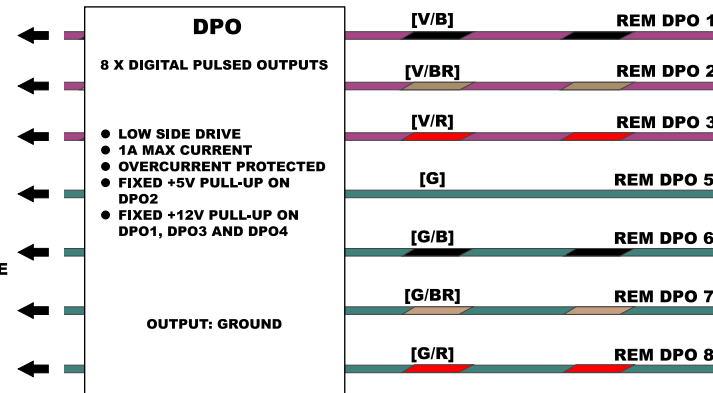
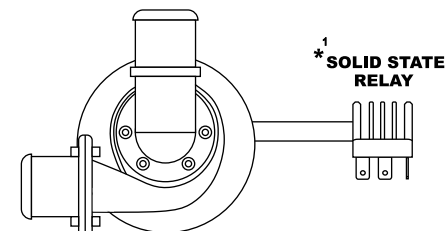
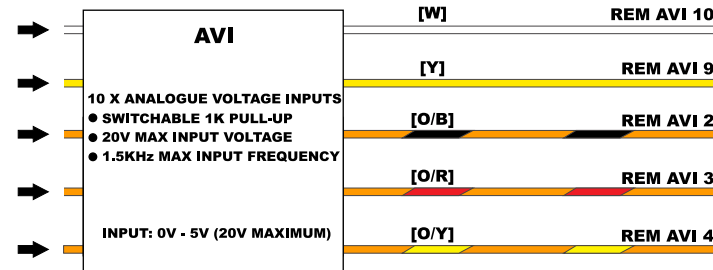
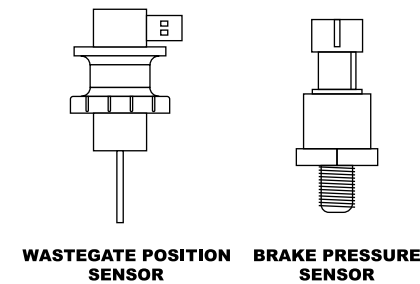
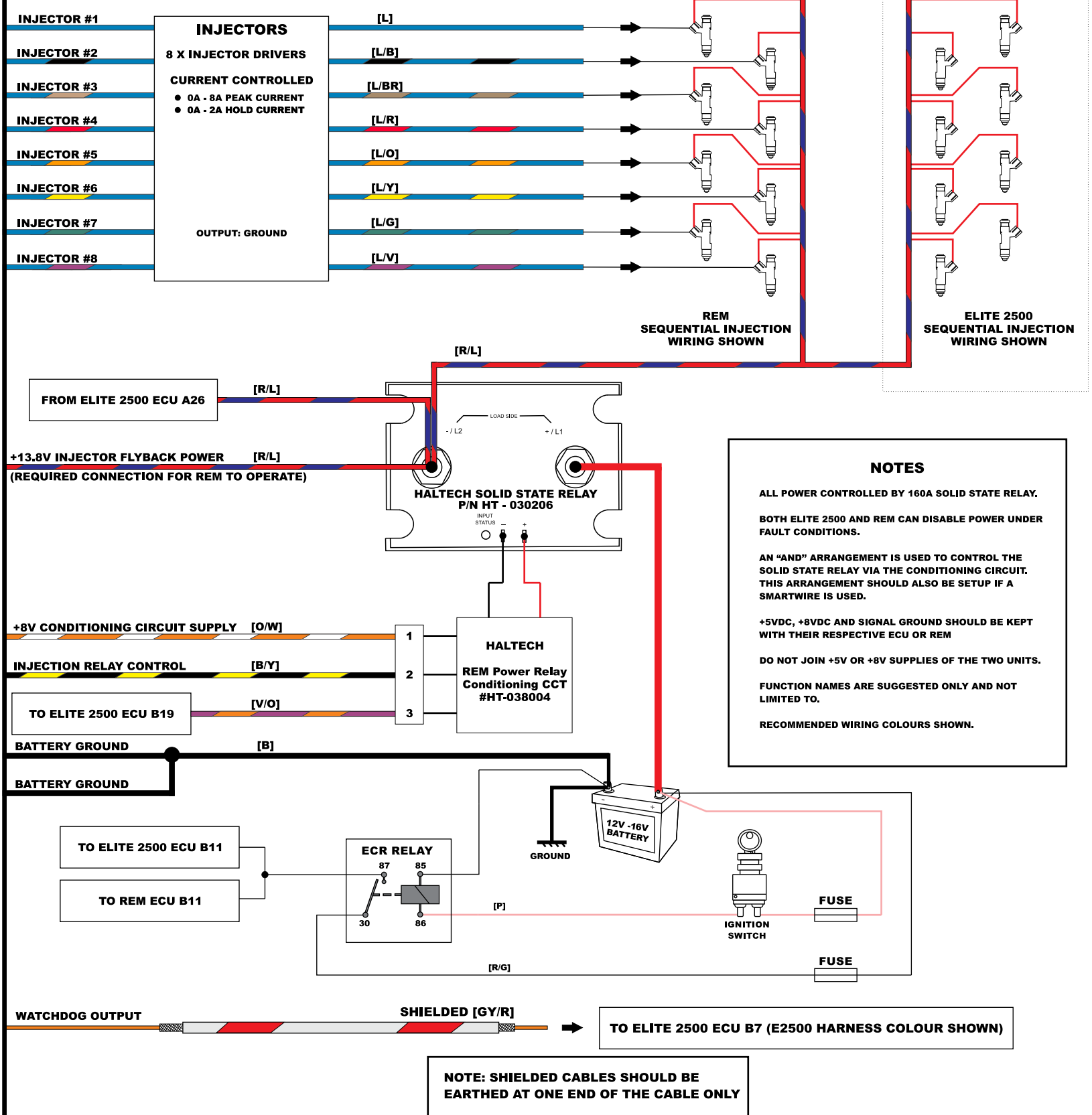
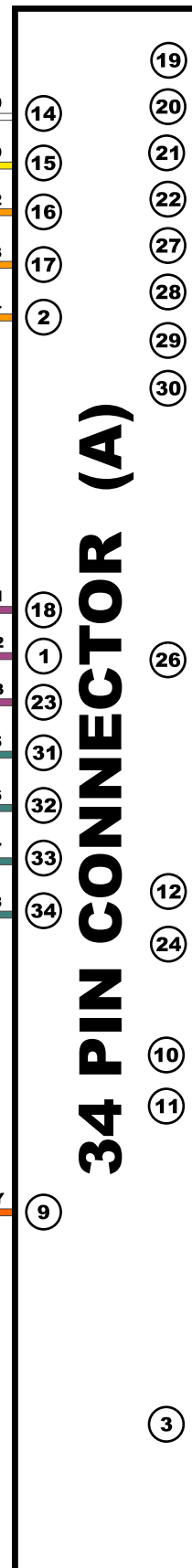
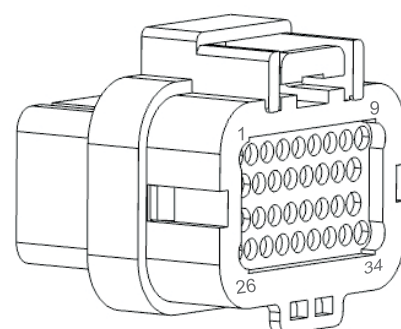
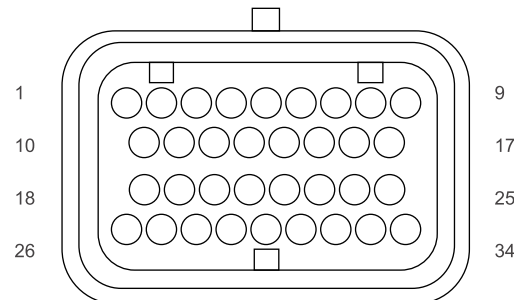


ELITE RACE EXPANSION MODULE WIRING DIAGRAM

EXAMPLE CONNECTIONS



LOOKING INTO CONNECTOR ON ECU



NOTES

- ALL POWER CONTROLLED BY 160A SOLID STATE RELAY.
- BOTH ELITE 2500 AND REM CAN DISABLE POWER UNDER FAULT CONDITIONS.
- AN "AND" ARRANGEMENT IS USED TO CONTROL THE SOLID STATE RELAY VIA THE CONDITIONING CIRCUIT. THIS ARRANGEMENT SHOULD ALSO BE SETUP IF A SMARTWIRE IS USED.
- +5VDC, +8VDC AND SIGNAL GROUND SHOULD BE KEPT WITH THEIR RESPECTIVE ECU OR REM
- DO NOT JOIN +5V OR +8V SUPPLIES OF THE TWO UNITS.
- FUNCTION NAMES ARE SUGGESTED ONLY AND NOT LIMITED TO.
- RECOMMENDED WIRING COLOURS SHOWN.

LEGEND - WIRE COLOUR

B = BLACK BR = BROWN G = GREEN GY = GREY L = BLUE
O = ORANGE P = PINK R = RED V = VIOLET Y = YELLOW W = WHITE
WHEN TWO COLOURS ARE USED IN A WIRE BY THE ALPHABETICAL CODE, THE FIRST LETTER INDICATES THE BASIC WIRE COLOUR, THE SECOND COLOUR INDICATES THE COLOUR OF THE STRIPE.

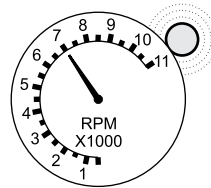
NOTES:

- * RECOMMENDED EXAMPLE CONNECTIONS SHOWN, BUT NOT LIMITED TO
- * SOLID STATE RELAY RECOMMENDED FOR PWM CONTROL AND FAST REACTIVE TIME APPLICATIONS

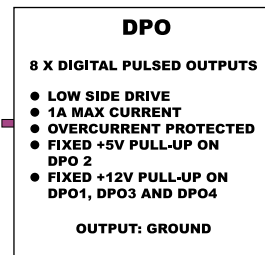
Haltech ELITE RACE EXPANSION MODULE #HT-152000	
HALTECH ENGINE MANAGEMENT SYSTEMS	
DOCUMENT REVISION: 1	HARNESS REVISION: 1
DATE: 14TH JUNE 2016	SHEET 1 OF 2

ELITE RACE EXPANSION MODULE WIRING DIAGRAM

EXAMPLE CONNECTIONS



SHIFT LIGHT



TORQUE MANAGEMENT FUNCTIONALITY

THE TORQUE MANAGEMENT FUNCTION IS DESIGNED FOR DRAG RACING APPLICATIONS, MANAGING ENGINE TORQUE IN ORDER TO MAINTAIN OPTIMAL WHEEL SPEED, RESULTING IN OPTIMAL GRIP, ACCELERATION AND ULTIMATELY RACE TIMES.

THIS FUNCTION ALLOWS YOU TO PROGRAM A DESIRED "TARGET DRIVESHAFT RPM" VERSUS A RANGE OF DIFFERENT OPERATING CONDITIONS. IF THE DRIVESHAFT SPEED GOES ABOVE THE "DRIVESHAFT TARGET RPM" USER DEFINED VALUE, AN EXTREMELY FAST CLOSED LOOP CONTROL SYSTEM REDUCES ENGINE TORQUE BY RETARDING THE IGNITION TIMING AND/OR CUTTING INDIVIDUAL CYLINDERS UNTIL DRIVESHAFT RPM SPEED FALLS BELOW THE USER DEFINED TARGET. THE AMOUNT OF IGNITION RETARD, AS WELL AS WHEN TO USE CYLINDER CUT IS DETERMINED FROM USER-CONFIGURABLE TABLES IN ESP SOFTWARE. ADDITIONAL TORQUE REDUCTION CAN BE ACHIEVED BY REDUCING BOOST OR DELAYING A STAGE OF NITROUS.

IT IS IMPORTANT TO NOTE THAT THE TORQUE MANAGEMENT SYSTEM WILL NEVER ADVANCE THE IGNITION TIMING PAST YOUR IGNITION BASE TABLE. IF THERE ARE PRE-PROGRAMMED TIMED IGNITION RETARDS ACTIVE AND DRIVESHAFT SPEED FALLS BELOW THE TARGET, THE TORQUE MANAGEMENT CAN OVERRIDE THESE PRE-PROGRAMMED TIMED IGNITION RETARDS.

TORQUE MANAGEMENT FUNCTION IS AVAILABLE WITH THE RACE EXPANSION MODULE, WHICH MUST BE CONNECTED TO ELITE 2500 ECU THROUGH THE HALTECH CAN BUS IN ORDER FOR TORQUE MANAGEMENT TO WORK.

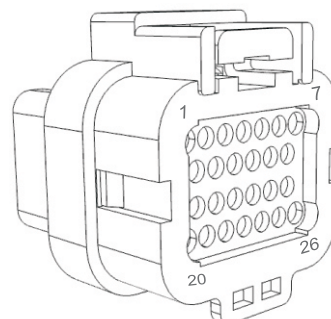
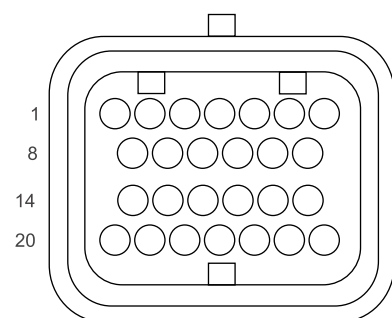
HALTECH CAN BUS



TO ELITE 2500 B23

TO ELITE 2500 B24

LOOKING INTO CONNECTOR ON ECU

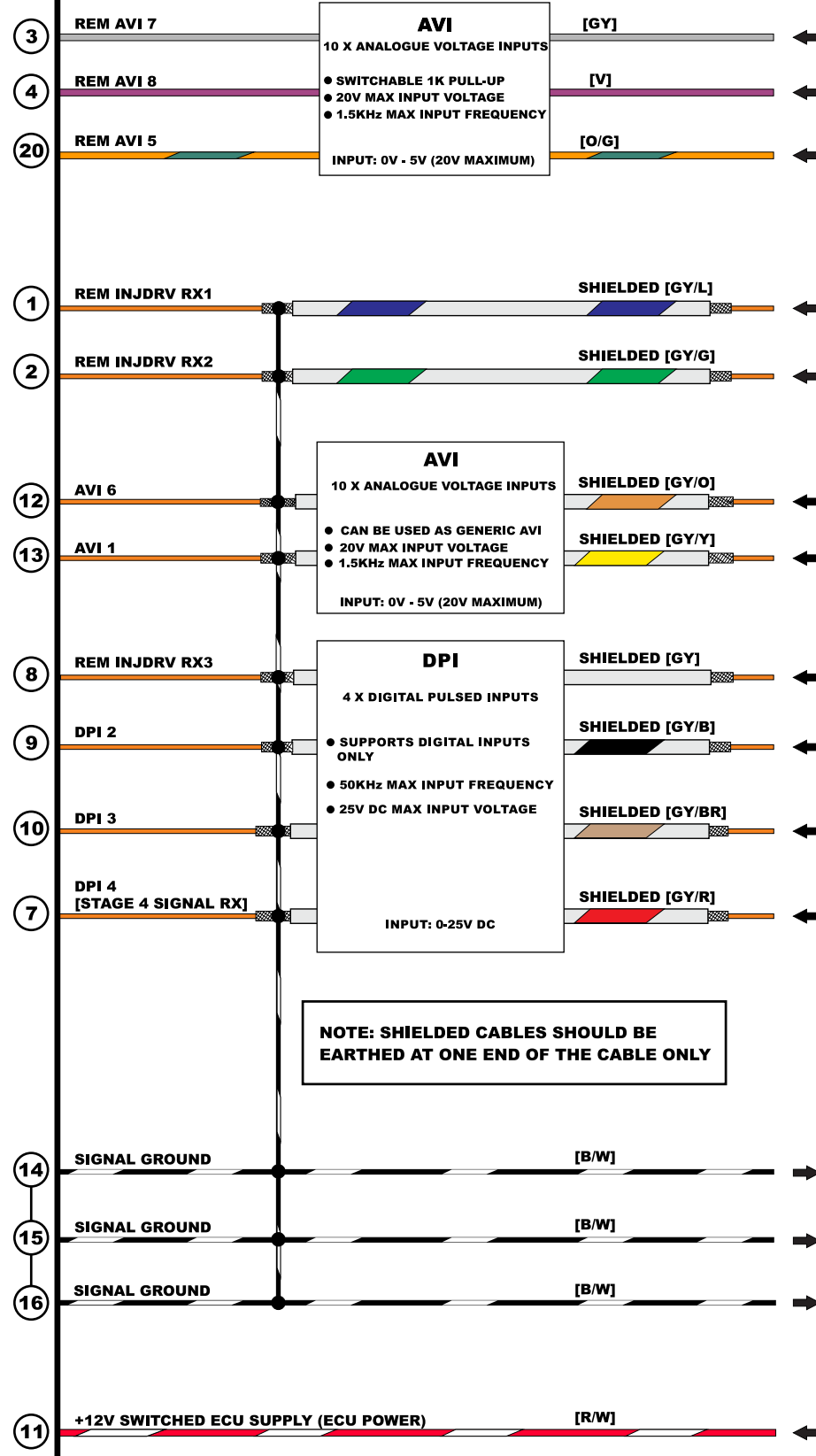


CAN (ISO 11898)
SUPPORTS SPEEDS UP TO 1Mbits/s

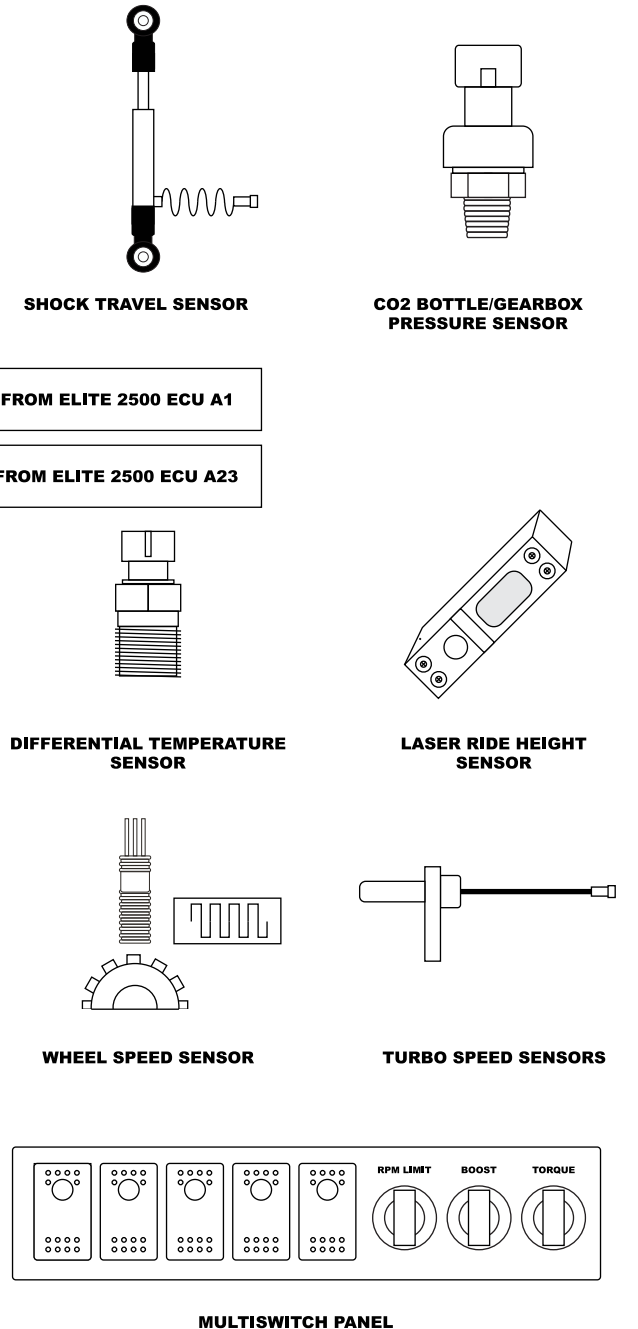
HALTECH CAN BUS

- MUST BE CONNECTED TO THE HALTECH CAN BUS ON THE ELITE 2500 ECU.

26 PIN CONNECTOR (B)



EXAMPLE CONNECTIONS



LEGEND - WIRE COLOUR
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WHEN TWO COLOURS ARE USED IN A WIRE BY THE ALPHABETICAL CODE, THE FIRST LETTER INDICATES THE BASIC WIRE COLOUR, THE SECOND COLOUR INDICATES THE COLOUR OF THE STRIPE.

NOTES:

* RECOMMENDED EXAMPLE CONNECTIONS SHOWN, BUT NOT LIMITED TO.

RECOMMENDED WIRING COLOURS SHOWN