Haltech

NEXUS PLUG-IN

MAZDA RX-8 SERIES 1

QUICK START GUIDE



Congratulations on your purchase of a Nexus Plug-in ECU for a Mazda RX-8 Series 1.

This vehicle-specific product allows you to seamlessly integrate a Nexus ECU into your vehicle without the complexities of wiring. With this hassle-free solution, you can jump straight into tuning.

Nexus ECUs are at the forefront of engine management systems, featuring cutting-edge technology and innovative features. Designed for the next generation of automotive enthusiasts and professionals, this state-of-the-art ECU combines powerful engine control with a range of additional functionalities, making it a versatile and comprehensive solution for everything from everyday driving to high-performance racing.

With full compatibility across a wide range of Haltech devices, it simplifies engine configuration and additional functionalities, all programmable through a single software platform.

Supported Models

- Mazda RX-8 Series 1 2003-2008, 13B-MSP Renesis 6-port (ADM, USDM, JDM, EUDM)
- Mazda RX-8 Series 1 2003-2008, 13B 4-port (JDM)
- Manual transmissions only
- Only CAN-based ABS modules are supported (Further information on page 11).

NEXUS PLUG-IN ECU OVERVIEW





What's in the box?

- Mazda RX-8 Series 1 Plug-in ECU
- Air temperature + wideband expansion harness
- Air temperature sensor (1/8 NPT)
- Aluminum weld on fitting 1/8 NPT -27 TPI for air temp sensor
- Mounting brackets and hardware
- 2.5m vacuum hose and T-piece
- Haltech USB-C cable
- Quick start guide

Optional Accessories (sold separately)

- HT-189002 - IO Expansion Harness 2.5m (8')
- HT-010746 - LSU4.9 Wideband Hardware Pack

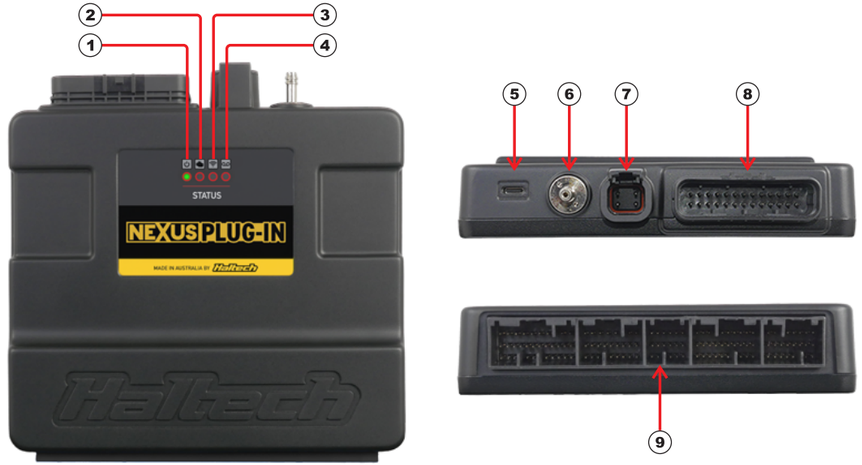


HT-010746



HT-189002

1 Power LED
2 DTC LED
3 Wireless LED
4 Datalog LED
5 USB-C Port (Comms)
6 Onboard MAP sensor (4 bar)
7 CAN Connector
8 Auxiliary Connector
9 Vehicle Connector



LED	COLOR	CONDITION
Power	**Green**	Normal operation (on main power or low power mode)
	Blue	Connect to unit and install firmware
	Red	Hardware fault
DTC	**None**	DTCs not present
	Yellow	A DTC is present (of any kind, past/present/not severe/severe)
Wireless	**None**	Wireless is disabled
	Green solid	Wireless is enabled
	Green flashing	Wireless is enabled and connected to NSP or Haltech Connect
Datalog	**None**	Unit is not logging
	Yellow flashing	Unit is logging, unit is not looping or not full
	Yellow	Unit is logging, unit is looping or full

NEXUS PLUG-IN ECU SPECS



FEATURES	
Drive-By-Wire throttle support	YES
Flex fuel	YES
Closed loop O2 control	YES
Knock control	YES
Alternator control	YES
Long term learning	Up to 4D
Data logging	Laptop or Onboard
Anti-lag	YES
Rolling anti-lag	YES
Rotational idle	YES
Launch control	YES
Traction control	YES
Flat shift control	YES

FEATURES continued	
Boost control	4D Closed Loop
Nitrous control	6 Stages
Advanced torque management	YES
Engine protection	Multi Level
Cruise control	YES
Onboard wideband control	Single Channel LSU 4.9 / NTK
Oil metering pump control	YES
Auxiliary Port Valve (APV) control	YES
Secondary Shutter Valve (SSV) control	YES
Variable Dynamic Intake (VDI) control	YES
Variable Fresh Air Duct (VFAD) control	YES
Factory dash (gauge cluster) support	YES
ABS / DSC support (see page 11)	YES

OUTPUTS	
Ignition (Direct Fire)	4
Injection (2 or 3 Stages)	6
Digital Pulsed Outputs (User-definable functions, DPO 1-8)	8
Fixed function DPOs (Low current)	13
Half Bridge Outputs (HBO)	4
CAN / AUX power output	1
Engine Control Relay (ECR) output	1

INPUTS	
Onboard MAP sensor (4 bar)	1
Analog Voltage Inputs (AVI)	20
Engine position input	1 (Trigger)
Synchronised Pulsed Inputs (SPI)	6
Knock input	1
Onboard wideband controller (LSU 4.9 / NTK)	1
Low coolant / low oil sensors	2
Factory oil pressure sensor (on/off)	1

OTHER	
4 channel oscilloscope	50kSa/s per channel, 2ms/Div limit, optional external trigger

COMMUNICATIONS	
CAN bus networks 1000, 500 or 250 kbit/s	2
High speed USB 2.0 (USB-C interface) 480 Mbit/s connection	1
Power up over USB	Datalogging, settings and firmware upgrade available
Wireless	900 kB/s datalog extraction. Hardware lockout for security

DATA LOGGING	
Location	Onboard
Storage	128 MB
Max sampling frequency	1kHz
Maximum channels per log	300

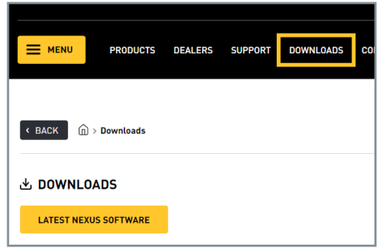
DIMENSIONS	
Enclosure	160 x 140 x 35.5 mm (6.3 x 5.5 x 1.4 in)
Overall (inc. connector protrusion)	160 x 160 x 35.5 mm (6.3 x 6.3 x 1.4 in)
Weight	0.57 kg (1.26 lbs)
Operating temperature (ambient)	-40 to 85°C (-40 to 185°F)

ELECTRICAL	
Power supply (across power terminals)	8 to 22V
No output static current draw	< 1A
Low power mode (USB)	4 to 5.5V
Static current draw from USB port	< 500mA

Installing the NSP software

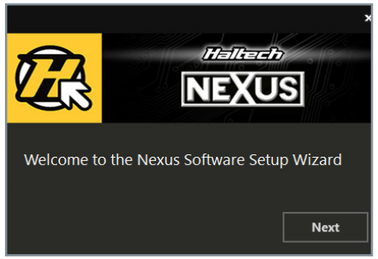
Haltech NSP (Nexus Software Programmer) is the software used for tuning and programming Nexus Plug-in ECUs. Follow these steps to install the Haltech NSP software:

1. Download the NSP installer - Go to the Haltech website (www.haltech.com), navigate to the 'Downloads' section, and click on the download link.

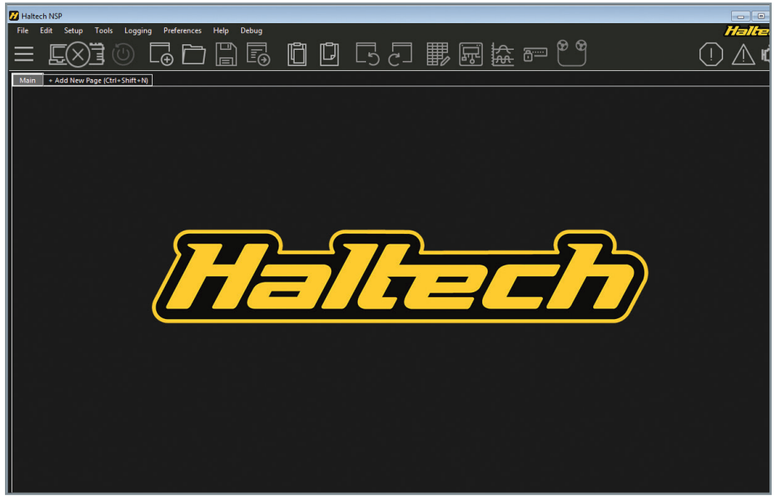


2. Run the installer file - Once the download is complete, locate the downloaded file (usually in the 'Downloads' folder of your computer) and double-click on the file to run the Nexus Software Setup Wizard.

3. Launch Haltech NSP - Once the installation is complete, you can launch the Haltech NSP software from the Windows 'Start' menu or using the desktop shortcut that was created.

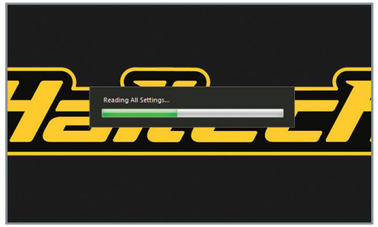






Going online with the ECU

With the NSP software open, connect the supplied Haltech USB cable between your laptop and the USB-C port on the front of the Nexus Plug-in ECU.



The USB connection allows the NSP software to automatically recognize the ECU and activate it in low-power mode. This enables you to start setting up the ECU using the Setup Wizard before installing the ECU in the vehicle. In low-power mode, the ECU's inputs and outputs are disabled, allowing you to safely configure your vehicle setup before installation and full power activation.

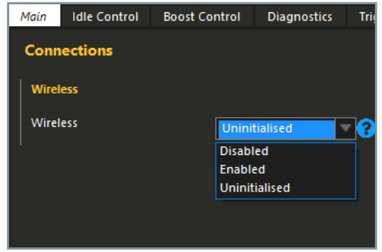
Setting up Wireless communications

Wireless communication is another method for connecting the Nexus Plug-in ECU to your laptop or mobile device (see Haltech Connect App), serving as an alternative to a USB connection once the Wireless module is enabled.

To set up your Wireless connection follow these steps:

1. Open NSP and connect your Nexus Plug-in ECU using the provided USB-C cable.

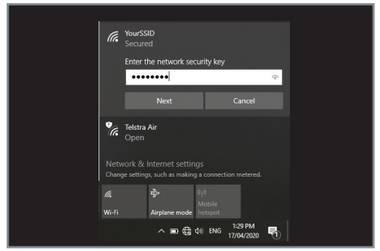
2. Click on 'Connections' in the navigation tree and enable the Wireless module.



3. Under 'Connections', select 'Wireless' to set up your SSID and password. Note that your SSID must be at least 1 character long, and your password at least 8 characters. Click 'Apply'.



4. Power up the ECU using main power (ignition switch on), then go to your computer's Network settings. Connect to your Nexus Plug-in ECU by selecting your chosen SSID and entering your password.



NOTE: The Wireless antenna is internal on the Nexus Plug-in ECU. The unit must be powered by the main power source for Wireless communication. Up to two computers can connect to the ECU via Wireless, and one via USB-C, at any given time. When the Wireless module is disabled, it is completely inactive and held in an OFF state.

Haltech Connect App

The Haltech Connect App enables you to connect wirelessly to and interact with your Haltech Nexus Plug-in ECU via your smartphone or tablet. View real-time data from the ECU, set up basic gauges, clear DTCs, assign wiring, and adjust select parameters. Available for free on Google Play (Android) and the Apple App Store (iOS).

GET IT ON Google Play

Download on the App Store

NEXUS PLUG-IN SETUP WIZARD

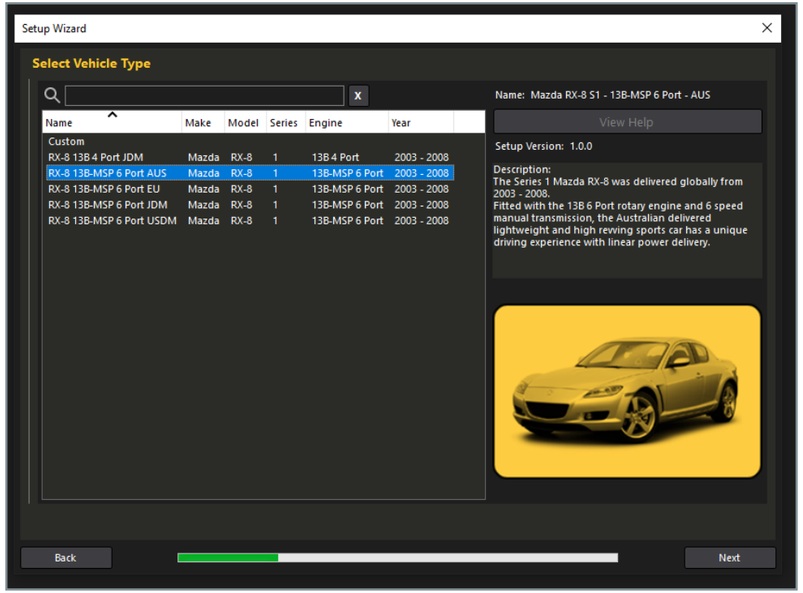
The NSP software, when used with a Nexus Plug-in ECU, features a comprehensive setup wizard designed to create a basemap tailored for your specific application.

The process begins with naming your vehicle, which creates a dedicated folder on your laptop for saving maps and datalog files. You also have the option to add a vehicle description—a useful feature for quickly identifying different map versions.

Next, you select your vehicle and engine type from a list of Mazda RX-8 models from 2003 to 2008, followed by selecting the auxiliary harness you're using. This allows the ECU to assign I/Os to specific sensors such as a wideband 02 sensor, pressure sensors, and more.

The next few steps involve setting up engine-specific options, such as selecting between a 4-port or a 6-port, choosing the porting profile, and defining the injector for all different stages.

After completing these steps, NSP presents a summary of your selections for confirmation, allowing any necessary adjustments before finalizing the setup. This thorough process ensures that the Nexus Plug-in ECU is optimally configured to start and run the engine with your own base tune.



Application Specific Notes

This Nexus Plug-in ECU is only compatible with the following vehicles:

- Mazda RX-8 Series 1 2003-2008, 13B-MSP Renesis 6-port (ADM, USDM, JDM, EUDM)
- Mazda RX-8 Series 1 2003-2008, 13B 4-port (JDM)
- Manual transmissions only

1. Wizard setup - Ensure that the ECU is correctly set up using the NSP software wizard, or that a correct map is uploaded to the ECU, before powering the unit through the vehicle.
Please note that the wizard setup or base map serves only as a starting point, and the ECU will require appropriate tuning. Haltech is not responsible for any engine damage resulting from the improper use of base maps.

2. Air Temperature Sensor - The factory air temperature sensor inside the MAF assembly can be used, or replaced with the one included in the kit.

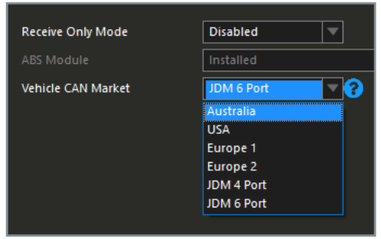
3. Electronic Throttle and Pedal - The Electronic Throttle and Pedal (i.e. DBW) must be calibrated through the NSP software prior to starting the engine.

4. Forced Induction - This Nexus Plug-in ECU supports proper engine modifications to accommodate forced induction (e.g. boost control) using the available outputs in the auxiliary connector.

5. ABS Module/DSC - The ECU currently supports only the ADM, USDM, JDM, and two European versions of CAN addressing for the ABS module. K-line communications is not supported.

An unsupported ABS module will cause the ABS light to turn on, disable the ABS feature, and cause the speedometer and odometer to stop functioning, or result in a combination of these issues.

If this occurs, try selecting different options from the "Vehicle CAN Market" drop-down list found under Connections > CAN > Vehicle CAN System to see if one resolves the issue.

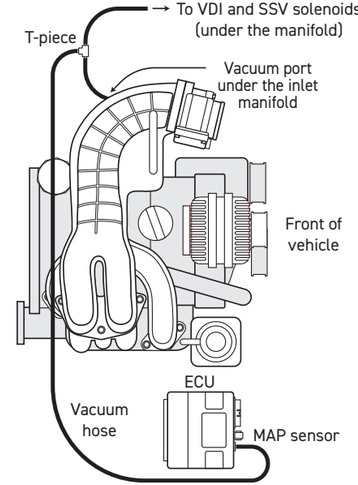


After trying each option, the vehicle must be completely turned off, then turned back on and driven to give the module a chance to read vehicle speed before testing the next option.

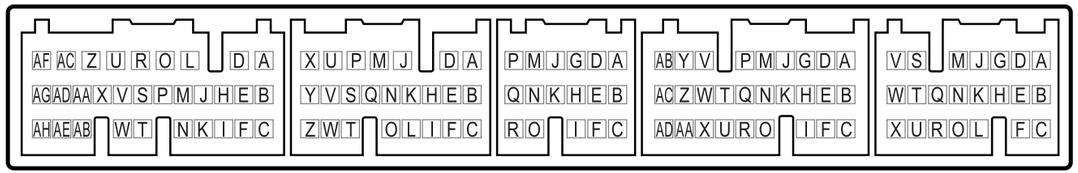
6. DSC and Dyno Tuning - The "DSC OFF" button must be pressed for several seconds to disable DSC before operating the vehicle on a dyno. The "DSC OFF" indicator light will appear in the gauge cluster when the system is inactive. Press the button again to reactivate the DSC system.

7. Wideband 02 - The factory front wideband 02 sensor (4-wire) is not supported. Instead, a Bosch LSU 4.9 or NTK sensor must be used via the auxiliary port connector.

8. MAP Sensor - The Air Flow Meter or MAF sensor signal is not used, and the onboard MAP sensor must be connected instead. A vacuum hose and T-piece are included and can be installed off the vacuum hose that runs to the VDI and SSV solenoids under the inlet manifold. Refer to the diagram below for the location and approximate routing of the vacuum hose.



MAP sensor hose installation (engine bay top view)



Notes:

- The connector image shows the pin side of the ECU. Pins not listed in the table are not used by the ECU.
- Some injector pin functions are swapped internally depending on how the NSP wizard is set up (e.g. staged injection 6-port vs 4-port).
- Connector 3 is not present in the 4-port harness, but the ECU pins are still available for use as spare I/Os.
- DPO 9–23 functions are fixed and cannot be reassigned in NSP.

PIN	ECU CONNECTION	FUNCTION
1B	HBO 1	DBW throttle motor A
1C	HBO 2	DBW throttle motor B
1D	AVI 12	SSV feedback switch
1F	Sensor ground	Sensor ground (Knock sensor)
1G	Sensor ground	Sensor ground
1J	AVI 3	DBW throttle sensor A
1L	DPO 6	SSV control
1M	AVI 4	DBW throttle sensor B
1O	DPO 10	Air pump solenoid valve
1Q	5V	5V (DBW)
1S	5V	5V (APV)
1T	Knock 1	Knock sensor
1U	Sensor ground	Sensor ground
1W	DPO 8	VDI control
2A	DPO 20	O2 heater (rear)
2D	6-port: Injector 6	6-port: Stage 3 Injector Rotor 2
	4-port: Injector 4	4-port: Stage 2 Injector Rotor 2
2E	AVI 16	Oil pressure switch
2F	Sensor ground	Sensor ground (DBW)
2G	6-port: Injector 5	6-port: Stage 3 Injector Rotor 1
	4-port: Injector 3	4-port: Stage 2 Injector Rotor 1
2H	Power ground	Sensor shields
2I	Alternator Field Control	Alternator Field Control

PIN	ECU CONNECTION	FUNCTION
2J	Injector 2	Stage 1 Injector Rotor 2
2K	AVI 8	Coolant temperature sensor
2M	Injector 1	Stage 1 Injector Rotor 1
2N	AVI 15	OMP feedback switch
2O	SPI 6	Neutral switch
2P	DPO 7	EVAP purge solenoid
2Q	AVI 6	Rear O2 (Narrowband)
2R	AVI 19	Oil level switch
2T	Alternator Phase Feedback	Alternator Phase Feedback
2U	Trigger +	Eccentric shaft position sensor
2V	DPO 13	OMP pin A
2W	DPO 14	OMP pin B
2X	Sensor ground	Sensor ground (Eccentric shaft pos)
2Y	DPO 15	OMP pin C
2Z	Ignition 2	Leading Ignition Rotor 2
2AA	Ignition 1	Leading Ignition Rotor 1
2AB	DPO 16	OMP pin D
2AC	Ignition 4	Trailing Ignition Rotor 2
2AD	Ignition 3	Trailing Ignition Rotor 1
3A	6-port: Injector 3	6-port: Stage 2 Injector Rotor 1
	4-port: Injector 5	4-port: Unused
3B	AVI 13	APV sensor (6-port only)
3D	6-port: Injector 4	6-port: Stage 2 Injector Rotor 2

PIN	ECU CONNECTION	FUNCTION
3D	4-port: Injector 6	4-port: Unused
3G	HBO 3	APV motor open (6-port only)
3J	HBO 4	APV motor close (6-port only)
4A	Power ground	Power ground
4C	Switched 12V	Switched 12V (DBW 12V)
4D	DPO 18	Unused
4E	ECR 1	Engine Control Relay
4F	SPI 5	Clutch pedal switch
4H	DPO 23	Unused
4J	Power ground	Power ground
4K	5V	5V (Baro 5V)
4M	DPO 19	Fuel pump speed relay
4O	DPO 11	Air pump relay
4P	AVI 18	Brake pedal switch
4Q	Ignition switch input	Ignition switch signal
4S	CAN 2 Low	Vehicle CAN Low
4T	AVI 17	Coolant level switch
4U	Sensor ground	Sensor ground
4V	CAN 2 High	Vehicle CAN High
4W	AVI 10	A/C request switch (High/Low)
4X	5V	5V (APP 5V)
4Y	5V	5V (APP 5V)
4Z	AVI 9	Spare input

PIN	ECU CONNECTION	FUNCTION
5A	DPO 17	Starter motor relay
5C	AVI 2	Pedal sensor B
5D	Power ground	Power ground
5F	AVI 1	Pedal sensor A
5H	ECR 2	DBW relay
5K	AVI 7	Intake air temperature
5N	AVI 5	Mass air flow
5O	Power ground	Power ground
5P/5L	DPO 9 (5P/5L are linked together)	Fuel pump relay
5R	Power ground	Power ground
5S	AVI 11	Barometric pressure
5T	Power ground	Power ground
5U	Sensor ground	Sensor ground (CTS ground)
5V	AVI 20	Cruise control switch
5W	AVI 14	Spare input
5X	DPO 21	Thermofan relay 1
5Z	DPO 5	VFAD control
5AA	DPO 12	A/C relay output
5AB	Sensor ground	Sensor ground (APP ground)
5AC	Switched 12V	Switched 12V
5AD	DPO 22	Thermofan relay 2 and 3
5AE	Sensor ground	Sensor ground (APP ground)
5AF	Switched 12V	Switched 12V

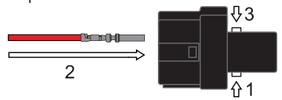
AUXILIARY CONNECTOR

Nexus Plug-in ECUs are fitted with a 26-pin auxiliary connector that can be used to wire in sensors or devices not available in the vehicle from the factory.

The ECU also includes an expansion harness that plugs into the auxiliary connector and can be conveniently routed within the engine bay. The included expansion harness (HT-189000) provides a connector for a Haltech air temperature sensor, which can be used in place of the factory sensor—integrated into the air flow meter. A wideband O2 sensor plug is also included and is controlled directly by the ECU's onboard wideband O2 controller, allowing direct connection to a wideband hardware pack. A set of spare pins is also provided for the 26-pin connector, enabling the addition of sensors such as fuel and oil pressure sensors, flex fuel sensors, or custom DPO functions (e.g. boost control) that can be configured in the NSP software.

Pinout information for these connections is provided on the next page. To place pins into the auxiliary connector:

1. Push bottom tabs to unlock
2. Insert pin into harness side of connector
3. Push top tabs to lock





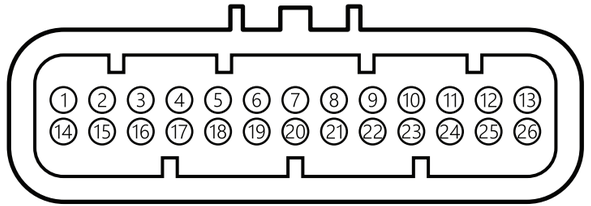
HT-010206 - Air Temperature Sensor (Included)

HT-189000 - Air Temp and Wideband Expansion Harness 2.5m (Included)



HT-010746 - LSU4.9 Wideband Hardware Pack (Sold Separately)

AUXILIARY CONNECTOR PINOUT

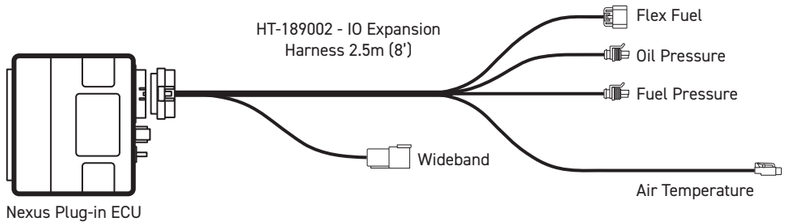


ECU Auxiliary Connector
Pin Side View

PIN	HALTECH CONNECTION	WIRE COLOR
1	DPO 1	Violet / Black
2	DPO 3	Violet / Red
3	Aux power (12V switched)	Red
4	Sensor ground	Black / White
5	SPI 1	Gray / Brown
6	SPI 3	Gray / Orange
7	No connection	No connection
8	No connection	No connection
9	No connection	No connection
10	Sensor ground	Black / White
11	WBI 1 Heater +	Gray
12	WBI 1 Input	Yellow
13	WBI 1 Pump	Red

PIN	HALTECH CONNECTION	WIRE COLOR
14	DPO 2	Violet / Brown
15	DPO 4	Violet / Orange
16	Aux power (12V switched)	Red
17	Sensor +5V DC	Orange
18	SPI 2	Gray / Red
19	SPI 4	Gray / Yellow
20	No connection	No connection
21	No connection	No connection
22	No connection	No connection
23	Sensor +5V DC	Orange
24	WBI 1 Nernst	Black
25	WBI 1 Heater -	White
26	WBI 1 Cal	Green

In addition to the basic expansion harness included, Haltech offers an optional I/O expansion harness (sold separately) to conveniently support common sensor upgrades for your Nexus Plug-in ECU. This expansion harness is terminated with connectors for sensors such as a Haltech wideband hardware pack, flex fuel composition sensor, oil pressure sensor, fuel pressure sensor, and air temperature sensor. It also includes spare pins for connecting additional outputs available on the 26-pin connector.



Fuel / Oil Pressure Sensors
HT-010904 - 150 psi Pressure Sensor
HT-010906 - 250 psi Pressure Sensor
HT-010916 - 500 psi Pressure Sensor





LSU4.9 Wideband Hardware Pack
HT-010746





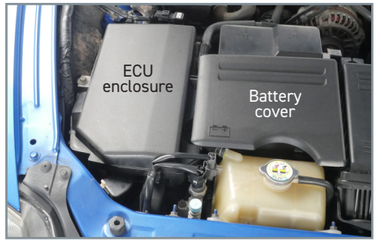
Flex Fuel Sensor
HT-011000

ECU Installation

The factory RX-8 ECU is located in the engine bay, inside a protective enclosure near the right headlight. It features an air ducting system that channels fresh air from beside the radiator through the enclosure to help cool the ECU.

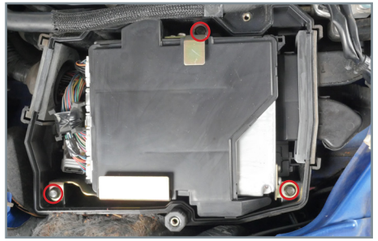
To install the Nexus RX-8 Plug-in ECU:

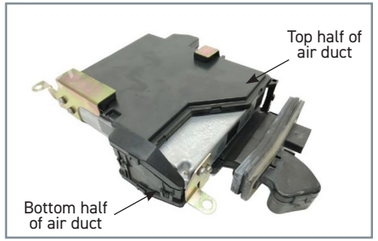
1. Remove the ECU enclosure cover by undoing the three cover screws and unclipping it from the enclosure base. The battery cover will also need to be removed for better access to some of the screws and clips.



2. Unplug the connectors from the factory ECU. Remove the three 10mm screws securing the ECU bracket, then remove the factory ECU, its mounting brackets, and the air duct as one assembly.

3. Unclip and separate the top and bottom halves of the air duct to remove the factory ECU. Then, place the bottom half of the air duct back into the ECU enclosure.

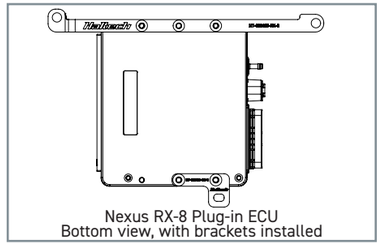




4. Install the new Nexus RX-8 Plug-in ECU and the supplied brackets into the ECU enclosure. Refer to the images shown on the right.

5. Reconnect the ECU plugs, the onboard MAP sensor vacuum hose, and the auxiliary harness. Then proceed with the initial ECU Setup Wizard.

6. Reinstall the top half of the air duct and the enclosure cover after completing setup and initial testing to confirm that everything is working correctly and any additional sensors are properly wired and functioning.



Nexus RX-8 Plug-in ECU
Bottom view, with brackets installed



NOTE: When reinstalling the top half of the ECU enclosure, a semi-circle can be cut near the rubber seal at the back of the enclosure to route the vacuum hose and auxiliary harness through. Be careful not to crush the vacuum hose, as this could interfere with the MAP signal measured by the ECU. Seal the opening with silicone to ensure proper enclosure sealing.

HALTECH CAN SYSTEM

The Nexus Plug-in ECU is equipped with an onboard CAN connector for direct connection to a wide range of Haltech CAN expansion products.

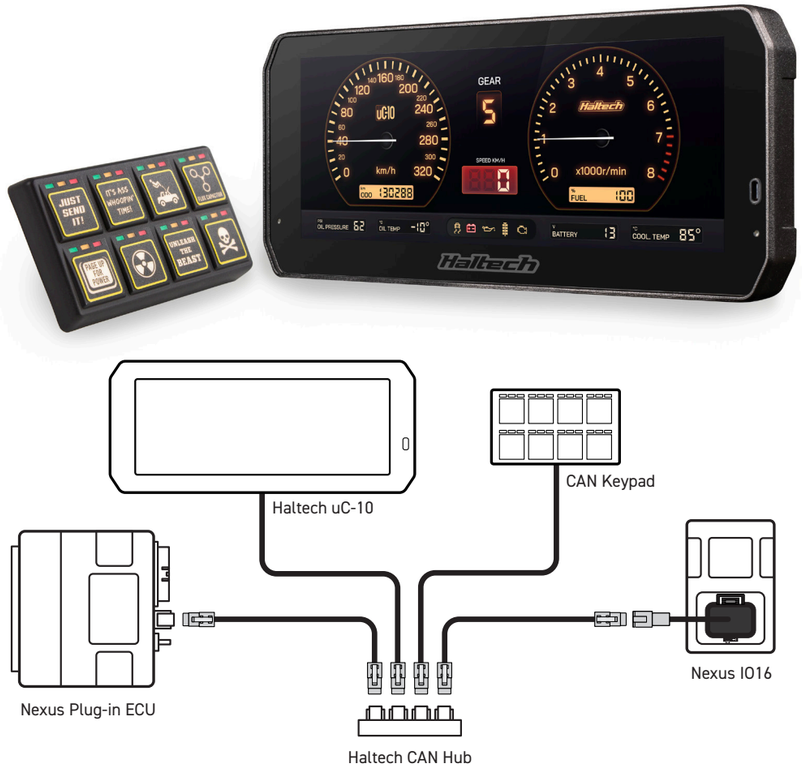


CAN Connector

Multiple CAN devices can be used simultaneously by linking them together using Haltech CAN cables and a Haltech CAN hub. Examples of Haltech CAN devices include the Haltech uC-10 display dash and the Haltech CAN keypad. The dash allows user-selected ECU or engine parameters to be displayed on a customizable screen, while the keypad enables you to scroll through multiple screens or control other functions managed by the ECU.

Additionally, a Nexus IO16 can be added to expand input and output functionality via the Haltech CAN system, supplementing the onboard capabilities of the ECU.

The diagram on the right illustrates an example of how to connect these Haltech CAN devices (sold separately).



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.

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