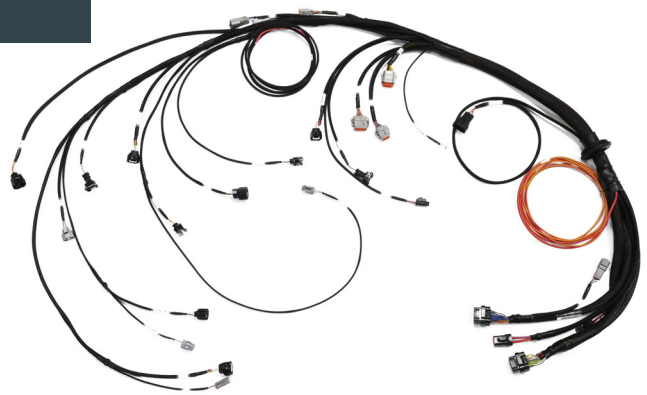
REBEL JZ
TERMINATED HARNESS
FOR NEXUS REBEL JZ ECU

QUICK START GUIDE

HT-186400

9 356450 016827

HARNESS OVERVIEW



Congratulations on purchasing a Nexus Rebel JZ terminated wiring harness! This specialized harness is designed for engine conversions using the following Toyota JZ engines:

- **1JZ-GTE Non-VVT-i**
- **1JZ-GE VVT-i**
- **1JZ-GTE VVT-i**
- **2JZ-GTE Non-VVT-i**
- **2JZ-GE VVT-i**
- **2JZ-GTE VVT-i**

When used with a Nexus Rebel JZ ECU, your Toyota JZ engine will have access to a wide range of performance and tuning capabilities.

This Quick Start Guide will walk you through the installation of the terminated harness, as well as the available sub-harnesses and other compatible devices.

Harness Features:

- Direct plug-in to Nexus Rebel JZ ECU
- Terminated engine bay and in-cabin connections
- Connectivity for Haltech CAN devices (e.g., dash displays, keypads, etc.)
- Sensor connections (e.g., crank, cam, temperature, fluid pressure, position, speed, etc.)
- Bosch LSU 4.9 wideband lambda sensor connector
- Dual Bosch knock sensor connectors
- Injector sub-harness options (EV1, EV6, Denso)
- Direct-fire ignition (using R35 coils ignition sub-harness)
- Direct connections for thermo fan and fuel pump control
- Compatible with cable throttle and DBW systems (refer to sub-harness options)
- Alternator control connection options
- Transmission wiring breakout connector
- ECU-controlled starter solenoid
- Spare inputs and outputs in both cabin and engine bay

GENERAL INSTALLATION WARNING:

A Nexus series ECU or VCU allows connection to your laptop via the Nexus Software Programmer (NSP) using the included USB cable, without the need for +12V power. This feature conveniently lets you set up your ignition, injector, and various other outputs before initially powering up the control unit using this harness. Turning on the control unit with incorrect configurations can lead to damage to both the engine and control unit components.

This wiring harness is not designed to provide grounding for your engine. Ensure your engine is adequately grounded using a grounding or earthing strap to connect your engine to the battery.

Avoid creating sparks or using electrical devices near flammable substances. Always disconnect the battery cables when working on the electrical systems of your vehicle. Make sure all fuel system components and wiring are installed away from heat sources, properly shielded if necessary, and in well-ventilated areas.

After installation, double-check for any fuel leaks and ensure that no wiring is left exposed or uninsulated to avoid the risk of a fire from a spark or short circuit.

Do not charge or disconnect the battery while the engine is running. Doing so could expose the control unit to an unregulated power supply, which might lead to control unit failure.

What's in the bag?

- Nexus Rebel JZ terminated harness (HT-186400)
- Alternator adapter harnesses
- Pack of connectors and pins to use with spare cabin and engine bay inputs and outputs



Available sub-harnesses (sold separately)

Injector sub-harness:

- HT-186004 - Timer (EV1) injector harness
- HT-186007 - GT150 (USCAR EV6) injector harness
- HT-186010 - Sumitomo (Denso) injector harness

Ignition sub-harness:

- HT-186063 - R35 COP ignition harness

Throttle sub-harness:

- HT-186162 - DBW sub-harness
- HT-186160 - Cable throttle sub-harness

Transmission sub-harness:

HT-187005 - Toyota R154 transmission harness


HT-186004


HT-186007


HT-186063


HT-186010


HT-187005


HT-186162

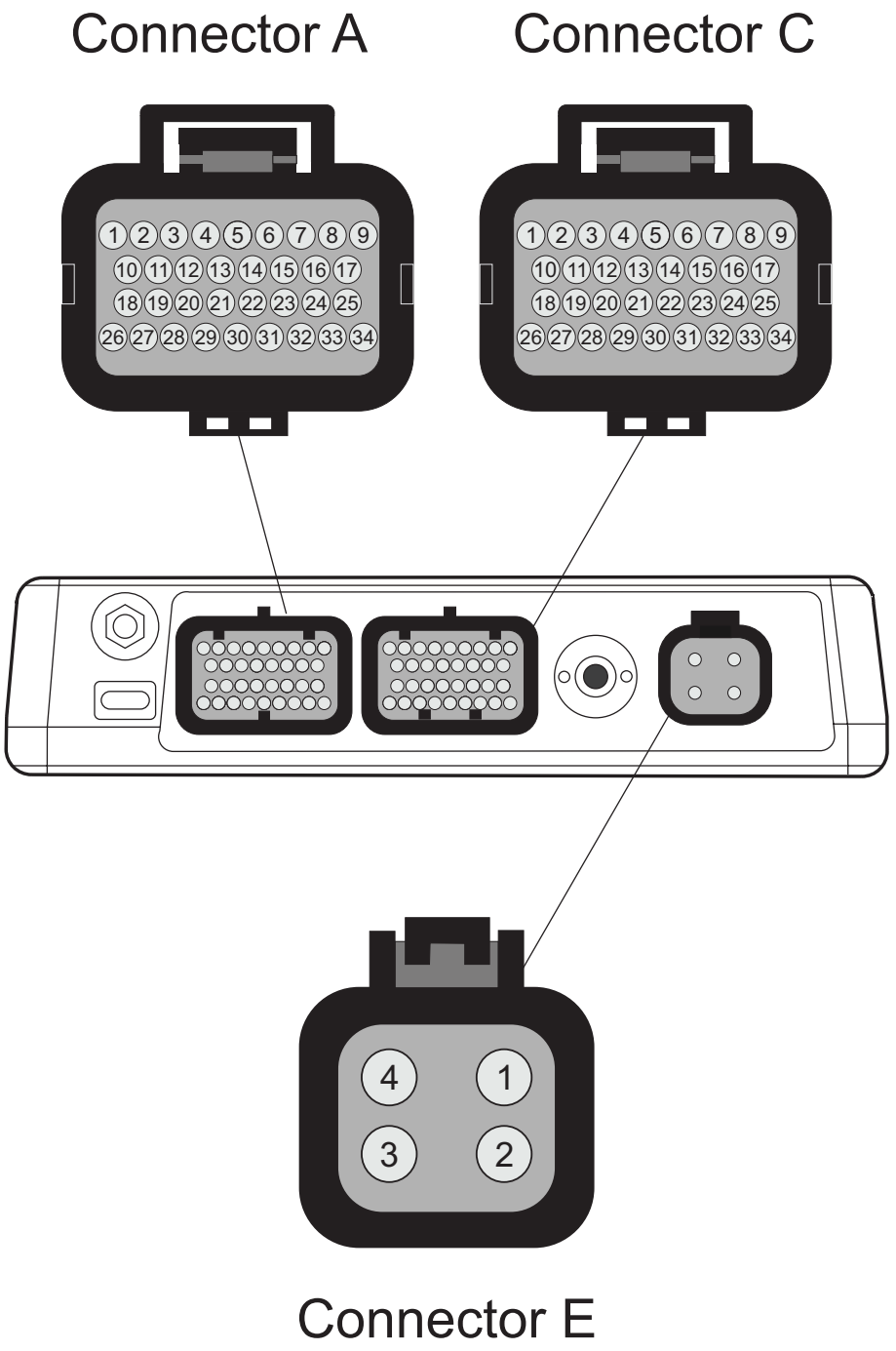

HT-186160

HARNESS PINOUT DIAGRAM

CONNECTOR A (KEYWAY TYPE 1)		
Pin	**Function**	**Color**
A1	Injector 1	Blue
A2	Injector 2	Blue/Black
A3	Injector 3	Blue/Brown
A4	Injector 4	Blue/Red
A5	Injector 5	Blue/Orange
A6	Injector 6	Blue/Yellow
A7	Cam control	Blue/Green
A8	Boost control	Blue/Violet
A9	Cabin / DPO 1	Violet/Black
A10	Power ground output	Black
A11	Power ground output	Black
A12	Cabin / DPO 2	Violet/Brown
A13	Ignition switch input	Pink
A14	Cabin / DPO 3	Violet/Red
A15	Cabin / DPO 4	Violet/Orange
A16	Spare / DPO 5	Violet/Yellow
A17	Tachometer output	Violet/Green
A18	Transmission supply	Pink/Red
A19	Throttle / IAC 1	Brown/Black
A20	Throttle / IAC 2	Brown/Red
A21	Throttle / IAC 3	Brown/Green
A22	Throttle / IAC 4	Brown/Pink
A23	CAN 1 High	White
A24	CAN 1 Low	Blue
A25	CAN supply	Pink/Brown
A26	Constant power (12V)	Red
A27	Ignition 1	Yellow/Black
A28	Ignition 2	Yellow/Red
A29	Ignition 3	Yellow/Orange
A30	Ignition 4	Yellow/Green
A31	Ignition 5	Yellow/Brown
A32	Ignition 6	Yellow/Blue
A33	Spare / Ignition 7	Yellow/Violet
A34	Spare / Ignition 8	Yellow/Gray

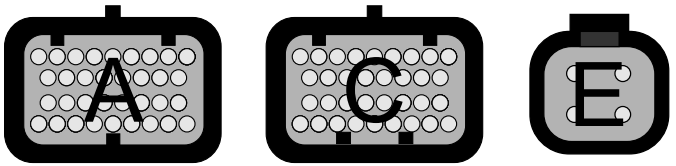
CONNECTOR C (KEYWAY TYPE 2)		
Pin	**Function**	**Color**
C1	Trigger +	Yellow
C2	Trigger -	Green
C3	Home +	Yellow
C4	Home -	Green
C5	Cabin / SPI 1	Gray/Brown
C6	Spare / SPI 2	Gray/Red
C7	Home 2 (Non VVTi Only)	Yellow
C8	Flex Fuel	Gray/Yellow
C9	Unused	Unused
C10	Cabin / AVI 1	White
C11	Cabin / AVI 2	White/Yellow
C12	Fuel pressure	White/Gray
C13	Oil pressure	White/Violet
C14	Spare / AVI 5	White/Green
C15	Throttle TPS 1	White/Orange
C16	Throttle TPS 2	White/Black
C17	Accel Pedal Pos 1	White/Brown
C18	Accel Pedal Pos 2	White/Red
C19	Unused	Unused
C20	Transmission / VSS	Gray/L.Green
C21	CAN 2 High	White
C22	CAN 2 Low	Blue
C23	Knock 1	Black/Blue
C24	Knock 2	Black/Green
C25	5V sensor supply	Orange
C26	Sensor ground	Black/White
C27	Coolant temperature	L.Green
C28	Air temperature	L.Green/Black
C29	WBI 1 Heater +	Gray
C30	WBI 1 Input	Yellow
C31	WBI 1 Pump	Red
C32	WBI 1 Nernst	Black
C33	WBI 1 Heater -	White
C34	WBI 1 Cal	Green

CONNECTOR E		
Pin	**Function**	**Color**
E1	Starter HCO AX25+	Red/Blue
E2	Fuel pump	Red/Yellow
E3	Fan	Red/Orange
E4	Switched 12V	Red/Green



Nexus Rebel JZ ECU Connection

With the unit powered off, connect the 3 ECU plugs on the main harness to the Nexus Rebel JZ ECU.



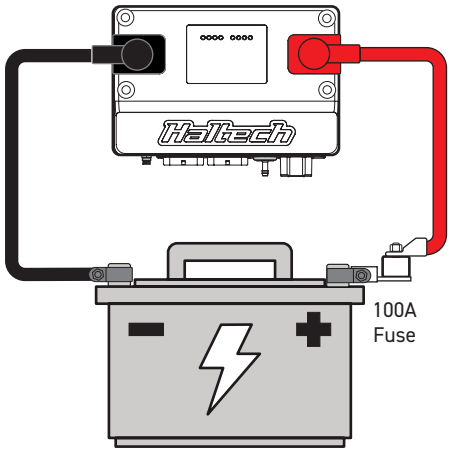
Connector A:
34-pin, Keyway Type 1
Connector C:
34-pin, Keyway Type 2
Connector E:
4-pin, DTP

Battery Positive and Battery Negative (Nexus Rebel JZ ECU)

For correct operation, the battery positive and battery negative must be connected to the Nexus Rebel JZ ECU at all times.

The Nexus Rebel JZ ECU's positive (red) terminal must be connected to the positive (+) terminal of the battery. It is recommended to use a 100A fuse (sample CF fuse shown below) in this connection. Use the supplied ring terminal and red boot, along with a red 4 AWG battery cable (sold separately), to complete the connection.

The Nexus Rebel JZ ECU's negative (black) terminal must be connected to the negative (–) terminal of the battery using the supplied ring terminal and black boot, along with a black 4 AWG battery cable (sold separately), to complete the connection.



Rebel JZ ECU battery connection (fused)



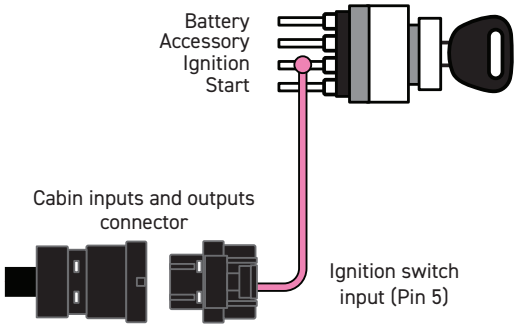
Ignition Switch Input

(Label: IGN)

The ignition switch input (pink) wire must be connected to a switched +12V source to turn the Nexus Rebel JZ ECU on.

When connecting this wire to the ignition key switch, it is important to make sure to use the main ignition wire (i.e., not accessory) so it doesn't lose power when the key is in the "Start" position, causing the ECU to momentarily turn off.

The pink ignition switch input wire comes out of the connector for spare cabin inputs and outputs, where the APP adaptor is also integrated.

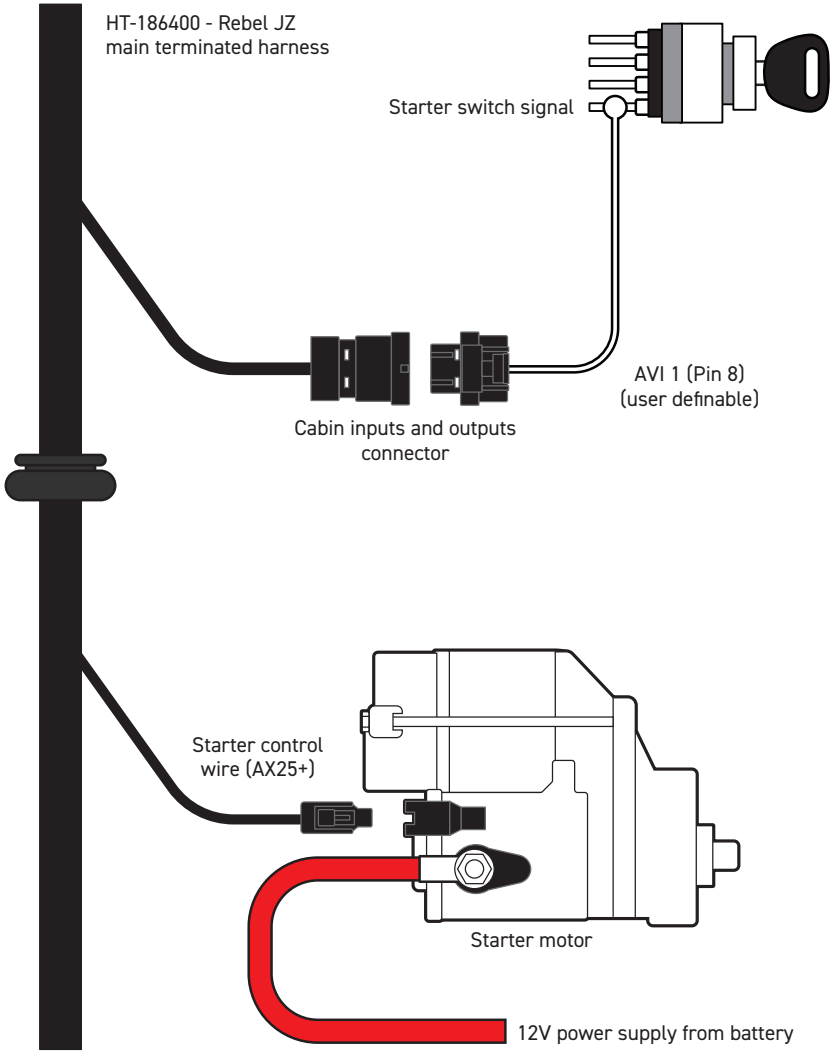


Starter Motor Control

(Label: Starter)

The Rebel JZ main terminated harness features a high-current output wire that can supply +12V (25A) to the starter solenoid when needed to engage the starter motor. This wire is terminated with a connector that plugs directly into the starter solenoid. The output is controlled by the ECU via the AX25+ pin, which is assigned to the starter control function in the ECU settings.

Controlling the starter also requires a starter switch signal to be connected to the ECU. A white wire is fitted to the cabin connector and is pinned to AVI 1 for this purpose. This wire must be connected to the starter switch signal from the ignition key switch. Alternatively, the starter switch signal can be assigned to a CAN keypad button if your setup includes one. In that case, AVI 1 can be repurposed for a different function.



Alternator
(Label: Alt)

This harness is equipped with a DTM-2 plug to provide switched +12V power to alternators with built-in regulators. Additionally, the harness kit includes three alternator adapter harnesses to suit the most common JZ engine alternators, with the following connectors:

- HT-186120 - Denso alternator adapter
- HT-186121 - Bosch alternator adapter
- HT-186122 - Tundra alternator adapter



HT-186120

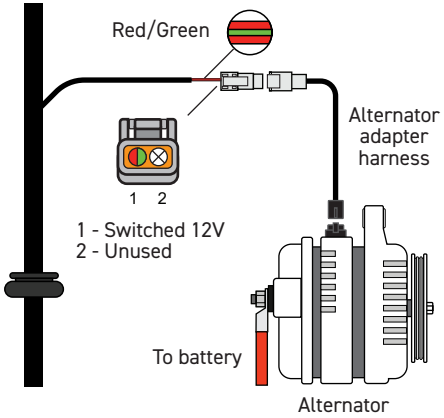


HT-186122



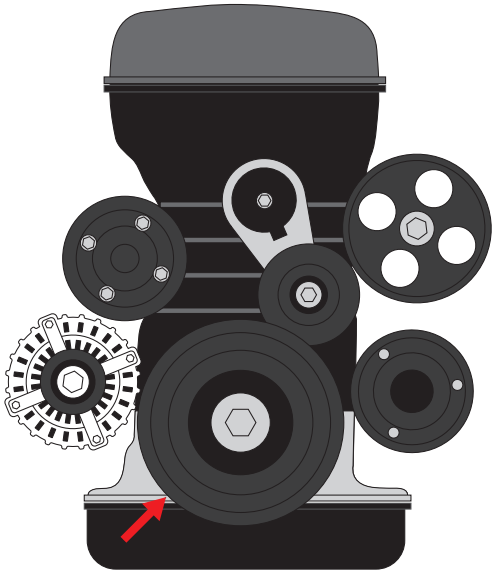
HT-186121

Using the adapter harnesses above excites the alternator using a 470-ohm inline resistor, serving as a replacement for the charge indicator light.



Crank Position Sensor
(Label: Crank)

The crank connector plugs directly into the crank position sensor, typically located behind the crankshaft pulley at the front of the engine. The sensor is positioned near the timing belt drive gear, close to the alternator, and usually has an extended lead that places the sensor connector further away.

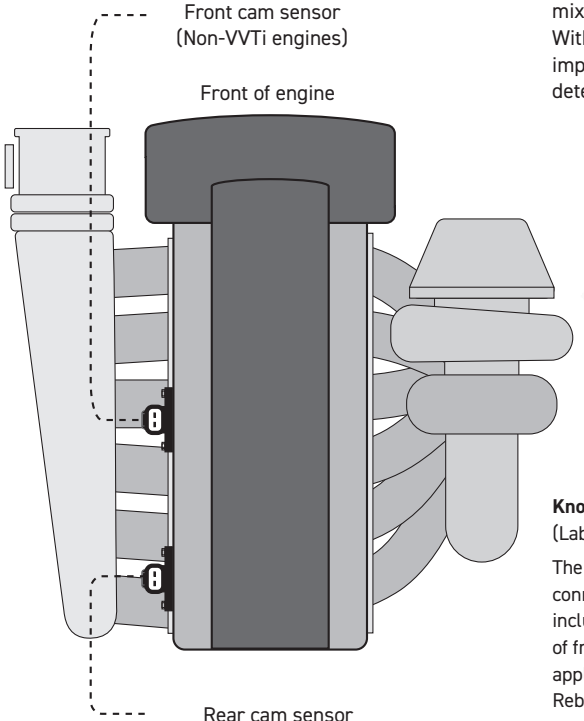


Crank position sensor
(Behind the crank pulley)

Cam Position Sensors
(Label: Cam Front, Cam Rear)

Cam Sensors for Non-VVTi engines: The early model non-VVTi engines have two cam position sensors located on the left side of the cylinder head near the intake manifold. The cam sensor connector labeled CAM FRONT should be plugged into the sensor positioned midway along the engine, while the CAM REAR connector should be plugged into the sensor toward the rear.

It is recommended to use both sensors, as this allows the Rebel JZ ECU to synchronize with the engine's position more quickly during startup. However, the ECU will still function if only one sensor is available (e.g. if one has been removed), though synchronization may take longer at startup.



Cam Sensors for VVTi engines: Later model VVTi engines use a different trigger system that can quickly synchronize with the engine's position using only one cam position sensor. The cam sensor is located toward the rear of the engine, so the CAM REAR connector must be used. The CAM FRONT connector is not used in this application and should be tucked away.

Wideband Lambda Sensor
(Label: WBO2)

This harness is equipped with a connector that plugs directly into a Bosch LSU 4.9 wideband lambda sensor (HT-010718).

Using a wideband lambda sensor allows the ECU to leverage functions such as closed-loop fuel control, where the ECU actively targets the desired fuel mixtures for any RPM and engine load combination. With a wideband lambda sensor, the ECU can also implement engine protection strategies when it detects that the fuel mixtures are running too lean.



HT-010718 - Bosch LSU 4.9 wideband lambda sensor

Knock Sensors
(Label: Knock 1, Knock 2)

The Rebel JZ terminated harness features two knock sensor connectors that plug into the two Bosch knock sensors included in the kit. Bosch knock sensors detect a wider range of frequencies, making them more suitable for performance applications. Utilizing knock sensors allows the Nexus Rebel JZ ECU to detect knock and implement knock control strategies.

Knock sensor adapter studs are also provided to allow the Bosch knock sensors to be fitted in the factory knock sensor locations which will be torqued to the following:

- Recommended stud tightening torque of 10 ft/lb (13.5nm)
- Recommended nut tightening torque of 20 ft/lb (27nm)



Fuel Injector Breakout

(Label: Inj)

The Rebel JZ main terminated harness uses an injector breakout connector to plug into multiple types of injector sub-harnesses (sold separately). The choice of sub-harness will depend on the type of injector connectors that are used.

Each injector plug is labeled accordingly to easily identify which injector on the engine it connects to.

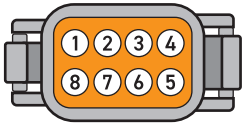
NOTE: The Nexus Rebel JZ ECU only supports high impedance injectors.



HT-186004 - EV1 Primary Injector Harness



HT-186007 - GT150 (USCAR EV6) Primary Injector Harness



Fuel injector breakout connector
(Main harness wire side view)

FUEL INJECTOR BREAKOUT CONNECTOR		
PIN	FUNCTION	COLOR
1	Injector 1	Blue
2	Injector 2	Blue/Black
3	Injector 3	Blue/Brown
4	Injector 4	Blue/Red
5	Injector 5	Blue/Orange
6	Injector 6	Blue/Yellow
7	Injector supply	Red/Green
8	Injector supply	Red/Green

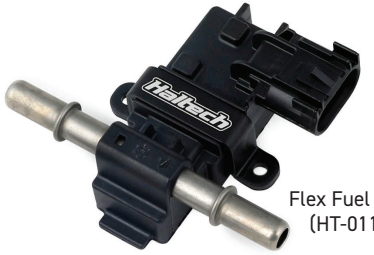


HT-186010 - Sumitomo (Denso) Primary Injector Harness

Fuel Fuel Sensor

(Label: Flex F)

The Rebel JZ main terminated harness also features an optional connector that plugs into a Haltech Flex Fuel Sensor. Using a Flex Fuel Sensor enables the ECU to make real-time adjustments to optimize the tune for varying ethanol blends.



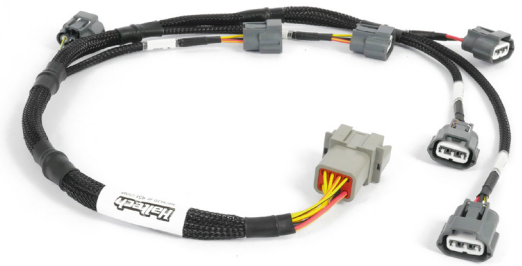
Flex Fuel Sensor
(HT-011000)

Ignition Coil Breakout

(Label: Ign)

The Rebel JZ main terminated harness features an ignition coil breakout connector that plugs into the HT-186063 R35 COP ignition sub-harness (sold separately). This setup eliminates the need for the factory external igniter module, simplifying the wiring harness and upgrading the ignition system to use high-output ignition coils.

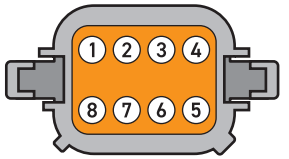
NOTE: Factory ignition systems, such as distributors and ignition coils that use external igniter modules, are not supported by the Rebel JZ application.



HT-186063 - R35 COP Ignition Sub-harness



HT-120200 - R35 Coil Bracket Kit for Toyota JZ engines
(Includes bracket and six coils; kit sold separately)



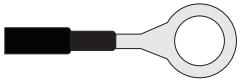
Ignition coil breakout connector
(Main harness wire side view)

IGNITION COIL BREAKOUT CONNECTOR		
PIN	FUNCTION	COLOR
1	Ignition 1	Yellow/Black
2	Ignition 2	Yellow/Red
3	Ignition 3	Yellow/Orange
4	Ignition 4	Yellow/Green
5	Ignition 5	Yellow/Brown
6	Ignition 6	Yellow/Blue
7	Engine ground	Black
8	Ignition supply	Red/Green

Ignition Coil Ground

(Label: Cyl Head Ground)

The Rebel JZ main terminated harness also includes integrated grounding for the ignition coils, using a 10 mm ring terminal that must be bolted to the engine head.

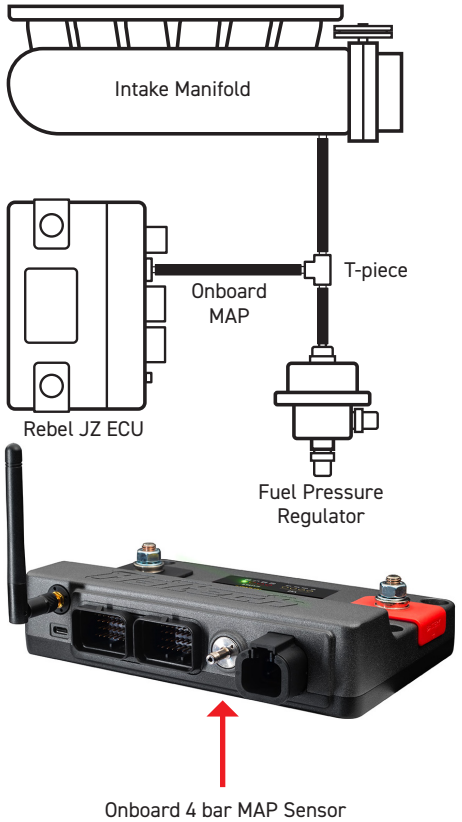


NOTE: Make sure your engine is adequately grounded using a grounding cable or earthing strap that connects the engine to the battery. This ground ring terminal does not provide grounding for your engine.

Manifold Absolute Pressure (MAP) Sensor

Air Flow Meters (AFMs) or MAF sensors are not used by the Rebel JZ ECU; instead, engine load is measured using a MAP sensor. The Rebel JZ ECU features an onboard 4-bar MAP sensor capable of measuring up to 43 psi of boost pressure. This can be utilized by connecting a vacuum hose from the MAP sensor barb to a vacuum port on the intake manifold, or by using a T-piece in line with the fuel pressure regulator's vacuum hose.

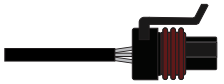
If the engine will be running more than 43 psi of boost, an external MAP sensor can be used and wired to the spare connector located at the engine bay end of the harness.



Oil and Fuel Pressure Sensors

(Label: Oil Press / Fuel Press)

This harness plugs directly into Haltech oil and fuel pressure sensors using the Delphi 3-pin pressure sensor connector shown below. While oil and fuel pressure sensors are not required for the engine to run, they are highly recommended to enable the ECU to make fueling adjustments and provide engine protection.



Delphi 3-pin
Pressure sensor connector



HT-010904 - 150 PSI "TI" Pressure Sensor
HT-010906 - 250 PSI "TI" Pressure Sensor
HT-010910 - 150 PSI Motorsport Pressure Sensor
HT-010912 - 250 PSI Motorsport Pressure Sensor

Coolant and Intake Air Temperature

(Label: Coolant Temp / Air Temp)

The Rebel JZ main terminated harness is equipped with connectors that plug directly into the factory 2-pin coolant temperature sensor and a Haltech air temperature sensor (HT-010206), which replaces the air temperature sensor integrated into the factory air flow meter assembly.

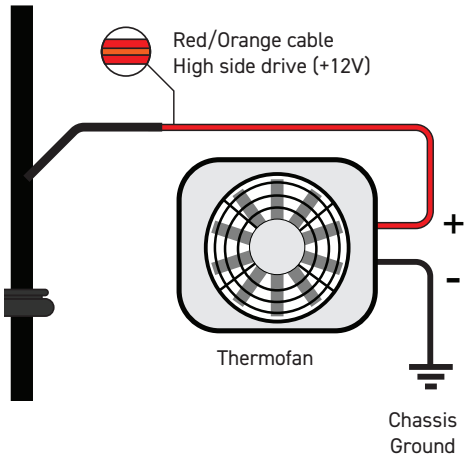
These are vital sensors that the ECU uses as part of the Volumetric Efficiency (VE) fuel model and are often used for engine protection as well.

Thermofan Control

(Label: Fan)

This harness provides direct thermofan control using the Red/Orange 10AWG cable.

Use this cable to supply +12V power directly to the thermofan and leverage ECU functions, such as setting the fan's on/off temperature threshold, activating the fan with air-conditioning, or deactivating the fan when the vehicle reaches a specified speed (vehicle speed sensor is required).

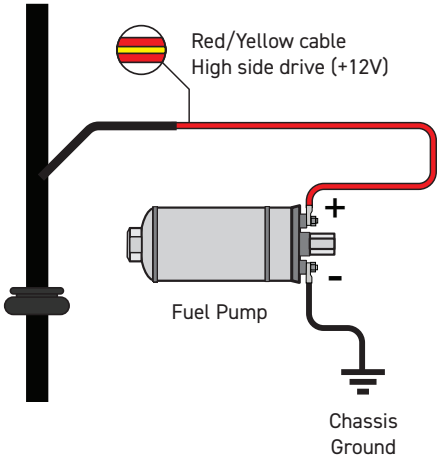


Fuel Pump Control

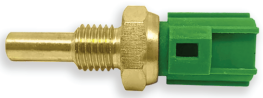
(Label: F Pump)

The harness also provides direct fuel pump control using the Red/Yellow 10AWG terminated cable.

Use this cable to supply +12V power directly to the fuel pump, allowing the ECU to prime the pump when the system is turned on and to implement safety functions, such as automatically turning the pump off when the ECU no longer detects an RPM signal.



Factory Coolant Temperature Sensor (2-pin)



Haltech Air Temperature Sensor (HT-010206)



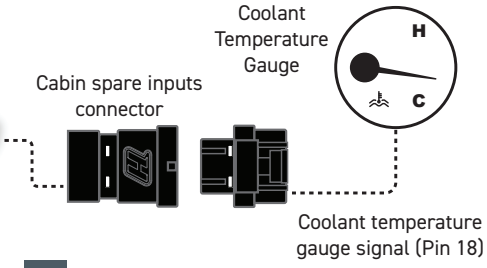
Factory Coolant Temperature Gauge Sensor (1-pin)



Coolant Temperature Gauge Signal

(Label: Water Sender)

The Rebel JZ main terminated harness is fitted with a connector that plugs into the factory coolant temperature gauge sensor. This single pin sensor is not used by the ECU, but the wire runs from the sensor to pin 18 of the spare cabin inputs connector, allowing connection to an analog coolant temperature gauge.



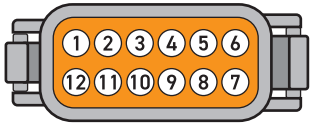
Throttle Breakout Connector

(Label: Throt)

The Rebel JZ main harness throttle breakout connector provides the option to use either the factory cable throttle system or upgrade to a Bosch DBW electronic throttle system by using the following sub-harnesses:

- HT-186160 - Cable throttle sub-harness
- HT-186162 - DBW throttle sub-harness

NOTE: The Toyota Electronic Throttle Control System - Intelligent (ETCS-i) is not supported by the Rebel JZ application.



Throttle breakout connector
(Main harness wire side view)

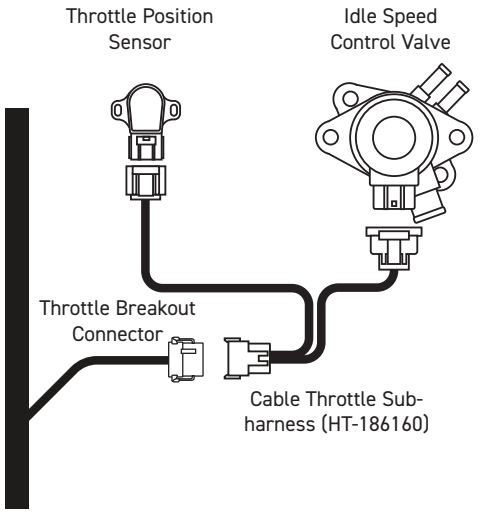
THROTTLE BODY CONNECTOR PINOUT		
PIN	FUNCTION	COLOR
1	Throttle / IAC 3	Brown/Green
2	Throttle / IAC 4	Brown/Pink
3	Throttle / IAC 1	Brown/Black
4	Throttle / IAC 2	Brown/Red
5	Sensor ground	Black/White
6	5V	Orange
7	Throttle / TPS 1	White/Orange
8	Throttle / TPS 2	White/Black
9	Brake signal	L. Green/Brown
10	Switched 12V	Red/Green
11	Unused	Unused
12	Unused	Unused

Cable Throttle Sub-harness

The cable throttle sub-harness plugs directly into the factory 4-pin Throttle Position Sensor (TPS) and the 6-pin Idle Speed Control Valve, as shown in the diagram on the right.

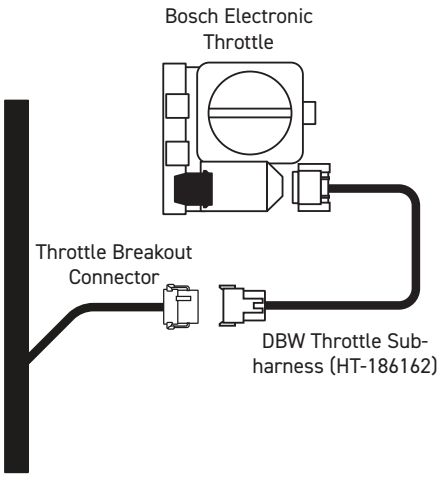


Cable Throttle Sub-harness (HT-186160)



DBW Throttle Sub-harness

If you're upgrading from the conventional cable throttle system to Drive-By-Wire (DBW), the DBW throttle sub-harness can be used instead and will plug directly into a Bosch electronic throttle.





Bosch 82mm Electronic Throttle (HT-011803)



DBW Throttle Sub-harness (HT-186162)

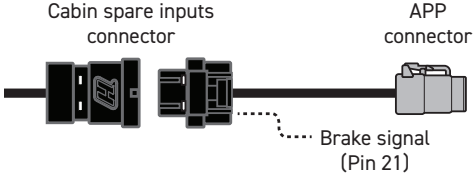
Accelerator Pedal Position

(Label: APP)

To complete the DBW throttle system, a DBW pedal—or Accelerator Pedal Position (APP) assembly—must be used to replace the mechanical pedal from the cable throttle system.

The supplied cabin input connector includes an integrated universal DTM-6 connector for this purpose, allowing you to wire in the pedal of your choice.

The cabin connector also includes a dedicated pin (Pin 21) designed for connection to a brake pedal switch or brake light signal, as part of the DBW control strategy. This brake input signal is expected to read +12V whenever the brake pedal is pressed.





APP connector
(Wire side view)

APP CONNECTOR PINOUT		
PIN	FUNCTION	COLOR
1	Sensor ground	Black/White
2	APP 1	White/Brown
3	5V	Orange
4	5V	Orange
5	APP 2	White/Red
6	Sensor ground	Black/White

Boost Control
(Label: Boost)

The Rebel JZ main terminated harness features a dedicated DTM-2 connector for wiring a Haltech boost control solenoid. A 3-port boost solenoid, such as the HT-020400, is suitable for performance applications and provides much more stable control over the desired boost pressure.

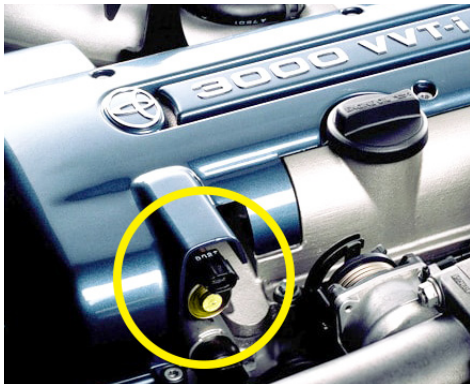
NOTE: Twin-turbo systems are not supported by the Rebel JZ application.



3-Port Boost Control Solenoid
(HT-020400)

VVTi Solenoid Connector
(Label: VVTi)

For engines with VVTi, the Rebel JZ harness is fitted with a connector that plugs into the VVTi solenoid, located at the front left-hand side of the engine. This solenoid is tuned using the Cam Control function in the NSP software to maximize engine performance.



Transmission Breakout Connector
(Label: Transmission)

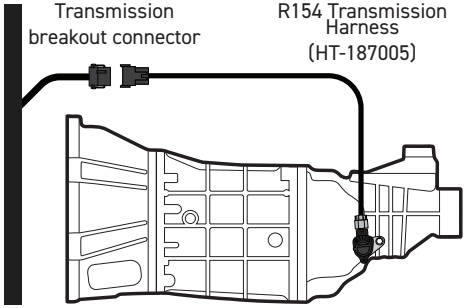
The transmission breakout connector on the Rebel JZ main terminated harness allows it to interface with a range of transmission harnesses supported by the Rebel JZ application.

The matching connector is also included in the kit for wiring your own transmission harness into this connection.



Main harness wire side view

TRANSMISSION BREAKOUT CONNECTOR		
PIN	FUNCTION	COLOR
1	Swtiched 12V	Pink/Red
2	Power ground	Black
3	CAN 1 High	White
4	CAN 1 Low	Blue
5	VSS	Gray/L.Green
6	Constant 12V	Red
7	5V	Orange
8	Sensor ground	Black/White



R154 Transmission
(Example of supported transmission)



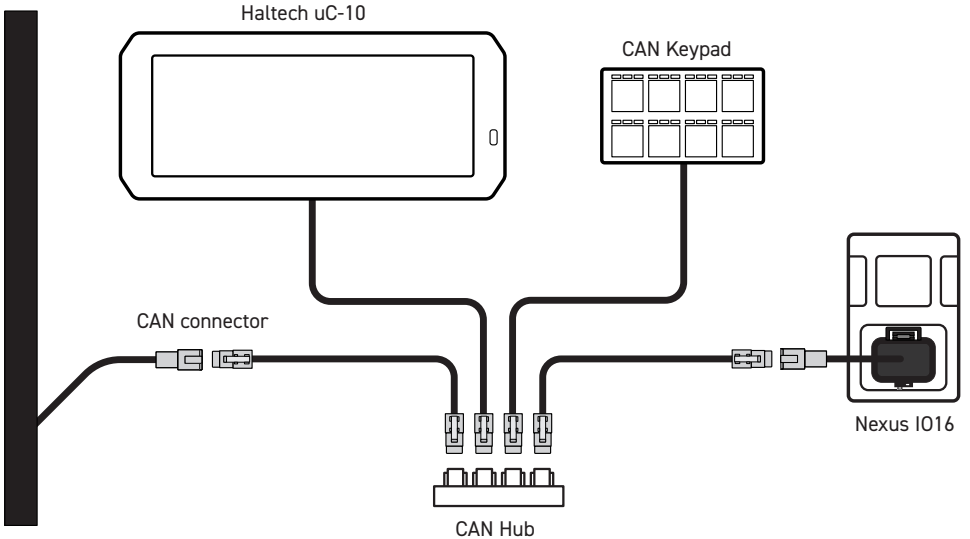
R154 Transmission Harness
(HT-187005)

Haltech CAN connection
(Label: CAN)

This harness is equipped with DTM-4 connectors—one at the cabin end and the other at the engine bay end of the harness. These CAN connectors are designed to connect to Haltech CAN devices (e.g., display dash, keypad, PDM), which further expand the functionality of the application.

If you are using multiple Haltech CAN devices, a Haltech CAN Hub can be used to increase the number of available connection ports.







Spare Inputs and Outputs

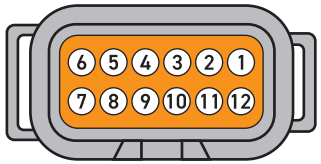
(Label: Cabin, Spare)

The Rebel JZ main terminated harness features two connectors with spare inputs and outputs that can be used to wire in additional sensors, switches, or to control relays, solenoids, warning lights, or other devices you want the ECU to control.

The connector located at the cabin end of the harness is labelled "Cabin" and uses a Haltech 26-pin Superseal connector.

The other connector, labelled "Spare," is located at the engine bay end of the harness and uses a 12-pin DTM connector.

Both opposing connectors are supplied in the kit, with pinout information provided below for reference.



Spare IO connector (engine bay)
Opposing connector, wire side view

SPARE IO CONNECTOR (ENGINE BAY)		
PIN	FUNCTION	COLOR
1	AVI 5	White/Green
2	SPI 2	Gray/Red
3	Sensor ground	Black/White
4	5V	Orange
5	Switched 12V	Red/Green
6	DPO 4	Violet/Orange
7	DPO 5	Violet/Yellow
8	Ignition 7	Yellow/Violet
9	Ignition 8	Yellow/Gray
10	Power ground	Black
11	Unused	Unused
12	Unused	Unused



Spare IO connector (In-cabin)
Opposing connector, wire side view

SPARE IO CONNECTOR (IN-CABIN)		
PIN	FUNCTION	COLOR
1	CAN 1 High	White
2	CAN 1 Low	Blue
3	Switched 12V	Red/Green
4	Power ground	Black
5	Ignition switch	Pink
6	Switched 12V	Red/Green
7	Unused	Unused
8	AVI 1	White
9	Power ground	Black
10	AVI 2	White/Yellow
11	DPO 1	Violet/Black
12	5V	Orange
13	DPO 2	Violet/Brown
14	CAN 2 High	White
15	CAN 2 Low	Blue
16	Sensor ground	Black/White
17	DPO 6	Violet/Green
18	CTS gauge	Green/Red
19	Unused	Unused
20	DPO 3	Violet/Red
21	Brake signal	L.Green/ Brown
22	SPI 1	Gray/Brown
23	Sensor ground	Black/White
24	APP 1	White/Brown
25	APP 2	White/Red
26	5V	Orange

WARRANTY CERTIFICATE

At Haltech we make every effort to design and manufacture fault-free products that perform up to or above the market expectations. All our products are covered by a Limited 12 Month Warranty.

Haltech Limited Warranty

Unless specified otherwise, Haltech warrants its products to be free from defects in material or workmanship for a period of 12 months from the date of purchase.

If the Haltech product is found to be defective as mentioned above, it will be replaced or repaired if returned prepaid along with proof of purchase. Proof of purchase in the form of a copy of the original purchase invoice, receipt or bill of sale which indicates that the product is within the warranty period, must be presented to obtain warranty service.

Replacement or repair of a defective product shall constitute the sole liability of Haltech. To the extent permitted by law, the foregoing is exclusive and in lieu of all other warranties or representations, either expressed or implied, including any implied warranty of merchantability or fitness. In no event shall Haltech, be liable for special or consequential damages.

Product Returns

Please include a copy of the original purchase invoice, receipt or bill of sale along with the unused, undamaged product and its original packaging. Any product returned with missing accessory items or packaging will incur extra charges to return the item to a re-saleable condition.

All product returns must be sent via a freight method with adequate tracking, insurance and proof of delivery services. Haltech will not be held responsible for product returns lost during transit.

Returns of Products Supplied in Sealed Packaging

The sale of any sensor or accessory supplied in sealed packaging is strictly non-refundable if the sealed packaging has been opened or tampered with. This will be clearly noted on the product packaging. If you do not accept these terms please return the sensor in its original unopened packaging within 30 days for a full refund.

A sensor or accessory product may be returned after 30 days of purchase (with its sealed packaging intact) for credit only (no refunds given) and will be subject to a 10% restocking fee.

Installation of Haltech Products

No responsibility whatsoever is accepted by Haltech for the fitment of Haltech Products. The onus is clearly on the installer to ensure that both their knowledge and the parts selected are correct for that particular application. Any damage to parts or consequential damage or costs resulting from the incorrect installation of Haltech products are totally the responsibility of the installer.

Always disconnect the battery when doing electrical work on your vehicle. Avoid sparks, open flames or use of electrical devices near flammable substances. Do not run the engine with a battery charger connected as this could damage the ECU and other electrical equipment.

Do not overcharge the battery or reverse the polarity of the battery or any charging unit. Disconnect the Haltech ECU from the electrical system whenever doing any welding on the vehicle by unplugging the wiring harness connector from the ECU.

After completing the ECU installation, make sure there is no wiring left un-insulated. Uninsulated wiring can cause sparks, short circuits and in some cases fire. Before attempting to run the engine ensure there are no leaks in the fuel system.

All fuel system components and wiring should be mounted away from heat sources, shielded if necessary and well ventilated. Always ensure that you follow workshop safety procedures. If you're working underneath a jacked-up car, always use safety stands!

Haltech Off-Road Usage Policy

In many states it is unlawful to tamper with your vehicle's emissions equipment. Haltech products are designed and sold for sanctioned off-road/competition non-emissions controlled vehicles only and may never be used on a public road or highway.

Using Haltech products for street/road use on public roads or highways is prohibited by law unless a specific regulatory exemption exists (more information can be found on the SEMA Action Network website www.semasan.com/emissions for state by state details in the USA).

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 purchasing, using or installing any Haltech product.

10/2025



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