RX-8 Wire-in Harness Wiring Instructions

1) Take Xede +12V (switched) supply from pin 5AF (Power Supply). DO NOT CUT the wire, splice onto it. Connect to Xede Grey Connector pin 7. Please read Step 10 before continuing. Note the additional connections to pin 5AF.

2) Take Xede Ground from pin 1U (Sensor Ground). Again, DO NOT CUT the wire, splice onto it. Connect to Xede Grey Connector pin 6. Note the additional connections to pin 1U.

3) Intercept pin 2U (Eccentric Shaft Position Sensor (+)) for crank trigger. To do this, cut wire 2U, connect the vehicle side of the wire to Xede Grey Connector pin 8 and connect the ECU side of the wire to Xede Grey Connector pin 5

4) Don't need Eccentric Shaft Position Sensor (-) signal.

5) DO NOT connect ground on shielded crank cable to any ground (signal or chassis) at car harness end as it is already connected at the Xede end.

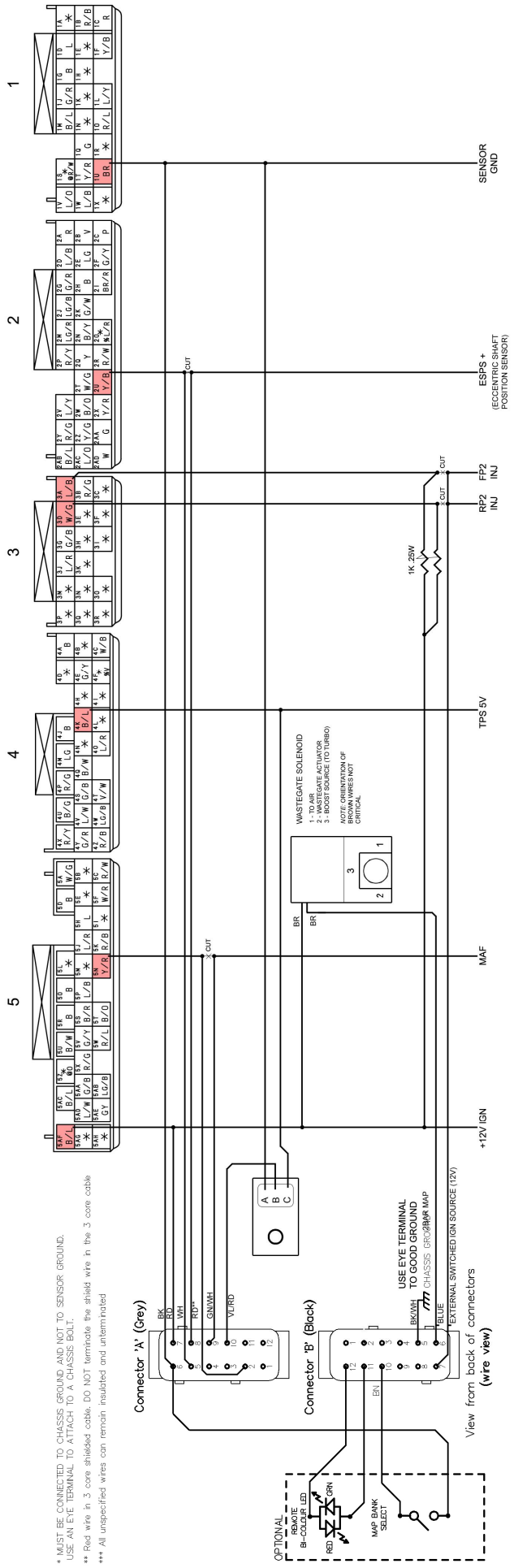
6) Intercept pin 5N (MAF) for MAF signal. Use Xede AN0 channel. To do this, cut wire 5N, connect the vehicle side of the wire to Xede Grey Connector pin 9 (AN0 Input) and connect the ECU side of the wire to Xede Grey Connector pin 2 (AN0 Output).

7) MAP signal should be obtained using an ACDelco 2Bar (or 3Bar) sensor, wire in 1-2m of 3 core cable with 3 pin ACDelco plug (to suit ACDelco MAP sensor). Use pin 4K (barometric pressure sensor power supply (~5V)) and pin 1U (Signal Ground) to supply power for the MAP sensor. Connect sensor output signal to Xede Grey Connector pin 10 (AN1 Input). Pins for ACDelco MAP sensor are:
   A = Sensor Ground, B = MAP Signal, C = +5V Supply

8) DO NOT use the vehicle's barometric pressure sensor as it is not suitable for turbo applications.

9) Don't need TPS signal.

10) Intercept vehicle pins 3A (Fuel injector FP2 control) and 3D (Fuel injector RP2 control). Connect vehicle side of both injector wires to Black Xede Connector pin 7 (Injector Output). Connect ECU outputs for FP2 and RP2 injectors (each via a separate 1K resistor for each wire) to pin 5AF (+12V switched) to simulate injectors. Xede Black Connector pin 5 (Power Ground) MUST BE securely fastened to a good chassis ground point.


SENSOR GND
ESPS + (ECCENTRIC SHAFT POSITION SENSOR)
FP2 INJ
RP2 INJ
TPS 5V
MAF
+12V IGN
1K .25W
CUT
WASTEGATE SOLENOID
1 - TO AIR
2 - WASTEGATE ACTUATOR
3 - BOOST SOURCE (TO TURBO)
NOTE: ORIENTATION OF SOLENOID WIRES NOT CRITICAL
BR
Connector 'A' (Grey)
Connector 'B' (Black)
BK
RD
WH
RD**
GN/WH
VI/RD
BK/WH
BLUE
USE EYE TERMINAL TO GOOD GROUND
CHASSIS GROUND
BAR MAP
EXTERNAL SWITCHED IGN SOURCE (12V)
View from back of connectors (wire view)
OPTIONAL
REMOTE Bi-COLOUR LED
RED
GRN
MAP BANK SELECT
* MUST BE CONNECTED TO CHASSIS GROUND AND NOT TO SENSOR GROUND. USE AN EYE TERMINAL TO ATTACH TO A CHASSIS BOLT.
** Red wire in 3 core shielded cable. DO NOT terminate the shield wire in the 3 core cable
*** All unspecified wires can remain insulated and unterminated