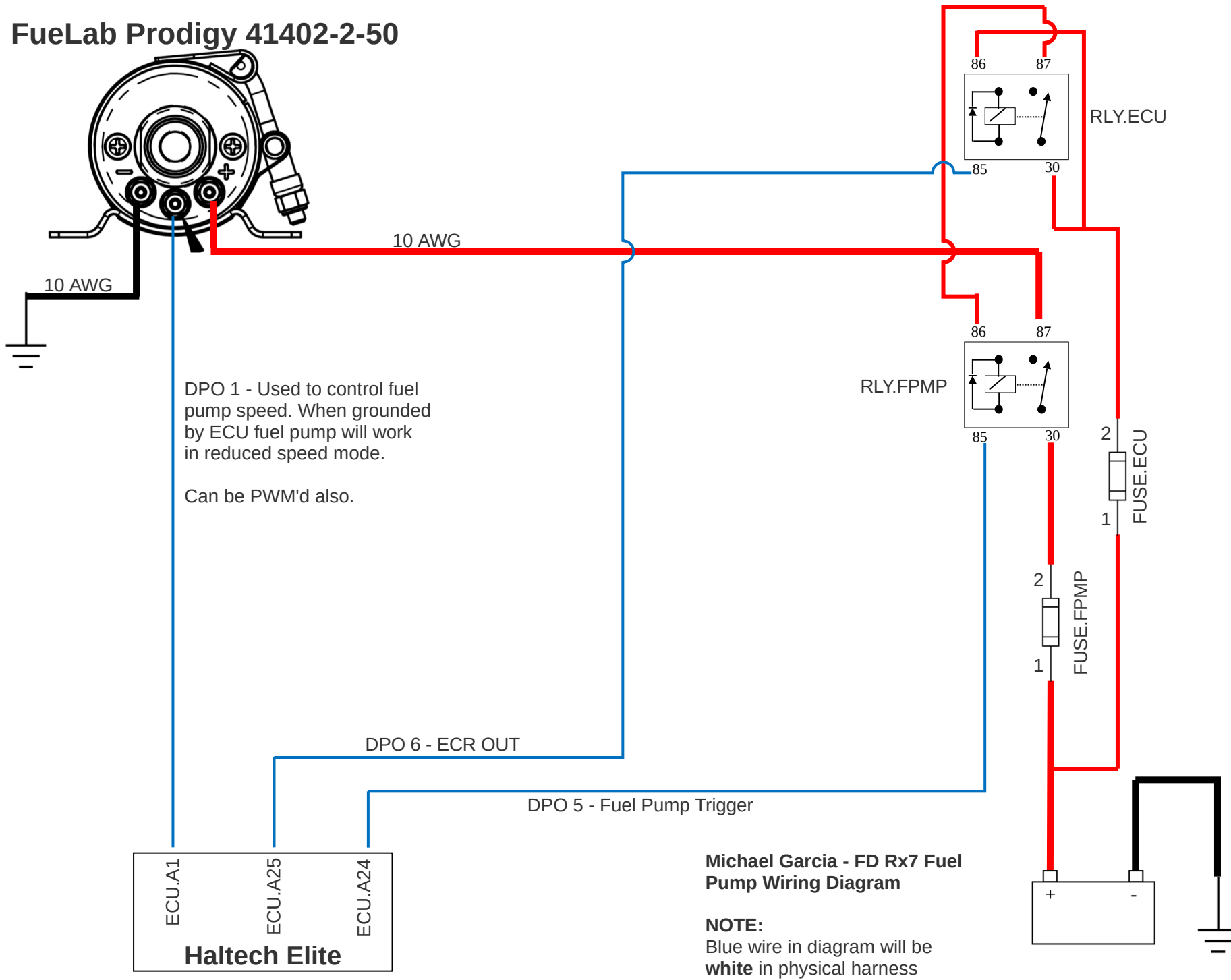
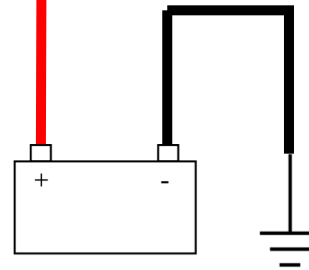
RLY.ECU

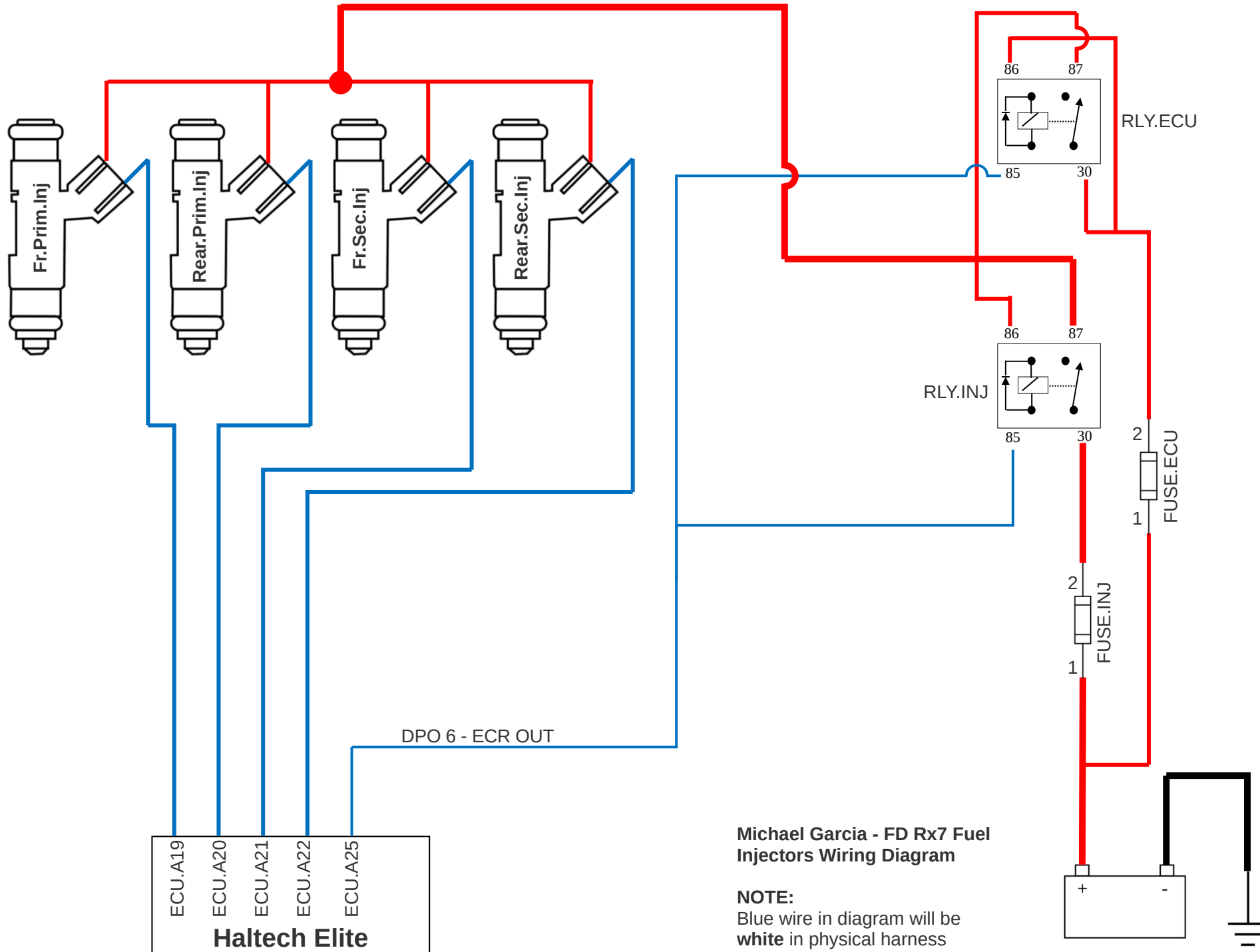
FUSE.FPMP

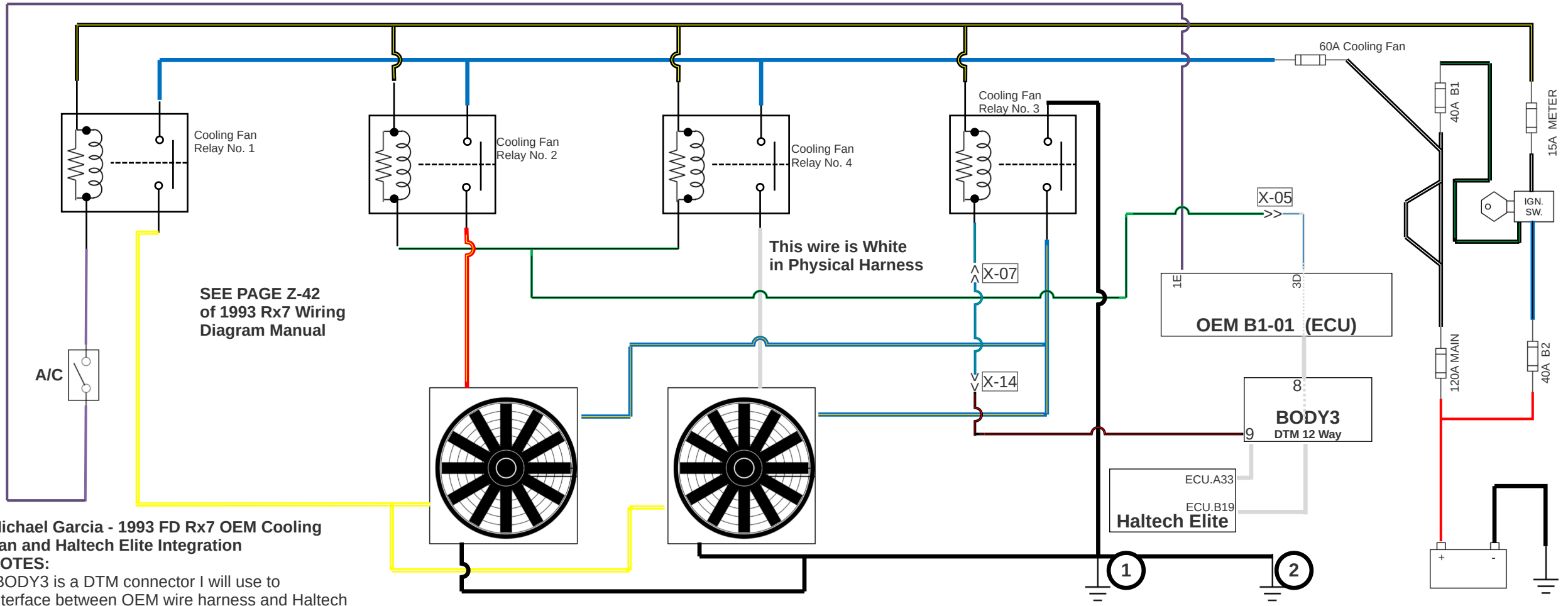
FUSE.ECU

Michael Garcia - FD Rx7 Fuel Pump Wiring Diagram

**NOTE:**  
Blue wire in diagram will be **white** in physical harness





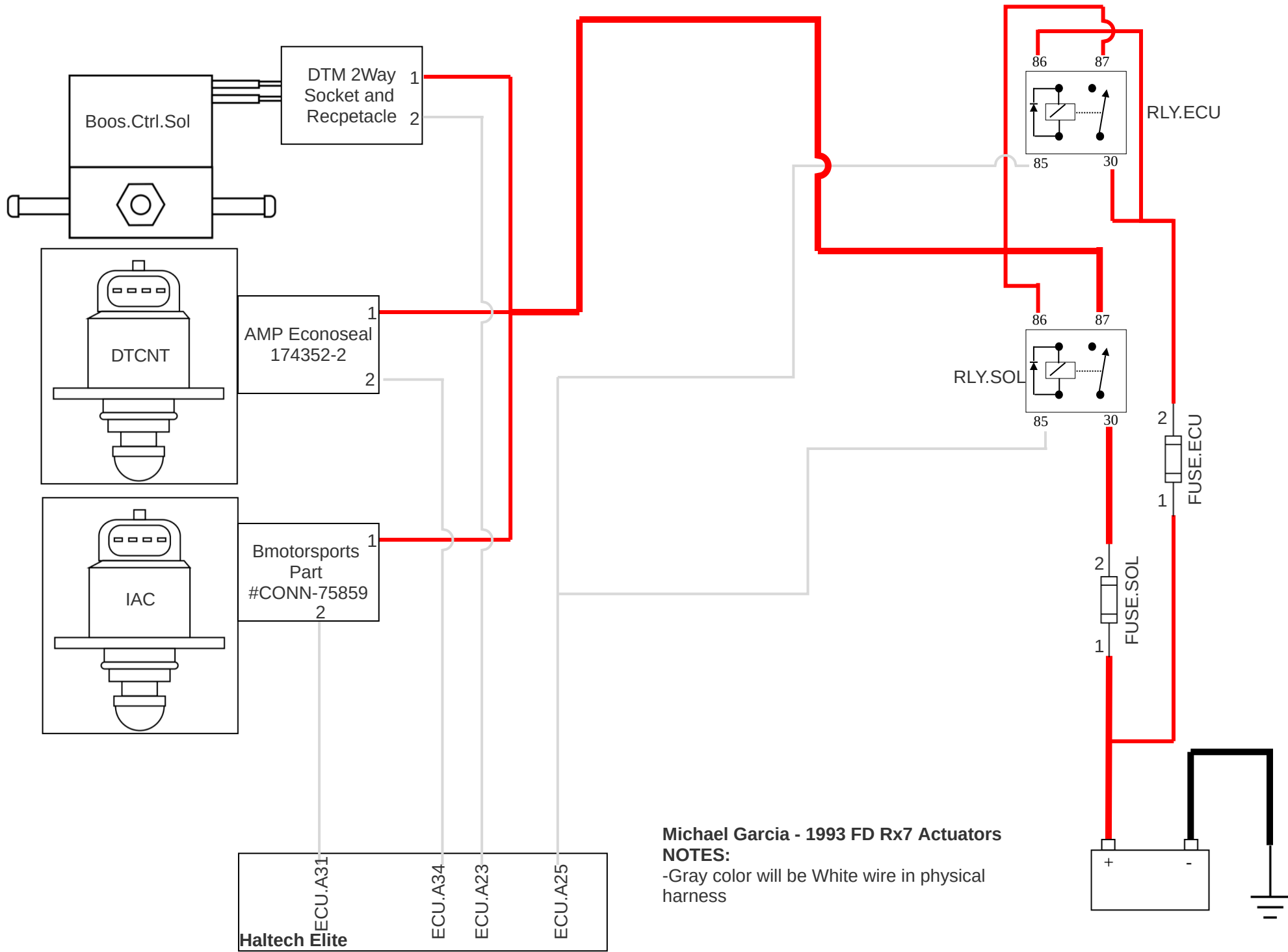


SEE PAGE Z-42  
of 1993 Rx7 Wiring  
Diagram Manual

This wire is White  
in Physical Harness

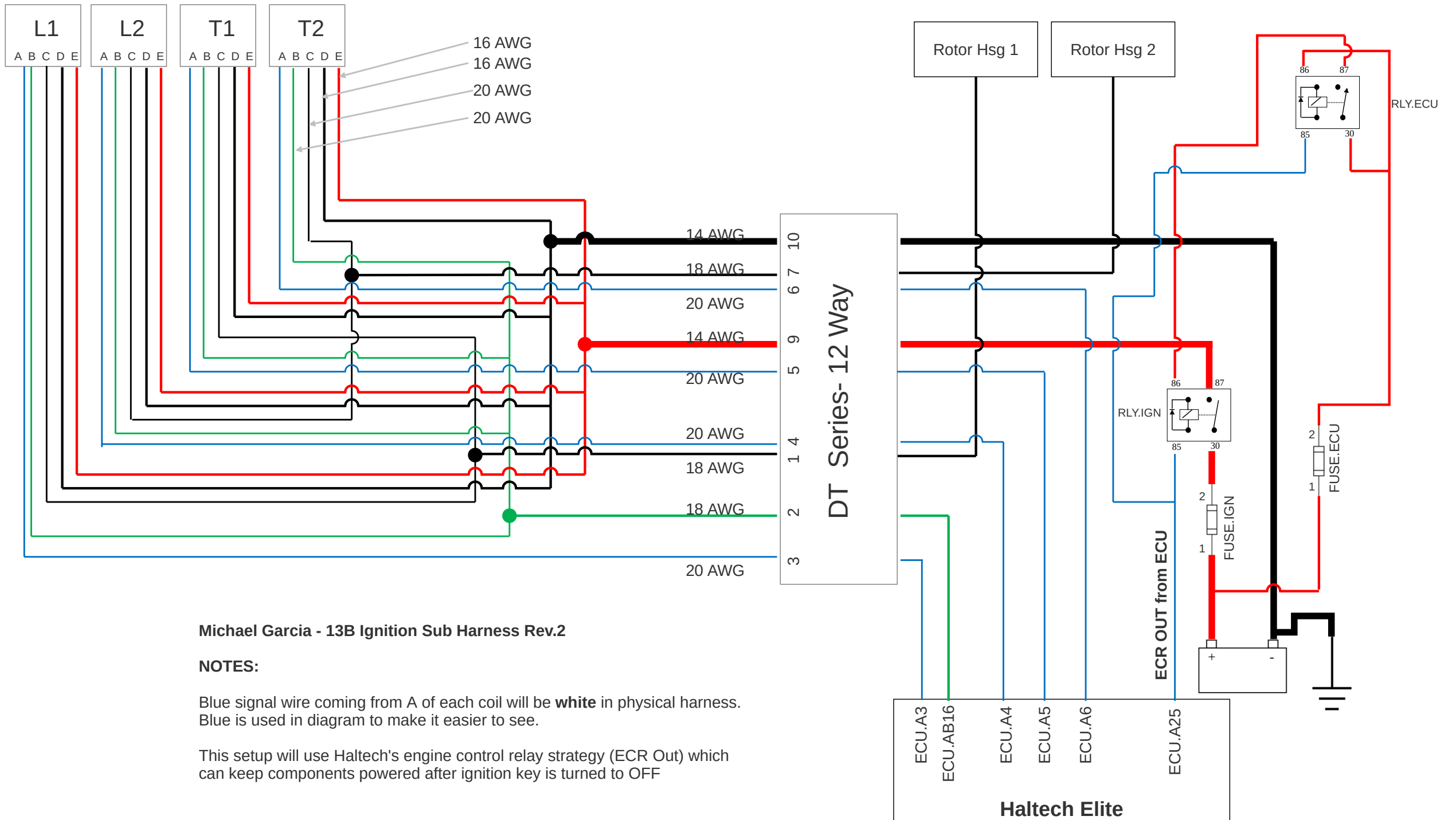
**Michael Garcia - 1993 FD Rx7 OEM Cooling Fan and Haltech Elite Integration**

**NOTES:**  
-BODY3 is a DTM connector I will use to interface between OEM wire harness and Haltech



**Michael Garcia - 1993 FD Rx7 Actuators**  
**NOTES:**  
 -Gray color will be White wire in physical harness





**Michael Garcia - 13B Ignition Sub Harness Rev.2**

**NOTES:**

Blue signal wire coming from A of each coil will be **white** in physical harness. Blue is used in diagram to make it easier to see.

This setup will use Haltech's engine control relay strategy (ECR Out) which can keep components powered after ignition key is turned to OFF