Harness Components

- FuelTech FT450 connector: Direct connection to FT450 or FT550 A Connector.
- FuelTech Wideband NANO O2: This connector goes to a FuelTech Wideband NANO O2 module, it's capable of reading the BOSCH LSU 4.2 O2 sensor and send the information to log in the ECU.
- 2x 40A Relay: The system has 2 relays to power everything. The Main Relay powers the ECU, Wideband NANO O2, Peak and Hold drivers, sensors and extra connector.
- +12V Switched wire: This wire goes to the ignition key and is responsible for powering the relays.
- Battery ground and battery positive: It is the system power supply and must be connected exactly as the following: Battery (+) goes directly to the battery's positive or kill switch. Battery (-) MUST GO ONLY on the battery's negative terminal
- Powered CAN: There are two Powered CAN connectors available, "INNER", and "ENGINE". CAN A can operate FTCAN 1.0, FTCAN 2.0 or CAN OEM. Both protocols work with any FuelTech module that communicates over CAN bus and are able to broadcast data for external data loggers or dash.

- Extra Outputs A Connector: The outputs connector has six blue outputs and one power ground.
- Ignition Expansion: The Ignition Outputs connector has four gray outputs.
- Extra Inputs: two spare inputs available for custom use.
- Fuel pressure sensor: This input can be used to read fuel pressure using a FuelTech PS sensor or SSI P51 Packard sensor.
- Oil pressure sensor: This input can be used to read oil pressure using a FuelTech PS sensor or SSI P51 Packard sensor.
- Crank trigger sensor (Hall effect or variable reluctance): Wires are unterminated and ready to receive a VR or Hall effect sensor
- Cam sync sensor (Hall effect or variable reluctance): Wires are unterminated and ready to receive a VR or Hall effect sensor
- Coolant temperature sensor: Ready for GM style CLT sensor.
- Bosch wideband O2 sensors: Designed for Bosch LSU 4.2 O2 sensor.
- Aux Power: power and ground for general purpose.