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.

“Innovation, Support and Cutting Edge Technology

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“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.

ESP ONLINE

Elite ECUs and ESP work together to create a more efficient tuning environment.
If you don’t have all the latest definition files saved on your laptop, you simply log into your ESP Online account which will automatically search our servers, find the correct definition file, download it and load it up into your ESP.

ESM 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).

• Intuitive and easy to use interface
• Customisable mapping tables
• Customisable views
• User definable functions
• Precise engine control
• Calibration for any sensor
• Data logging directly to your laptop
• Data log playback within ESP
• Real-time adjustment in Data Playback Mode
• Visual Input/Output Report
• Fully integrated Help menu
• Remote Help accessible form within ESP
• Continual improvements and updates

ESP ONLINE

We’ve got you covered!
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 Plug-in 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.

**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 choose 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 becomes a simple 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 the 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.

**UNIVERSAL WIRE-IN HARNESS**

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.

**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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**USA:** (888) 298 8116 or (949) 470 5660  
**AUS:** 02 9729 0999  
**NZ:** 09 887 0616  
**EUROPE:** +43 (0) 720 883968  
**UK:** +44 (0) 121 285 6650

Haltech Tech Support - We’re here to help!  
**EMAIL:** support@haltech.com  
**WEB:** www.haltech.com/support
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<td>Engine Control Relay</td>
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<td>0 to 8</td>
<td>0 to 4</td>
<td>1 to 4</td>
<td>1 to 8</td>
<td>1 to 8</td>
<td>1 to 8</td>
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<td>as per OEM</td>
<td>as per OEM</td>
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</tr>
<tr>
<td>User Definable</td>
<td>9 to 11</td>
<td>9 to 11</td>
<td>9 to 11</td>
<td>11 up to 18</td>
<td>4 to 4</td>
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<td>28</td>
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### INPUTS

<table>
<thead>
<tr>
<th>Elite VMS</th>
<th>Elite 550</th>
<th>Elite 700</th>
<th>Elite 950</th>
<th>Elite 1000</th>
<th>Elite 1500</th>
<th>Elite 2000</th>
<th>Elite 2500 T</th>
<th>Elite 2500 T Pro Plugin</th>
<th>Platinum Pro Plugin</th>
<th>Platinum Sport GM</th>
<th>NEXUS RS</th>
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<tr>
<td>Dedicated</td>
<td>3</td>
<td>6</td>
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<td>5</td>
<td>5</td>
<td>6</td>
<td>6 as per OEM</td>
<td>as per OEM</td>
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<td>User Definable</td>
<td>7 to 14</td>
<td>7 to 14</td>
<td>14</td>
<td>14</td>
<td>14</td>
<td>14</td>
<td>8</td>
<td>4 as per OEM</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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<td>8</td>
<td>10</td>
<td>10</td>
<td>19</td>
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<td>20</td>
<td>20</td>
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### RACE FUNCTIONS

<table>
<thead>
<tr>
<th>Elite VMS</th>
<th>Elite 550</th>
<th>Elite 750</th>
<th>Elite 950</th>
<th>Elite 1000</th>
<th>Elite 1500</th>
<th>Elite 2000</th>
<th>Elite 2500 T</th>
<th>Elite 2500 T Pro Plugin</th>
<th>Elite Platinum</th>
<th>Platinum Pro Plugin</th>
<th>Platinum Sport GM</th>
<th>NEXUS RS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nitrous Control Stages</td>
<td>Up to 6</td>
<td>NO</td>
<td>NO</td>
<td>NO</td>
<td>NO</td>
<td>YES</td>
<td>NO</td>
<td>YES</td>
<td>YES</td>
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<td>Boost Control</td>
<td>40</td>
<td>Closed</td>
<td>Loop</td>
<td>30</td>
<td>Open</td>
<td>Loop</td>
<td>30</td>
<td>Open</td>
<td>Loop</td>
<td>40</td>
<td>Closed</td>
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<td>CD2 Control</td>
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<td>NO</td>
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<td>NO</td>
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<td>NO</td>
<td>YES</td>
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<tr>
<td>Intake Air Bleed Control</td>
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<td>NO</td>
<td>NO</td>
<td>NO</td>
<td>NO</td>
<td>YES</td>
<td>NO</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
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<td>YES</td>
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<tr>
<td>Flat Shift Support</td>
<td>Basic</td>
<td>NO</td>
<td>NO</td>
<td>NO</td>
<td>NO</td>
<td>Basic</td>
<td>Advanced</td>
<td>Basic</td>
<td>Advanced</td>
<td>Basic</td>
<td>Advanced</td>
<td>Basic</td>
</tr>
<tr>
<td>Shock Travel &amp; Ride Height</td>
<td>YES</td>
<td>NO</td>
<td>NO</td>
<td>NO</td>
<td>NO</td>
<td>YES</td>
<td>NO</td>
<td>YES</td>
<td>YES</td>
<td>NO</td>
<td>YES</td>
<td>NO</td>
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<td>Throttle Down</td>
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<td>NO</td>
<td>NO</td>
<td>NO</td>
<td>NO</td>
<td>YES</td>
<td>NO</td>
<td>YES</td>
<td>YES</td>
<td>NO</td>
<td>YES</td>
<td>NO</td>
</tr>
<tr>
<td>Race Timer</td>
<td>YES</td>
<td>NO</td>
<td>NO</td>
<td>NO</td>
<td>NO</td>
<td>YES</td>
<td>NO</td>
<td>YES</td>
<td>YES</td>
<td>NO</td>
<td>YES</td>
<td>NO</td>
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<tr>
<td>Torque Management</td>
<td>YES (VMS T)</td>
<td>NO</td>
<td>NO</td>
<td>NO</td>
<td>NO</td>
<td>NO</td>
<td>NO</td>
<td>YES (2500T)</td>
<td>NO</td>
<td>NO</td>
<td>NO</td>
<td>YES</td>
</tr>
</tbody>
</table>

---

ECU COMPARISON CHART - INPUTS / OUTPUTS / RACE FUNCTIONS
What is NEXUS R5?
The NEXUS R5 is Haltech’s new flagship product. Featuring new, innovative yet user-friendly technology, it sets a new market standard for engine management and power distribution systems.

An ECU, PDM, Wi-Fi module, wideband controller and a data logger all in one.

What's in the box?
- NEXUS R5
- SurLok Connectors (Red & Black)
- Wi-Fi Antenna RP-SMA 108mm
- Mounting Bolts
- USB-C Cable
- USB-C Dust Cap
- USB drive with NSP Software
- Haltech Product Catalogue

• 18 x high current injector drivers
• 12 x ignition drivers
• 12 x 8A outputs
• 4 x 25A outputs
• 23 x AVI
• 16 x SPI
• 8 x DP0
• 2 x knock control
• 2 x DBW control
• 3 x independent CAN bus systems
• Wireless communication
• 150 channel, 1kHz logging with 512MB of logging space
• Dual channel O2 wideband controller capable of running LSU4.9 and NTK sensors
• Auto transmission control
• A brand new, easy to use, intuitive software

Optional Accessories (sold separately)
- Plug and Pins Set. AMP 26 pin key 1 & 3 and 36 pin key 1 & 2, DTP-4, HT-000019
- Plug and Pins Set. Male OTP06-4S. Black connector 25A [inc male plug, female pins, wedge lock seal]. HT-031201
- Plug Set. SurLok connectors red/black. HT-030300
- 1AWG Battery Cable red/black pair: Pre terminated with SurLok connectors. 2m: HT-039212, 6m: HT-039214, 6m: HT-039216
- Manual lug crimping tool. HT-070305
- Hydraulic cable lug crimping tool. HT-070306
- Glass mount Wi-Fi antenna with 1.5m terminated lead. HT-011401
- Wideband Flying Lead Adaptor Harness (120mm). HT-010723
- LSU4.9 Wideband Adaptor Harness 1200mm. HT-010726
- LSU4.9 Wideband Hardware Pack. Inc sensor, adaptor harness and weld in bung. HT-010746
- NTK Wideband Adapter Harness 1200mm. HT-010727
- NTK Wideband Hardware Pack. Inc sensor, adaptor harness and weld in bung. HT-010747

VEHICLE CONTROL SYSTEMS

NEX-US [noun]
- a connection or series of connections linking two or more things.
- a connected group or series
- the central or most important point or place

13
FEATURES
Drive-By-Wire Throttle Support 2
Flex Fuel 9
Closed Loop O2 Control Dual Bank
Knock Control Dual
Variable Cam Control Up to 4
Long Term Learning 9
Data Logging Laptime + Onboard
Anti-Lag Rotational Idle YES
Launch Control YES
Traction Control YES
Tuning Table Resolution 32 x 32 x 8 x 4
Engine Protection Multi-Level

FEATURES continued
CAN Networks 3
Nitrous Control Stage 9
Boost Control 4D Closed Loop
O2 Control YES
Make Air bleed Control YES
Flat Shift Control Advanced
Shock Tower & Ride Height YES
Trims Brake
Race Timer YES
Advanced Torque Management
On-board Wideband 2 Channel LSU 4.9 / NTK

OUTPUTS
Ignition 12
Injector (peak and hold) 18
Digital Pulsed Outputs (CPO) 8
Power for Ignition Switch 1
Half Bridge Outputs (HBO) 4 (2 x H-Bridges / DBW throttles)
MA High Current Outputs (BAHCO) 12
2SA High Current Outputs (2SAHCO) 4

INPUTS
Analog Voltage Inputs (AVI) 23
Differential Engine Position Inputs (Trigger and Home) 2
Synchronised Pulsed Inputs (SPI) 10
Knock Inputs 2
Universal Wideband Controllers (NTK / LSU 4.9) 2
Ignition Switch Input 1

OTHER
Inertial Measurement Sensor Onboard, 6-Axis
4 Channel Oscilloscope 50kSa/s per channel, 2ms/Div limit, optional external trigger
Air Sensor Supply 3
Air Sensor Supply 3
Sensor Ground 3
Spares ground pins for shields, sensors and low current CAN devices 3

COMMUNICATIONS
CAN Bus Networks 1000, 500 or 250 kbit/s 3
High Speed USB 2.0 (USB-C interface) 480 Mbit/s connection 1
Power up over USB Datalogging, settings and firmware upgrade available
Wi-Fi 900 kbits data transfer, Hardware lockout for security

DATA LOGGING
Location Onboard
Storage 512MB
Max sampling frequency 14kHz
Maximum channels per log 300

PHYSICAL SPECIFICATIONS
Enclosure (not including connector protrusion) 257 x 132 x 51 mm (10.1 x 5.2 x 2 in)
Overall (including connector protrusion) 257 x 163 x 61 mm (10.1 x 6.4 x 2.4 in)
Weight 1.50 kg (3.307 lb)
Operating Temperature (external) -40 to 85°C (-40 to 185°F)

ELECTRICAL
Power Supply (across power terminals) 8 to 22V
Internal positive inline fuse (not user-serviceable) 32VDC 200A
No output static current draw <1A
Low Power Mode (USB) 4 to 5.5V
Static current draw from USB port 400mA

USA: 888 298 8116 or (949) 490 5660
AUS: 02 9729 0999
NZ: 09 887 0416
EUROPE: +44 730 883168
UK: +44 121 285 6550

Haltech Tech Support - We’re here to help! EMAIL: support@haltech.com WEB: www.haltech.com/support
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, turbo-charged 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.

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EMAIL: support@haltech.com
WEB: www.haltech.com/support

• 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 dashes

IGNITION ONLY SYSTEMS
ELITE SERIES
Vehicle Management System (VMS)
Elite 550
Ideal for basic 4 cylinder or 2 rotor engines and basic EFI conversions.
Fuel Injector Outputs: 4
Ignition Outputs: 4
Digital Pulse Outputs: 5
Digital Pulse Inputs: 1
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 with a basic, premium, long or short universal engine wire-in harness.

Elite 750
Ideal for basic 4 cylinder or 2 rotor engines, basic EFI conversions, single VVTi engines.
Fuel Injector Outputs: 6
Ignition Outputs: 6
Digital Pulse Outputs: 5
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)
Flex Fuel Support
Single Sensor Variable Cam Support
Nitrous Control
Long Term Learning
On-Board Data Logging
Available with a basic, premium, long or short universal engine wire-in harness.

Elite 950
Ideal for basic V8 engines and basic carburetor-to-EFI conversions.
Fuel Injector Outputs: 8
Ignition Outputs: 4
Digital Pulse Outputs: 5
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)
Flex Fuel Support
Single Sensor Variable Cam Support
Nitrous Control
Long Term Learning
On-Board Data Logging
Available with a basic, premium, long or short universal engine wire-in or terminated engine harness.

Haltech Tech Support - We’re here to help!
EMAIL: support@haltech.com  WEB: www.haltech.com/support
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: 4
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: 11
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: 3
Tuning Table Resolution: 32 x 32
CAN Networks: 2

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 Adaptor range
• Compatible with all Haltech CAN devices
• Compatible with Haltech dashes

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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

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

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: 6
Analogue Voltage Inputs: 10
System Synchronisation Pulsed Inputs: 2
Advanced Torque Management
U/O Expansion

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 dashes

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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 additional injector outputs available for staged injection, unused staged injector outputs are available to be used as generic DPOs.
• 6 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.

INPUTS
• Analogue voltage inputs (AVI): as per OEM.
• 4 + a additional user definable AVIs via CAN (Z/F HPH24).
• Digital pulsed inputs (DPI): as per OEM.
• 4 + a additional user definable DPIs 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.

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 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.
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 Haltech dashes

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 inputs: 1
OEM Stepper Motor Control
Launch Control
Anti-Lag
On-Board Data Logging
Basic Engine Protection

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

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 inputs: 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:
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

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 161/168 (TB48)
Nissan Z33 350Z
Mitsubishi Evo 8MR
Mitsubishi Evo 9
Honda EP3
Honda DCS (03-06)
Honda DCS/RX5 (05-06)
Honda S2000 AP1
Hyundai Genesis BK Theta
Subaru WRX/Mondeo 00-05

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EMAIL: support@haltech.com
WEB: www.haltech.com/support
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 re-wire.

The Plug’n Play Adaptor Harness comes complete with an adaptor box which has factory ECU connection 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 Mk 1 (BN)
- Dodge Neon SRT4 (03-06)
- Ford Mustang GT, Cobra (99-04)
- Lexus IS300 (03-05) 2JZ GE VVTi
- Lexus IS300 (02-05) 2J2GE VVTi
- Honda EP3 (02-06)
- Honda B-Series Civic (OBDB-II)
- Honda Integra, Prelude, Accord (OBDB-II)
- Honda Integra DCS/Accura RSX (92-06)
- Honda S2000 AP1 (90-04), AP2 (95)
- Mazda RX7 FD3S-55/S7/S8 (96-02)
- Mazda MX-5 NA 1.6 and 1.8
- Mazda MX5 NB 1.8 (00-04)
- Mazda RX8 FD3S-55/57/58 (96-02)
- Mitsubishi EVO 1-3, GSR, RVR
- Mitsubishi EVO 4.6R
- Mitsubishi EVO 9
- Mitsubishi Eclipse 10/20 Turbo
- Mitsubishi Galant VR4 (97-92)
- 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 “ZENKI” and S2 “KOUKI”
- Nissan Silvia S15
- Nissan Pulsar STi
- Nissan Pulsar SSS
- Polaris Slingshot (15-16)
- Polaris RZR XP 1000 (15-16) Non-Turbo
- SEAT Leon, Toledo (1.8T AWP)
- Subara WRX (97-98)
- Subara WRX STI (96-07)
- Subara WRX (01-05) 2.0L
- Subara WRX (04-07) 2.5L
- Subara WRX (04-07) 2.5L 4WD
- Subaru Liberty/Legacy 6m 4.3L (04-05)
- Škoda Octavia vRS (1.8T AWP)
- Toyota Supra (Z40R 2.12)
- Toyota JZX100 Mark II/Cresta/Craser (96-01)
- Toyota JZX30 Soarer (96-01)
- Volkswagen Golf Mk6 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)

Plugs 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 Haltech 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.

TERMINATED ENGINE HARNESSES

- 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 dashes

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
**Multi-Function CAN Gauge**

- **Ideal for street applications**
- **Multi-function display options**
- **Ideal supplement for your factory gauges or screen**
- **Easy to install, plug ‘n’ play setup**
- **Compatible with all Platinum and Elite ECUs**

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.

**DISPLAY**

**IC-7 Display Dash**

- **Ideal replacement for individual gauges**
- **Plug ‘n’ Play compatible with Haltech Elite and Platinum Series ECUs**
- **Plug ‘n’ Play compatible with Link, Motec and Microtech ECUs.**
- **OBD-II compatible (via CAN)**
- **Simple to install and easy to set up**

A new way of seeing things

With a crisp, clear and full colour display, the all new Haltech IC-7 Display Dash lets you see things in a brand new way. Featuring auto-dimming ambient light reactive brightness, user-programmable multi-colour shift light bar, the IC-7 connects directly to all current Haltech ECUs via a CAN network.

The IC-7 can also connect directly (via CAN) to most late model vehicles using the factory OBD-II port.

**Haltech IC-7 Software**

The new, simple and intuitive IC-7 software allows customisation of data displays, user-configurable channels, units and alarms:

- Data ranges and red ranges for channels.
- Data display units.
- The channel to be displayed at each location on the screen.
- Shift light RPM points and colours.
- Alarm thresholds, colour for on-screen display and shift lights, manual or auto reset methods.

**Mounting Options**

- Universal Mounting Bracket
- Tube Mount (1.25”)
- Mounting Bracket with Integrated Visor

Haltech Tech Support - We’re here to help!

EMAIL: support@haltech.com  WEB: www.haltech.com/support
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.

Knock Sensors

Knock Sensors are 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

Thermocouple Amplifiers 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.

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.

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.

Haltech Tech Support - We’re here to help!
EMAIL: support@haltech.com
WEB: www.haltech.com/support
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 (for the use of a Haltech HP 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.

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 igniton 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.
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.
MERCHANDISE

**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.

**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.

**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.

**Softshell Jackets**
Ideal for cold track days, these soft shell jackets feature warm lining, water resistant outer shell and zippers and a high collar.

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

**Beanies**
For those cold evenings at the track or in the workshop.

**Drink Coolers**

**Lanyards**

**Stickers**

**Keyrings**

**T-shirts**

**Track shirts**

**Hoodies**

**Jackets**

**Flex Fit Hats**

**Beanies**

**Workshop Gloves**

**Lanyards**

**Drink Coolers**

**Softshell Jackets**

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**Beanies**

For those cold evenings at the track or in the workshop.

**Drink Coolers**

See the full range at www.haltech.com

All Haltech apparel is available in unisex sizes sizes S/M to 4XL. Haltech tees and hoodies are made from premium quality fabrics and feature weather and wash proof screen printing. Haltech Softshell Jackets are made from weather proof polyester and feature high grade embroidery. See the full range at www.haltech.com