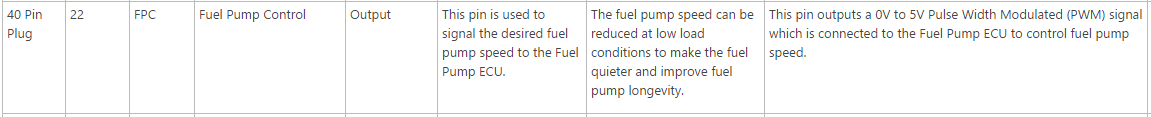
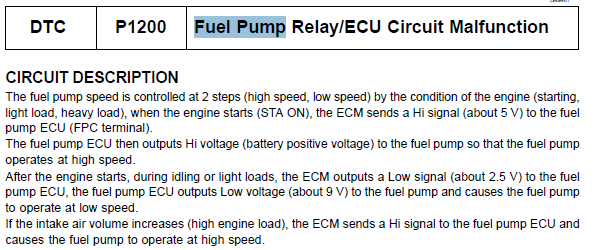
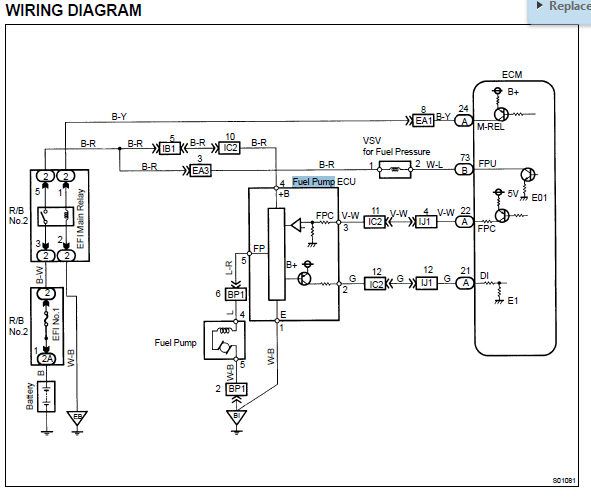


**Primary**

Fuel Pump



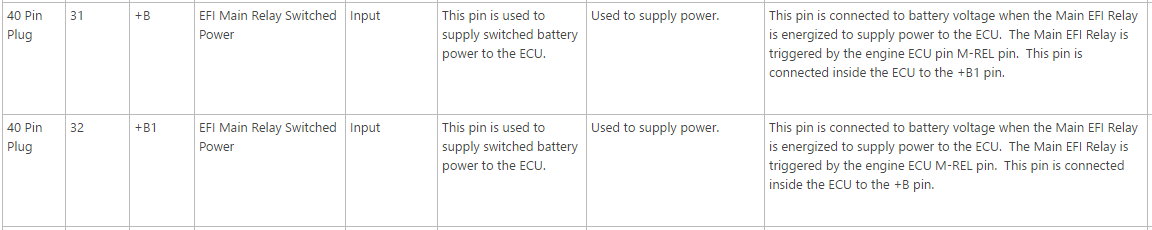


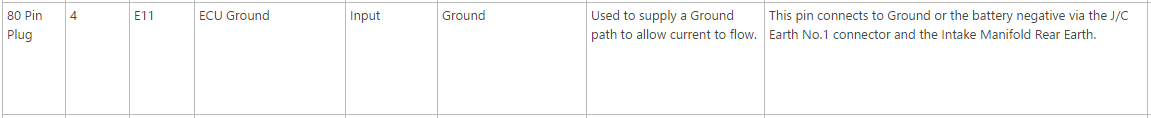


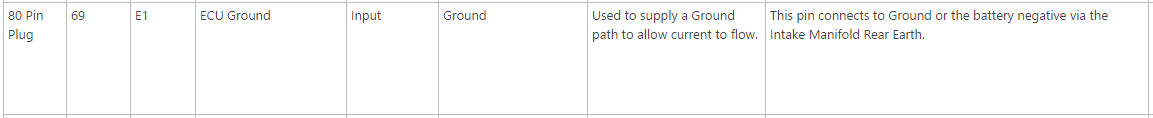
\*Note: Standard FP output does not support PWM, either map an existing unused PWM output or rewire and relay 12v to FP and use standard

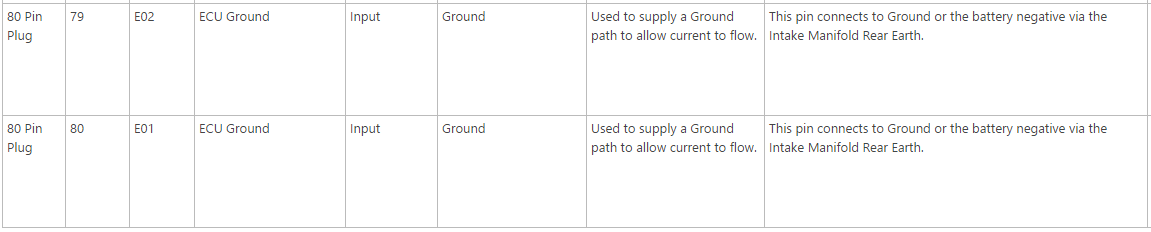
\*\*Programmable PWM is best solution, FP ECU behaviour: <http://www.supraforums.com/forum/showthread.php?649900-Anyone-try-PWM-control-of-the-fuel-pumps>

12V switched and ground

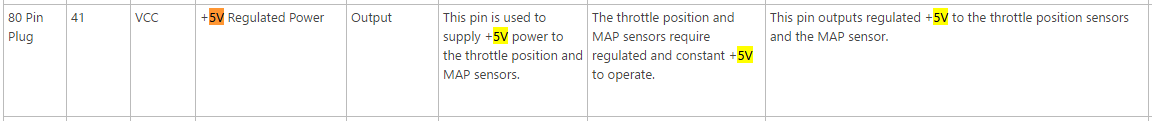




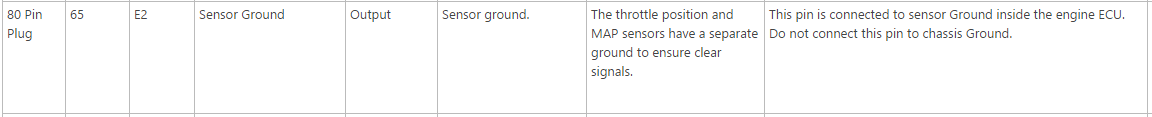




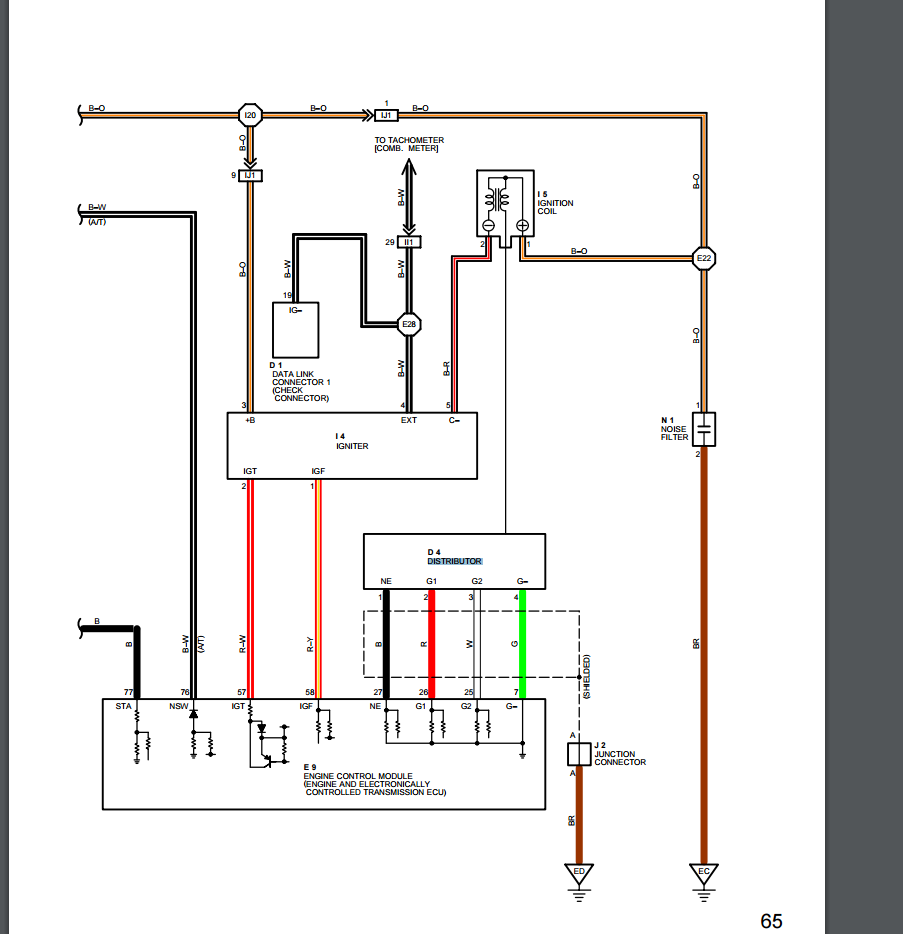
Sensor 5V



Sensor Ground



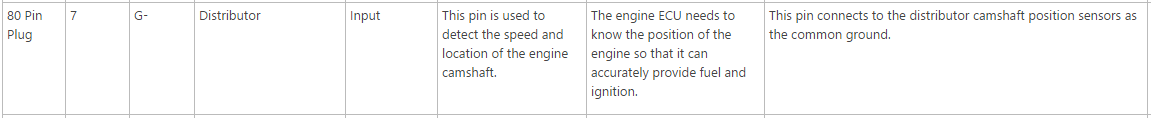
Cam & Crank

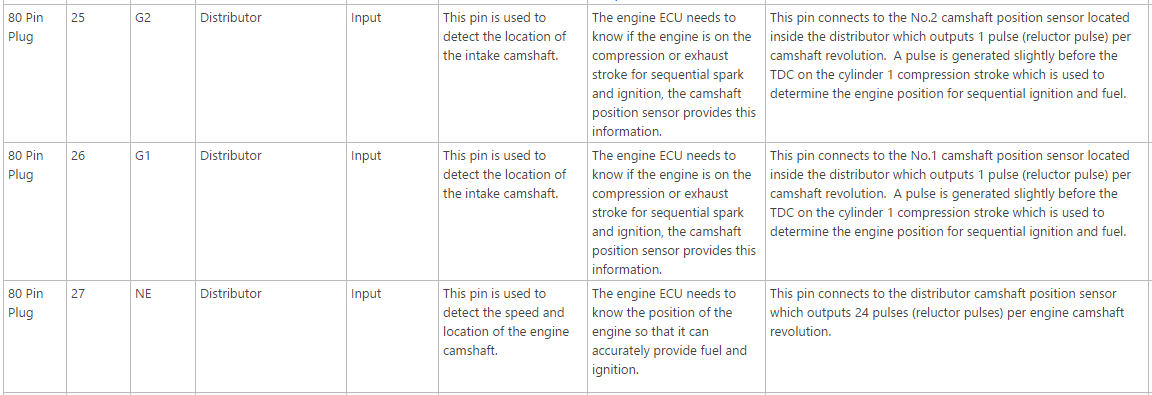


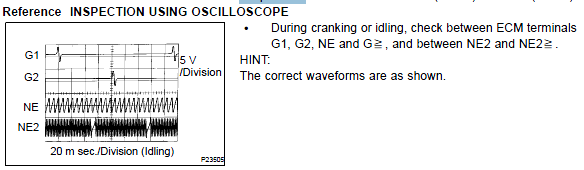
G1 = intake cam Custom Harness = green

NE = crank C H = blue

G- = ground C H = grey







\*Refer to Nathaninwa post

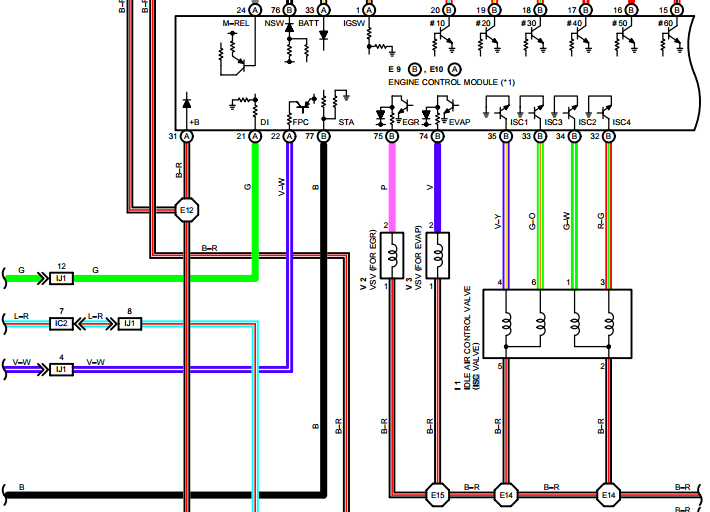
Injectors



\*Measure resistance first before connecting in case of low impedance

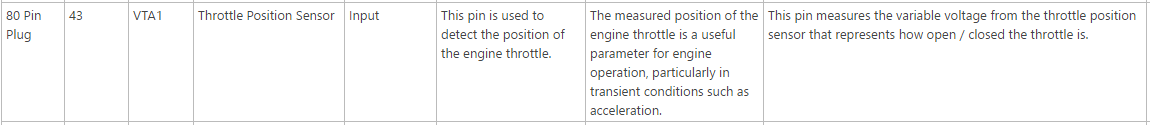
IAC



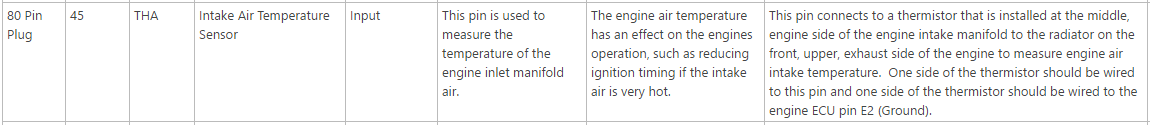


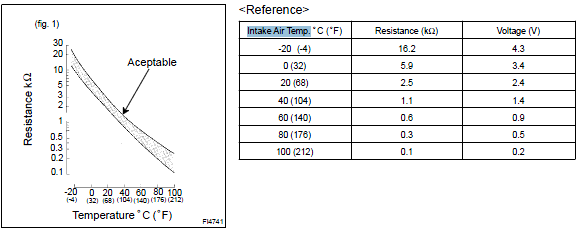
\*Refer to 2jz-ge engine diagnostics.pdf to see exact signals needed

TPS

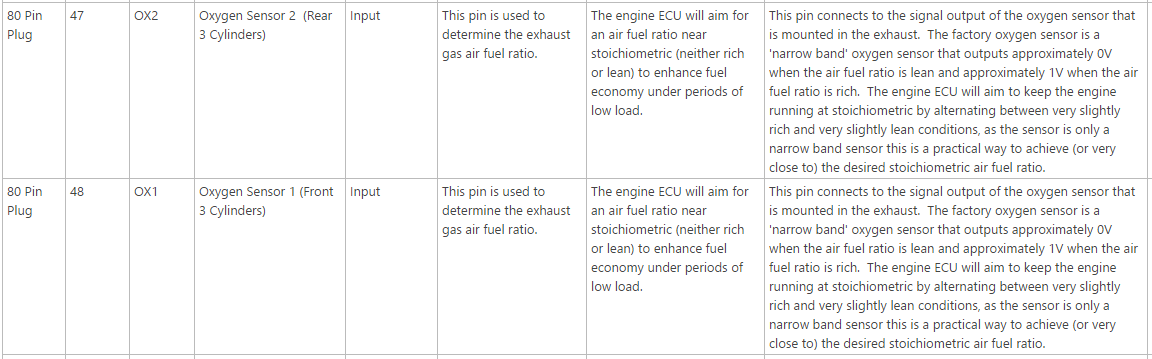


IAT

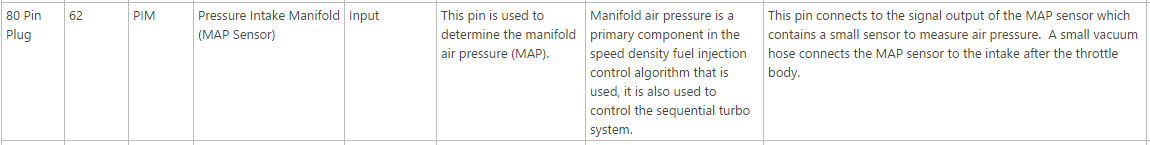


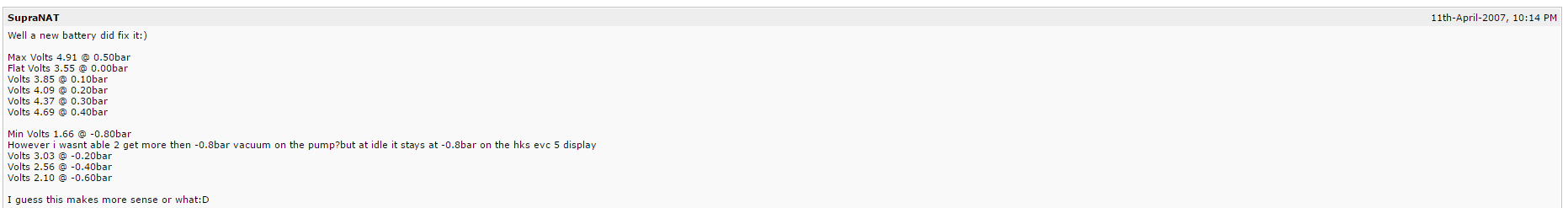


O2

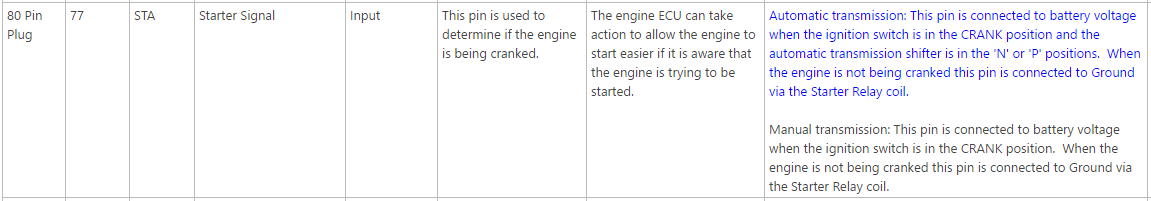


Map

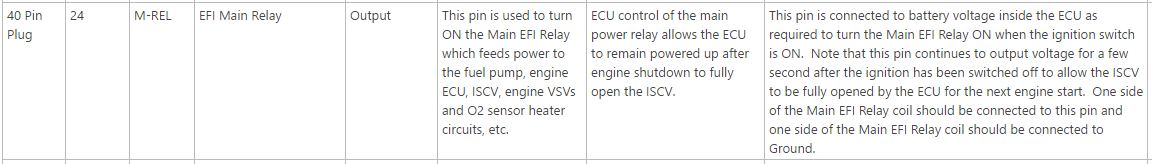


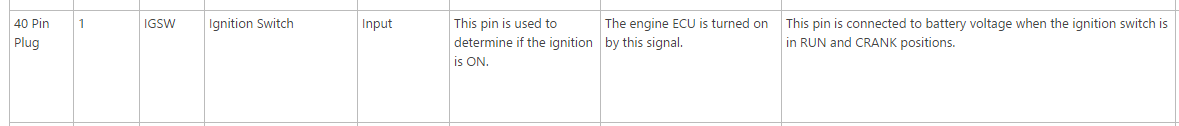


Cranking



Other

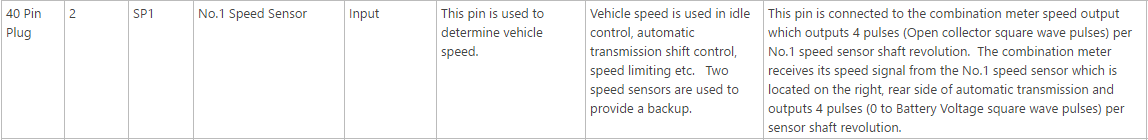




**\*\* M-Rel jumped to IGSW (Must keep ecu on for a few seconds before cranking)**

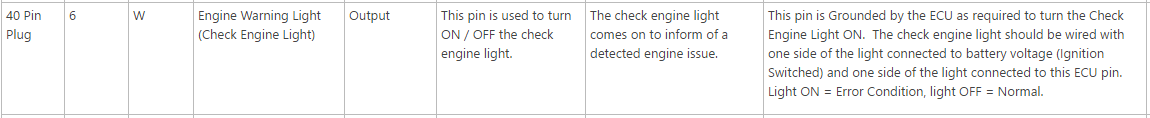
**Secondary**

Speed

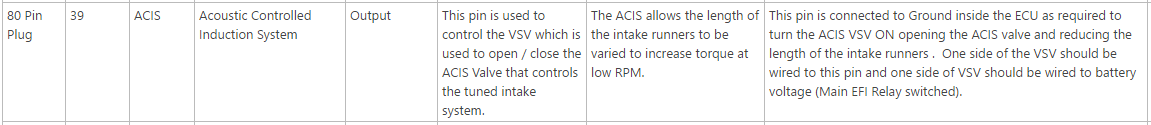


\*Digital Frequency 1

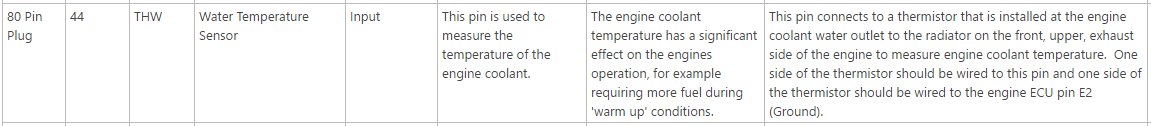
CEL



ACIS (long-shortrunners)

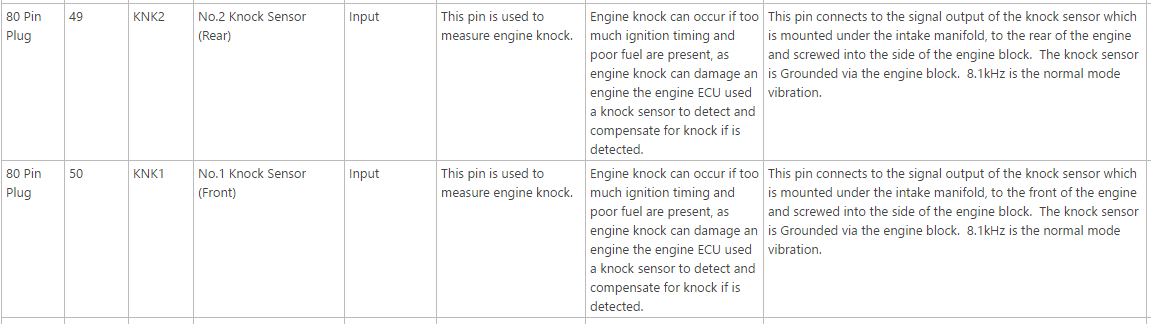


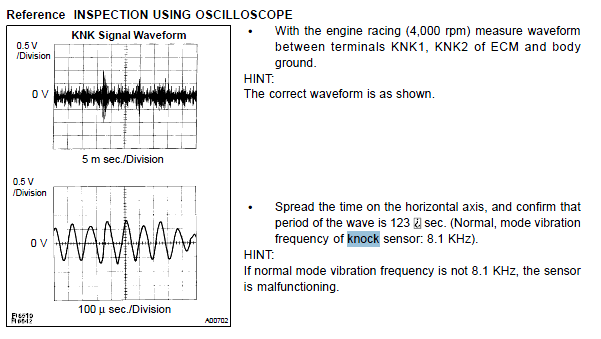
Coolant Temp (CLT)





Knock





Left to do:

* cnk and cmp split common ground and wire up
* ignition coils output wires
* usb wires