2019 PRODUCT RANGE
Haltech has been at the cutting edge of engine management technology since it first opened its doors in 1986.

Today, Haltech ECUs are sold in over 50 countries around the world. They are the driving force behind many record-setting race vehicles. The company is credited as being the first in the world to develop real time engine management calibration.

Haltech is actively involved with many popular car culture shows like Discovery Channel’s Street Outlaws and Mighty Car Mods as well as numerous racing and motorsport events like the NMCA/NMRA, SEMA, PRI, World Cup Finals, Drag Challenge, World Time Attack Challenge and Summernats just to name a few.

The Haltech brand is recognised globally as the leader in its field, renowned for its cutting edge technology and customer support.

“Looking back, a lot has changed since Haltech’s humble beginnings in a Sydney shed over thirty years ago” says Haltech CEO, Mark Bevan.

“New technologies have changed the way we drive and race our cars. To take advantage of the advances in computer hardware and software our company also had to evolve.”

Like all successful companies, Haltech has adapted to stay abreast of the emerging technologies and address changing expectations from tuners, racers and enthusiasts alike.

There are however, things that haven’t and will never change - and those are Haltech’s commitment to quality, innovation and the dedication and passion of the Haltech team.

These qualities have been Haltech’s trademark since the beginning and are the main reason why thousands of people around the world choose Haltech for their engine management every year.
Intuitive and easy to learn, ESP also offers a high degree of customisation with fully customisable views you can choose what you want to see and how you want to see it. With ESP you can log your vehicle’s data directly to your laptop. You can also view your data without leaving ESP and best of all, you can also make real-time adjustments while in the Data Playback Mode!

One of the most useful features in ESP is the Input/Output Reporter. This feature provides a visual representation of all the connections coming into and getting out of your Elite ECU as well as live data report making wiring much easier and quicker.

More functions, more flexible maps, upgraded data logging, self learning, and a host of other powerful features are all contained within each Elite series ECU. To access them you need Haltech’s Elite Software Programmer (ESP).
DRAG

DRIFT

RACE

DIRT

CRUISE

SHOW

WE'VE GOT YOU COVERED!
How to choose your ECU

Haltech makes ECUs to suit a wide range of engines and applications.
Sometimes working out which ECU is right for you can be a tricky process.
Here are a few simple hints to help you choose the correct ECU for your application.

**KNOW YOUR WIRING**

Haltech ECUs are split into two major groups; Plug’n’Play and Universal. If you are planning to use the factory harness then take a look at our Plug’n’Play ECU solutions. These include the Platinum Pro Plugin ECUs that connect directly into your factory harness or Elite ECUs that connect to the factory harness via a unique Plug’n’Play Adaptor.

If you’re planning to completely rewire your car, do an engine swap, or building a race car from ground up then head straight for the Universal ECU range. These ECUs are supported with a variety of wiring options, from universal wiring harnesses to engine-specific terminated harnesses. Like their name suggests, Universal ECUs will work with almost all engine types and configurations.

**KNOW YOUR ENGINE**

Your engine’s requirements will dictate the features you’ll need from your ECU. The number of inputs and outputs required will quickly narrow down your selection. Next, look at specific requirements like Engine Protection, Drive-By-Wire throttle, Flex Fuel, Knock Control, Long Term Learning, Launch/Traction Control or Data Logging. Adding these to your list will further refine your choices.

**KNOW YOUR GOALS**

If you’re building a race car then you’ll no doubt be needing functions that will allow you to go faster, quicker and stay reliable. Look for “Race Functions” like Boost Control, Nitrous Control, Trans Brake or Torque Management which have been specifically designed for competitive racing.

**STILL UNSURE?**

If you’ve narrowed your choice down to a couple of ECUs but want to confirm you’ve made the right decision contact our tech or sales support. Remember, our goal is not to just sell you any ECU, we want to provide you with an ECU that’s right for YOU.
How to wire-in your ECU

DIRECT PLUG-IN ECU
If you are after a simple plug-and-play option and your car still has its original engine and wiring in it, a Pro Plug-in ECU provides the easiest and quickest solution. Simply unplug the factory ECU, and plug the Haltech Pro Plug-in directly into the factory harness. Load your base map and you’re ready to go.

PLUG’N’PLAY ADAPTOR
If you want the flexibility of a Universal ECU, a Plug’n’Play Adaptor Harness effectively turns any Universal Elite into a Plug’n’Play ECU. Haltech’s Plug’n’Play Adaptor Harness plugs directly into your Haltech ECU and has a set of factory connectors on the other side which plug straight into the factory harness.

TERMINATED ENGINE HARNESS
If you’re doing an engine swap or building a race car with one of the engines supported by our Terminated Engine Harness range, this is by far your easiest, most time-effective wiring solution. Each Terminated Engine Harness is made to suit a specific engine and comes terminated with ECU connectors at one end and all engine connectors at the other. An ignition harness and all the connectors needed to get you up and running are also included. All your factory connectors are labelled, crimped and terminated at exactly the right length.

UNIVERSAL WIRE-IN HARNESS
If you’re not using the factory harness you can use one of Haltech’s Universal Wire-In Harnesses. These harnesses have a set of ECU connectors at one end and unterminated wires at the other. All the wires at the unterminated end are colour coded and clearly labelled. Connect your Haltech ECU to the terminated end and follow your wiring diagram for all the engine connections. Load your base map and you’re ready to go.

PLUG AND PINS
If your car is not supported by our Plug’n’Play options and you’re using the factory engine harness you can adapt the factory wiring harness to fit your Haltech ECU using a Plug and Pin connector set. Simply remove the factory connectors and crimp the Haltech Plug and Pin set on. You can now connect your Haltech ECU directly to your factory harness.
## ECU COMPARISON CHART - FEATURES

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<th>Elite VMS / VMS T</th>
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Haltech Tech Support - We're here to help! USA: (888) 298 8116 INTL: +61 2 9729 0999 WEB: www.haltech.com/support
## ECU COMPARISON CHART - INPUTS / OUTPUTS / RACE FUNCTIONS

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IGNITION ONLY SYSTEMS

ELITE SERIES
Vehicle Management System (VMS)

- Ideal for use with mechanical injection and carburetors
- Compact size
- Waterproof
- Up to 6 stages of nitrous control
- Closed loop boost control
- CO2 boost control
- Race timer
- Transbrake, bump and creep control
- On-board data logging
- Engine protection
- Elite Software Programmer (ESP) real time calibration software
- Internal 3 bar MAP sensor (up to 30psi/200kPa boost/gauge pressure)
- Compatible with all Haltech CAN devices
- Compatible with Haltech IQ3 dashes
VMS
Ideal for non-EFI, mechanically injected and carburetted drag racing vehicles.
The VMS is a one stop - one point of contact solution for ignition timing control, boost control, nitrous control, launch control, transbrake control, staging bump and creep control as well as on-board data logging.

- Ignition Outputs: 8
- Digital Pulse Outputs: 9
- Digital Pulse Inputs: 2
- Analogue Voltage Inputs: 5
- Engine Position Inputs: 2
- Tuning Table Resolution: 16 x 32
- CAN Bus Comms: 1
- OBDII compatible (set and clear fault codes)

Available as a stand-alone unit or with a semi-terminated engine harness.

VMS T
The VMS T adds Advanced Torque Management functionality to the standard VMS. Based on target driveshaft RPM, target engine RPM, or any other channel, the VMS T ensures consistent racing results and is ideal for competitive non-EFI, mechanically injected or carbureted drag cars.

- Ignition Outputs: 8
- Digital Pulse Outputs: 9
- Digital Pulse Inputs: 2
- Analogue Voltage Inputs: 5
- Engine Position Inputs: 2
- Tuning Table Resolution: 16 x 32
- CAN Bus Comms: 1
- OBDII compatible (set and clear fault codes)

Available as a stand-alone unit or with a semi-terminated engine harness.

VMS/T Semi-Terminated Harness
Suits naturally aspirated, supercharged, turbocharged or mechanically injected applications. From Street Cruiser to Blown Alcohol Promod. MSD style crank sensor ready. Easily connects to distributor, MSD or Promag ignition harness.
UNIVERSAL ECUs

ELITE SERIES
Single Connector

- Ideal for budget conscious projects
- Compact size
- Waterproof
- Wide range of trigger patterns supported
- Sequential, semi sequential, batch or multipoint injection
- Elite Software Programmer (ESP) real time calibration software
- Internal 3 bar MAP Sensor (up to 30psi/200kPa boost/gauge pressure)
- Open loop boost control
- Compatible with high or low impedance injectors
- Compatible with all Haltech CAN devices
- Compatible with Haltech IQ3 range of dashes
<table>
<thead>
<tr>
<th>Model</th>
<th>Description</th>
<th>Fuel Injector Outputs</th>
<th>Ignition Outputs</th>
<th>Digital Pulse Outputs</th>
<th>Digital Pulse Inputs</th>
<th>Analogue Voltage Inputs</th>
<th>Engine Position Inputs</th>
<th>Tuning Table Resolution</th>
<th>CAN Bus Comms</th>
<th>OBDII Support</th>
<th>Other Features</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elite 550</td>
<td>Ideal for basic 4 cylinder or 2 rotor engines and basic EFI conversions.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>16 x 32</td>
<td>1</td>
<td>(set and clear fault codes)</td>
<td>Available with a basic, premium, long or short universal engine wire-in harness.</td>
</tr>
<tr>
<td>Elite 750</td>
<td>Ideal for basic 6 cylinder or 2 rotor engines, basic EFI conversions, single VVTi engines.</td>
<td>6</td>
<td>6</td>
<td>5</td>
<td>2</td>
<td>5</td>
<td>2</td>
<td>16 x 32</td>
<td>1</td>
<td>(set and clear fault codes)</td>
<td>Flex Fuel Support, Single Sensor Variable Cam Support, Long Term Learning, On-Board Data Logging</td>
</tr>
<tr>
<td>Elite 950</td>
<td>Ideal for basic V8 engines and basic carburetor-to-EFI conversions, Flex Fuel Support, Single Sensor Variable Cam Support, Nitrous Control, Long Term Learning, On-Board Data Logging</td>
<td>8</td>
<td>4</td>
<td>5</td>
<td>2</td>
<td>5</td>
<td>2</td>
<td>16 x 32</td>
<td>1</td>
<td>(set and clear fault codes)</td>
<td>Available with a basic, premium, long or short universal engine wire-in or terminated engine harness.</td>
</tr>
</tbody>
</table>
UNIVERSAL ECUs

ELITE SERIES
Dual Connector

- Ideal for advanced performance applications
- Waterproof (with USB cover fitted)
- Wide range of trigger patterns supported
- Sequential, semi sequential, batch or multipoint injection
- Staged injection
- Direct fire ignition
- Elite Software Programmer (ESP) real time calibration software
- Internal 3 bar MAP Sensor (up to 30psi/200kPa boost/gauge pressure)
- Closed loop boost control
- OBDII compatible (set and clear fault codes)
- Flex Fuel support
- Compatible with high or low impedance injectors
- Compatible with Haltech Plug’n’Play Adaptor range
- Compatible with all Haltech CAN devices
- Compatible with Haltech IQ3 range of dashes
**Elite 1000**
Ideal for popular 1990s and early 2000s performance engines. Recommended for 4 cylinder or 2 rotor engines, EFI conversions, engines with variable camshafts.
Fuel Injector Outputs: .......................................... 4
Ignition Outputs: .................................................. 4
Digital Pulse Outputs: .......................................... 9
Digital Pulse Inputs: ............................................ 4
Analogue Voltage Inputs: ....................................... 10
Engine Position Inputs: ......................................... 3
Tuning Table Resolution: ...................................... 32 x 32
CAN Networks .................................................... 2
Two Sensor Variable Cam Support
Long Term Learning
Stepper Motor Control
Launch Control
Traction Control
Anti-Lag
Knock Control
Nitrous Control
On-Board Data Logging
Basic Engine Protection
Available with a universal wire-in, plug’n’play or terminated engine wire-in harness.

**Elite 2000**
Ideal for popular 1990s and early 2000s performance engines. Recommended for 4, 6, 8 cylinder or 2/3 rotor engines, EFI conversions, engines with variable camshafts.
Fuel Injector Outputs: .......................................... 8
Ignition Outputs: .................................................. 8
Digital Pulse Outputs: .......................................... 9
Digital Pulse Inputs: ............................................ 4
Analogue Voltage Inputs: ....................................... 10
Engine Position Inputs: ......................................... 3
Tuning Table Resolution: ...................................... 32 x 32
CAN Networks .................................................... 2
Two Sensor Variable Cam Support
Long Term Learning
Stepper Motor Control
Launch Control
Traction Control
Anti-Lag
Knock Control
Nitrous Control
On-Board Data Logging
Basic Engine Protection
Available with a universal wire-in, plug’n’play or terminated engine wire-in harness.

**Elite 1500**
Ideal for popular late-model performance and racing applications. Recommended for 4 cylinder, DBW or 2 rotor engines, EFI conversions, engines with multiple variable camshafts.
Fuel Injector Outputs: .......................................... 4
Ignition Outputs: .................................................. 4
Digital Pulse Outputs: .......................................... 11
Digital Pulse Inputs: ............................................ 4
Analogue Voltage Inputs: ....................................... 10
Engine Position Inputs: ......................................... 5
Tuning Table Resolution: ...................................... 32 x 32 x 8
CAN Networks .................................................... 2
Two Sensor Variable Cam Support
4 Sensor Variable Cam Support
Drive By Wire Support
Long Term Learning
Stepper Motor Control
Launch Control
Traction Control
Anti-Lag
Knock Control
Nitrous Control
On-Board Data Logging
Advanced Engine Protection
Advanced Tuning Options
Race Functions
Staged Nitrous Control
Available with a universal wire-in, plug’n’play or terminated engine wire-in harness.
UNIVERSAL ECUs

ELITE SERIES
Dual Connector

- Ideal for advanced performance applications
- Waterproof (with USB cover fitted)
- Wide range of trigger patterns supported
- Sequential, semi sequential, batch or multipoint injection
- Staged injection
- Direct fire ignition
- Elite Software Programmer (ESP) real time calibration software
- Internal 3 bar MAP Sensor (up to 30psi/200kPa boost/gauge pressure)
- Closed loop boost control
- OBDII compatible (set and clear fault codes)
- Flex Fuel support
- Compatible with high or low impedance injectors
- Compatible with Haltech Plug’n’Play Adaptors
- Compatible with all Haltech CAN devices
- Compatible with Haltech IQ3 range of dashes
**Elite 2500**
Ideal for popular late-model performance and racing applications. Recommended for 4, 6, 8 cylinder Drive-By-Wire (DBW) or 2, 3, 4 rotor engines, EFI conversions, engines with multiple variable camshafts.

- Fuel Injector Outputs: 8
- Ignition Outputs: 8
- Digital Pulse Outputs: 11
- Digital Pulse Inputs: 4
- Analogue Voltage Inputs: 10
- Engine Position Inputs: 5
- Tuning Table Res: 32 x 32 x 8
- CAN Networks: 2
- 4 Sensor Variable Cam
- Drive-By-Wire
- Long Term Learning
- Stepper Motor Control
- Launch Control
- Traction Control
- Anti-Lag
- Knock Control
- On-Board Data Logging
- Advanced Engine Protection
- Advanced Tuning Options
- Race Functions
- Staged Nitrous Control
Available with a universal wire-in, plug’n’play or terminated engine wire-in harness.

**Elite 2500 T**
Ideal for popular late-model performance and racing applications. Recommended for 4, 6, 8 cylinder Drive-By-Wire (DBW) or 2, 3, 4 rotor engines, EFI conversions, engines with multiple variable camshafts.

- Fuel Injector Outputs: 8
- Ignition Outputs: 8
- Digital Pulse Outputs: 11
- Digital Pulse Inputs: 4
- Analogue Voltage Inputs: 10
- Engine Position Inputs: 5
- Tuning Table Res: 32 x 32 x 8
- CAN Networks: 2
- 4 Sensor Variable Cam
- Drive-By-Wire
- Long Term Learning
- Stepper Motor Control
- Launch Control
- Traction Control
- Anti-Lag
- Knock Control
- On-Board Data Logging
- Advanced Engine Protection
- Advanced Tuning Options
- Race Functions
- Staged Nitrous Control
Available with a universal wire-in, plug’n’play or terminated engine wire-in harness.

**Elite REM (Race Expansion Module)**
Used in conjunction with the Haltech Elite 2500 the Race Expansion Module (REM) offers extra Input and Output functionality as well as Advanced Torque Management.

Using the REM in conjunction with the Elite 2500 allows sequential staged injection of up to 16 injectors, and will drive up to 64 injectors.

- Fuel Injection Outputs: 8
- Digital Pulsed Outputs: 8
- Digital Pulsed Inputs: 4
- Analogue Voltage Inputs: 10
- System Synchronisation Pulsed Inputs: 2
- Advanced Torque Management
- I/O Expansion
DIRECT PLUG-IN ECUs

ELITE SERIES
PRO PLUGIN

- Make/Model Specific
- Easy to install
- Plugs directly into the factory harness
- Does not require re-wiring
- Elite Software Programmer (ESP)
  real time calibration software
- On-board Wideband Controller
- Supports all OEM functions
- Supports OEM auto transmission
- Compatible with Haltech Flex Fuel sensors
- Compatible with all Haltech CAN devices
- Compatible with the Haltech IQ3 dash range
Ford “Barra” 6 cylinder, 4 litre

Haltech’s new Elite Pro Plug-in ECU offers a true Plug’n’Play upgrade option for the popular Ford Falcon BA, BF and FG models.

No messy and time-consuming re-wiring required - the Elite Pro Plug-in connects directly to the factory wiring harness and fits perfectly in the factory ECU location.

With an on-board wideband controller and sophisticated race functions the Elite Pro Plug-in is one of Haltech’s most advanced ECUs to date.

Apart from performance-oriented features like closed loop boost control, anti-lag and launch control, short and long term learning for fuel, ignition, boost and idle, the new Elite Pro Plug-in also controls all factory functions including variable cam control, cruise control, dash cluster and even the 6-speed automatic transmission.

FEATURES

• Die cast aluminium, water resistant case.
• On-board automatic transmission control via CAN [ZF 6HP26].
• E85 Flex Fuel ready.
• Multi-fuel support. Petrol, Methanol and Ethanol.
• Internal single channel wideband [supports LSU4.9 sensor].
• Variable cam control.
• Cruise control.
• OBDII compatible.
• Short and long term fuel, ignition, boost and idle control learning.
• Knock control with high speed digital filtering.
• Closed loop boost control.
• Closed loop idle control.
• Closed loop 02 control.
• Anti-lag and launch control with drag and rally modes.
• Multi level engine protection.

OUTPUTS

• 6 x current controlled injector drivers (OEM).
• 8 x additional injector outputs available for staged injection, unused staged injector outputs are available to be used as generic DPOs.
• 6 x ignition outputs to support OEM Ford coils.
• Digital pulsed outputs - as per OEM.
• Drive By Wire (DBW) output suits any throttle body and pedal including Ford OEM.

MAKES/MODELS SUPPORTED:
Ford Falcon BA (02-05) I6 4.0-litre DOHC VCT “Barra” engine with manual transmission.
Ford Falcon BF (05-08) I6 4.0-litre DOHC VCT “Barra” engine with manual transmission.
Ford Falcon BF (05-08) I6 4.0-litre DOHC VCT “Barra” engine with ZF 6HP26, 6-speed auto transmission.
Ford Falcon FG MkI and MkII with the I6 4.0-litre DOHC VCT “Barra” engine and ZF 6HP26, 6-speed auto transmission.
Naturally aspirated or forced induction.
Engines covered:
Barra 182, 190, 240T, 245T, 270T.

INPUTS

• Analogue voltage inputs [AVI]: as per OEM.
• 4 x additional user definable AVIs on the aux connector.
• Digital pulsed inputs [DPI]: as per OEM.
• 4 x additional user definable DPOs used for measuring duty cycle, frequency or state.
• Engine position inputs: as per OEM.
• Supports Ford Barra trigger pattern.
• Alternate generic trigger support also available.
• Knock inputs: as per OEM.
• Digital pulsed outputs - as per OEM.
• Drive By Wire (DBW) output suits any throttle body and pedal including Ford OEM.

Haltech Tech Support - We’re here to help!  USA: (888) 298 8116  INTL: +61 2 9729 0999  WEB: www.haltech.com/support
DIRECT PLUG-IN ECUs

PLATINUM SERIES
PRO PLUGIN & SPORT GM

• Make/Model Specific
• Easy to install
• Plugs directly into the factory harness
• Does not require re-wiring
• ECU Manager calibration software
• Supports most OEM functions
• Internal 2.5 bar MAP Sensor
  (up to 22psi/150kPa boost/gauge pressure)
• Compatible with Haltech Flex Fuel sensors
• Compatible with all Haltech CAN devices
• Compatible with the Haltech IQ3 dash range
Platinum Sport GM
Direct replacement for Delco ECUs. Requires no additional wiring, plugs directly into the factory harness.
Fuel Injector Outputs: ........................................... as per OEM
Ignition Outputs: .................................................. as per OEM
Digital Pulse Outputs: .......................................... 4
Digital Pulse Inputs: .............................................. as per OEM
Analogue Voltage Inputs: .................................. 4
Engine Position Inputs: ........................................ as per OEM
Tuning Table Res: ................................................ 32 x 32
CAN Bus comms ..................................................... 1
OEM Stepper Motor Control
Launch Control
Anti-Lag
On-Board Data Logging
Basic Engine Protection

MAKES/MODELS SUPPORTED:
Chevrolet Camaro, Firebird [86-89] V8 TBI & TPI
Chevrolet Corvette [86-89] V8 TBI & TPI
Chevrolet truck/van and S10 [TBI & TPI]
 Holden Commodore VN-VP (Delco ECU)
 Holden Commodore VR-VS (Delco ECU)

Platinum Pro Plug-in
Direct factory ECU replacement. Requires no additional wiring, plugs directly into the factory harness.
Fuel Injector Outputs: ........................................... as per OEM
Ignition Outputs: .................................................. as per OEM
Digital Pulse Outputs: .......................................... 4
Digital Pulse Inputs: .............................................. as per OEM
Analogue Voltage Inputs: .................................. 4
Engine Position Inputs: ........................................ as per OEM
Tuning Table Res: ................................................ 32 x 32
CAN Bus comms ..................................................... 1
Flex Fuel Support
OEM Variable Cam Support
OEM Drive By Wire Support
Long Term Learning
OEM Stepper Motor Control
Launch Control
Anti-Lag
Knock Control
On-Board Data Logging
Basic Engine Protection

MAKES/MODELS SUPPORTED:
Nissan Skyline R32
Nissan Skyline R33
Nissan R34 GT-T
Nissan R34 GT-R
Nissan Z32 Fairlady 300ZX
Nissan Silvia/200SX S15
Nissan Y61 Patrol (TB48)
Nissan Z33 350Z
Mitsubishi Evo 8MR
Mitsubishi Evo 9
Honda EP3
Honda DC5 [03-04]
Honda DC5/RSX [05-06]
Honda S2000 AP1
Hyundai Genesis BK Theta
Subaru WRX MY01-05 GDB
PLUG’n’PLAY ADAPTORS

ELITE SERIES
ADAPTOR HARNESSES

- Ideal for advanced performance applications
- Make/model specific
- Easy to install
- Plugs into the factory harness via a unique Plug’n’Play adaptor harness
- Does not require re-wiring
- Supports most OEM functions
- Elite Software Programmer (ESP) real time calibration software
- Compatible with two connector Elite ECUs
- Compatible with all Haltech CAN devices
- Compatible with Haltech Flex Fuel sensors
- Compatible with the Haltech IQ3 dash range
Elite Plug’n’Play Adaptor Harness

If you’re looking for a quick and easy plug-in solution to go with your Elite ECU then Plug’n’Play Adaptors are your best option.

Plug’n’Play Adaptor Harness allows you to use Haltech’s universal Elite ECUs by connecting them directly to the factory harness in your car via a Plug’n’Play adaptor.

This is an ideal solution for builders and tuners who want a quick and easy install without the need to rewire.

The Plug’n’Play Adaptor Harness comes complete with an adaptor box which has factory ECU connector on one side and the Haltech mating connectors on the other.

The Adaptor Harness connects the Adaptor Box to an Elite ECU on one side and your car’s factory ECU harness on the other.

Once the Haltech ECU connected, you launch the Elite Software Programmer (ESP) and load your base map from the Haltech base map library.

The base map will be sufficient to get your car going and give you a great starting point for further tuning.

MAKES/MODELS SUPPORTED:

- Audi A3 (1.8T AWP)
- Audi A4 Quattro Sport (1.8T AWP)
- Audi TT Mk1 [8N]
- Dodge Neon SRT4 [03-05]
- Ford Mustang GT, Cobra [99-04]
- Lexus IS300 [01] 2JZ GE VVTi
- Lexus IS300 [02-05] 2JZ GE VVTi
- Honda EP3 [02-05]
- Honda B-Series Civic [OBD-I]
- Honda Integra, Prelude, Accord [OBD-I]
- Honda Integra DC5 / Acura RSX [02-04]
- Honda Integra DC5/Acura RSX [05-06]
- Honda S2000 AP1 [00-04], AP2 [05]
- Mazda RX7 FD3S-S6 [92-95]
- Mazda RX7 FD3S-S7/S8 [96-02]
- Mazda MX-5 NA 1.6 and 1.8
- Mazda MX5 NB 1.8 [00-04]
- Mazda MX5 SE 1.8 [04-05]
- Mitsubishi EVO 1-3, GSR, RVR
- Mitsubishi EVO 4-8
- Mitsubishi EVO 9
- Mitsubishi Eclipse 1G/2G Turbo
- Mitsubishi Galant VR4 [87-92]
- Nissan Patrol Y60 (TB42)
- Nissan Patrol Y61 (TB45)
- Nissan Skyline R32 GTS-T, GT-R
- Nissan Skyline R33 GTS-T, GT-R
- Nissan Skyline R34 GT-T, GT-R
- Nissan Stagea WC34
- Nissan 300ZX [Z32]
- Nissan Silvia S13 [CA18DET, SR20DET]
- Nissan Silvia S14 S1 “ZENKI” and S2 “KOUKI”
- Nissan Silvia S15
- Nissan Pulsar GTiR
- Nissan Pulsar SSS
- Polaris Slingshot [15-16]
- Polaris RZR XP 1000 [15-16] Non-Turbo
- SEAT León, Toledo [1.8T AWP]
- Subaru WRX [93-96]
- Subaru WRX [97-98]
- Subaru WRX [99-00]
- Subaru WRX [01-05]
- Subaru WRX [06-07]
- Subaru WRX [08-09]
- Subaru Liberty/Legacy Gen 4 3.0R [04-05]
- Škoda Octavia vRS [1.8T AWP]
- Toyota Supra JZA80 2JZ
- Toyota JZX100 Mark II/Cresta/Chaser [96-01]
- Toyota JZZ30 Soarer [96-01]
- Volkswagen Golf Mk4 GTI [1.8T AWP] [01-06]
- Volkswagen Bora/Jetta [1.8T AWP] [01-06]
- Volkswagen Beetle [1.8T AWP] [01-06]
- Volkswagen Polo GTi [1.8T AWP] [01-06]
ENGINE HARNESSSES

ELITE SERIES
TERMINATED ENGINE HARNESSSES

• Ideal for engine swaps
• Engine specific
• Labelled OEM connectors
• Engine-specific base maps
• Integrated premium fuse box
• Compatible with dual connector Elite ECUs
• Compatible with all Haltech CAN devices
• Compatible with Haltech IQ3 range of dashes
Terminated Engine Harnesses

If you’re doing an engine swap or building a race car with one of the engines supported by our Terminated Engine Harness range, this is by far your easiest, most time-effective wiring solution. Each Terminated Engine Harness is made to suit a specific engine and comes terminated with ECU connectors at one end and all engine connectors at the other.

All your factory connectors are labelled, crimped and terminated at exactly the right length.

Also included with each kit is an ignition harness and all the connectors needed to get you up and running.

MAKES/MODELS SUPPORTED:
- Chrysler Hemi V8
- Ford Coyote 5.0
- Ford Barra 4.0L
- Ford Big/Small Block V8
- GM Gen III LS1/LS6
- GM Gen IV LSx
- GM Big Block/Small Block V8
- Mazda 13B
- Mitsubishi 4G63
- Nissan RB20, RB25, RB26, RB30
- Toyota 2JZ
DISPLAY

IQ3 SERIES
DASHES AND LOGGERS

- Ideal replacement for individual gauges
- Available in Display and Logger models
- Compatible with all Haltech Elite ECUs
- OBDII compatible (2006 onwards)
- Dedicated direct inputs
- Compatible with many popular aftermarket ECUs:
  - AEM
  - MSD Atomic
  - Electromotive
  - EMS Em-Tech
  - FAST XFI
  - FuelTech
  - Life Racing F88
  - Holley
  - InjePro
  - Link G4+
  - MaxxECU
  - MEFI 4B
  - MicroTech
  - MoTeC
  - Pro EFI
  - MegaSquirt

Haltech IQ3 Street Display Dash
32 EFI + 32 V-NET + 6 Direct input channels.
Internal CAN interface compatible with over 20 aftermarket EFI systems (inc OBDII) plus Racepak V-Net and direct wired sensor inputs.

Haltech IQ3 Street Logger Dash
32 EFI + 32 V-NET + 6 Direct input channels.
Data logging via a 4GB MicroSD card.
Internal CAN interface compatible with over 20 aftermarket EFI systems (inc OBDII) plus Racepak V-Net and direct wired sensor inputs.

Street-Ready and EFI friendly!
With more channels, integrated aftermarket EFI connection, OBDII connectivity, street car display functions and flexible sensor connection options, the award-winning IQ3 Street is one of the easiest to use and most cost effective display and logging solutions on the market today.

Don’t waste install time and money on duplicating expensive sensors that are already connected to your engine management system.

Haltech’s IQ3 Street is compatible with over 20 aftermarket EFI systems in addition to Racepak’s V-Net system and new direct wired sensor inputs.

Whether your project car has a late model engine swap, aftermarket EFI system or a traditional carburetor and distributor, the Haltech IQ3 Street offers a fully programmable dash solution with the correctly coloured indicator and warning lights required for street use.

- Direct wired inputs for the integrated green indicators, blue high beam and red park brake/warning condition lights make for a simple and effective solution for a user-programmable custom dash installation.

- New flexible and cost effective sensor connection options make the initial fitting and future upgrades to a stand-alone dash system cheaper and easier than ever!

- Eliminates hours of drilling, cutting, wiring, crimping and the costs associated with a typical gauge and sensor instrument installation.

Get rid of those dated, inaccurate gauges and update your street vehicle with modern, race proven technology.
Multi-Function CAN Gauge

Haltech’s Multi-Function CAN Gauge displays real-time data from your Haltech ECU.

- Supported parameters such as boost pressure, air/fuel ratio, coolant temperature, fuel pressure, ethanol content, etc. can be displayed without additional sensors.
- The high contrast OLED display is bright for interior use and dims at night. Configure 1, 2, or 4 gauge layouts on up to 10 different pages.
- Create custom warning points, such as high coolant temperature which triggers a warning screen and bright LED on the face of the gauge.
- Customise your Haltech Multi-function CAN Gauge to display the data you want to see using gauge-mounted buttons or an mobile app (requires Android 4.4 or later, Apple iOS 9.1 or later).
- Compatible with Haltech Platinum Sprint, Sport, Pro Plugin and Elite Series ECUs.
INPUTS

SENSORS & CAN PRODUCTS

- MAP Sensors
- Pressure Sensors
- Air Temperature Sensors
- Fluid Temperature Sensors
- Speed/Position Sensors
- O2 Wideband Controllers
- Rotary Trim Switches
- Thermocouples
- Flex Fuel Sensors
- Knock Sensors
- Input/Output Expanders
**Wideband Controllers**

Haltech CAN wideband controllers allow the user to accurately measure air/fuel ratios over a wide range from rich to lean via the Haltech CAN system for precise engine tuning.

A wideband oxygen sensor allows the air/fuel ratio to be measured over a very broad range (often from 0.34 - 1.5 Lambda).

The stock oxygen sensor (usually a narrow band sensor) can only measure the air/fuel ratio over a very narrow range (from around 0.99 - 1.01 Lambda).

When a Haltech CAN wideband controller is connected to a Haltech ECU the diagnostic information is broadcast directly to the ECU. This additional diagnostic information is used by the ECU to determine if the sensor is up to operating temperature.

If the sensor has a short or fault condition or if the sensor has been disconnected, the ECU will automatically turn off closed loop O2 control (if it’s enabled) and run in open loop mode.

**Flex Fuel Sensors**

A Flex Fuel Sensor allows the driver to add any mixture of ethanol/gasoline (from 0-100% ethanol content) without the need to swap tunes.

The sensor is installed between the fuel pressure regulator and the fuel tank, where it monitors the ethanol content of the fuel returning to the tank.

That information is then passed onto the Haltech ECU which applies fuel, ignition and boost corrections to make the best power for the ethanol content available.

Easy to install and setup, the Haltech Flex Fuel Sensor is an ideal addition for weekend racers and cars that use a varying ethanol/petrol mix.

**Knock Sensors**

A well set-up knock control system will provide effective engine monitoring and prevent engine damage due to detonation.

Also known as pinging, detonation, pre-detonation or rattling, “knock” is destructive. A knock sensor’s job is to detect it and relay that information to the ECU.

A knock sensor operates like a microphone. It senses vibration within the engine and transmits this signal into ECU. Once this signal is received by the ECU, it then determines what is knock and what is normal engine noise.

When knock is detected the ECU will apply an instantaneous short term timing retard and also make adjustments to a long term correction table.

**Thermocouple Amplifiers**

A thermocouple is a device used for measuring temperature.

Haltech’s open-tip style thermocouple sensors have a working range of 32 - 2012°F and come with either weld-on or screw type fittings. They are available in a wide range of lengths from 0.61m (24”) to 2.44m (96”) long. Thermocouple sensors are typically used to measure exhaust gas, manifold, turbo or oil temperatures.

Haltech’s Thermocouple Amplifiers [TCAs] increase the functionality of your Haltech ECU by providing multiple temperature sensor inputs for monitoring, tuning and logging.

All Haltech thermocouples are terminated with a K-type connector which then plug directly into a Haltech TCA box. A thermocouple signal is then relayed to the ECU via Haltech’s CAN network.

Haltech Thermocouple Amplifiers are available in a 2, 4 or 8 Channel configuration.

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The stock oxygen sensor (usually a narrow band sensor) can only measure the air/fuel ratio over a very narrow range (from around 0.99 - 1.01 Lambda).

When a Haltech CAN wideband controller is connected to a Haltech ECU the diagnostic information is broadcast directly to the ECU. This additional diagnostic information is used by the ECU to determine if the sensor is up to operating temperature.

If the sensor has a short or fault condition or if the sensor has been disconnected, the ECU will automatically turn off closed loop O2 control (if it’s enabled) and run in open loop mode.

**Flex Fuel Sensors**

A Flex Fuel Sensor allows the driver to add any mixture of ethanol/gasoline (from 0-100% ethanol content) without the need to swap tunes.

The sensor is installed between the fuel pressure regulator and the fuel tank, where it monitors the ethanol content of the fuel returning to the tank.

That information is then passed onto the Haltech ECU which applies fuel, ignition and boost corrections to make the best power for the ethanol content available.

Easy to install and setup, the Haltech Flex Fuel Sensor is an ideal addition for weekend racers and cars that use a varying ethanol/petrol mix.

**Knock Sensors**

A well set-up knock control system will provide effective engine monitoring and prevent engine damage due to detonation.

Also known as pinging, detonation, pre-detonation or rattling, “knock” is destructive. A knock sensor’s job is to detect it and relay that information to the ECU.

A knock sensor operates like a microphone. It senses vibration within the engine and transmits this signal into ECU. Once this signal is received by the ECU, it then determines what is knock and what is normal engine noise.

When knock is detected the ECU will apply an instantaneous short term timing retard and also make adjustments to a long term correction table.
OUTPUTS

IGNITION, IDLE & BOOST CONTROL

- OEM-style Ignition Modules
- High Power Igniter Modules
- Ignition Coils
- Idle Control
- Boost Control
- Injector Ballast Resistors
- Input/Output Expanders
HP Igniters
Inductive ignition systems are the most common types of ignition systems found on OEM engines, they comprise both an ignition coil and an ignition module. Some coils have the ignition module built into the same packaging as the coil.
For all ignition coils that do not have an ignition module built into the coil an external ignition module such as the Haltech HP series of ignition modules is required.
Haltech HP Igniters come in 4, 6 or 8 channel configurations and are capable of reaching a coil saturation current of up to 15A per channel.

Haltech Ignition Coils
The purpose of the ignition system is to start the combustion process and provide a spark strong enough and hot enough to ignite the air and fuel mixture inside the combustion chamber under all conditions.
The ignition coil is charged by the ignition module up to the point of saturation, the coils stored energy is then released into the spark plug.
Haltech has a range of ignition coils available, the popular IGN-1A IGBT coil with a built in igniter is an all in one package that includes a high power 15A igniter built directly into the coil body for neat and tidy installation.
There is also a version of this coil available without a built in igniter for connection with applications that require the OEM external ignition module to be retained (or the use of a Haltech HPI igniter) as well as a CDI specific version for use with Haltech CDI systems.

Input/Output Expanders
This CAN device increases the number of available analog and digital inputs as well as digital outputs.
It is ideal for additional pressure, temperature and flex fuel sensors that can be used for engine protection or general monitoring of your engine’s vital data.
The I/O Expander integrates with all Haltech Platinum and Elite series ECUs.

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TUNING TOOLS

• Pro Tuner Knock Ears
• USB Oscilloscope
• Dual Crimper Set
• Deutsch Multi Crimper
• Cables and Adaptors

For a painless and professional Haltech ECU install, you’re going to need the right tools. Whether that is a professional set of crimpers to get you all wired up, a multi-function scope or a set of knock ears. We’ve got everything you need to assist you with your Haltech ECU install.

NOTE:
Haltech ECUs are designed and sold for Sanctioned Offroad/Competition Non-Emissions Controlled Vehicles only. In some countries it is unlawful to tamper with your vehicle’s emissions equipment. Using Haltech products for street / road use on public highways in those countries may be prohibited by law. It is the responsibility of the installer and/or user of this product to ensure compliance with all applicable local and federal laws and regulations. Please check with your local vehicle authority before using our products.
WE ARE HALTECH #PLANETHALTECH
All Haltech apparel is available in unisex sizes (Small to 4XL).
Haltech tees and hoodies are made from premium quality fabric and feature weather and wash proof screen printing.
Haltech Softshell Jackets are made from weather proof polyester and feature high grade embroidery.

**Vintage Range**

Page Up For Power! Combining classic good looks and modern urban style, Haltech’s new range of merchandise is full of street cred and in-your-face attitude.

**Softshell Jackets**

Ideal for cold track days, these soft shell jackets feature warm lining, water resistant outer shell and zippers and a high collar.
Classic Range
Black, 100% cotton, these shirts are ideal for car shows, workshops or just looking good around town.
The long sleeve version is perfect for driving events and track days.

Workshop Gloves
Designed specifically for automotive professionals, Haltech’s Workshop Gloves offer superior protection and performance while retaining the tactility so needed in a workshop environment. Silicone patches on the thumb and index finger for use with touch screens on mobile devices.

Flexfit Hats
Famous Flexfit fit with an embroidered Haltech logo. Available in three sizes.

Drink Coolers

Stickers

Lanyards