

Kozmic Motorsports

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Additional Sensor Wire Routing and Installation

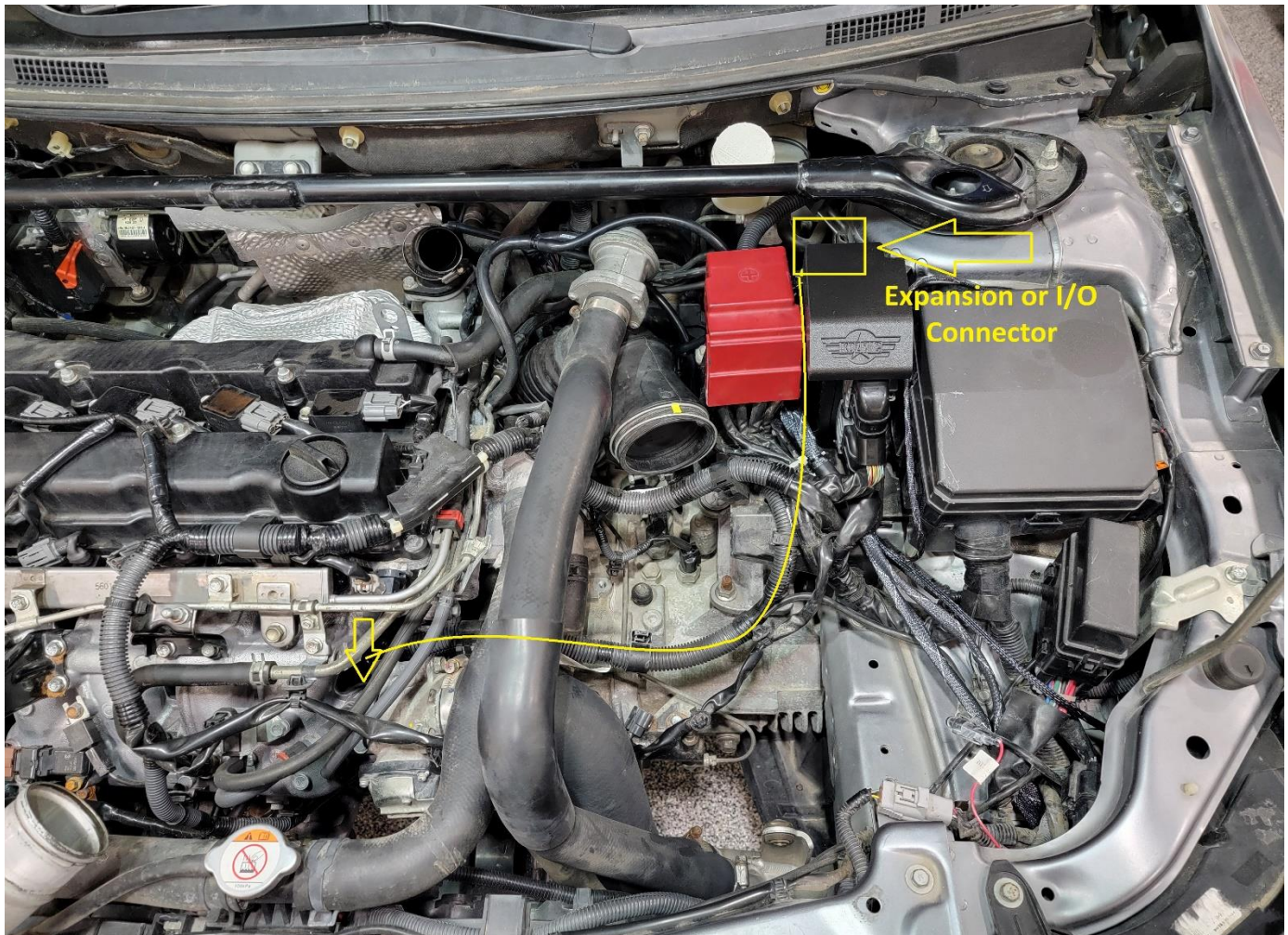
*Note: These kits are intended to be installed with a Haltech or other aftermarket ECU. It will not work correctly on OEM ECU.
Please contact us if you are unsure of fitment.*

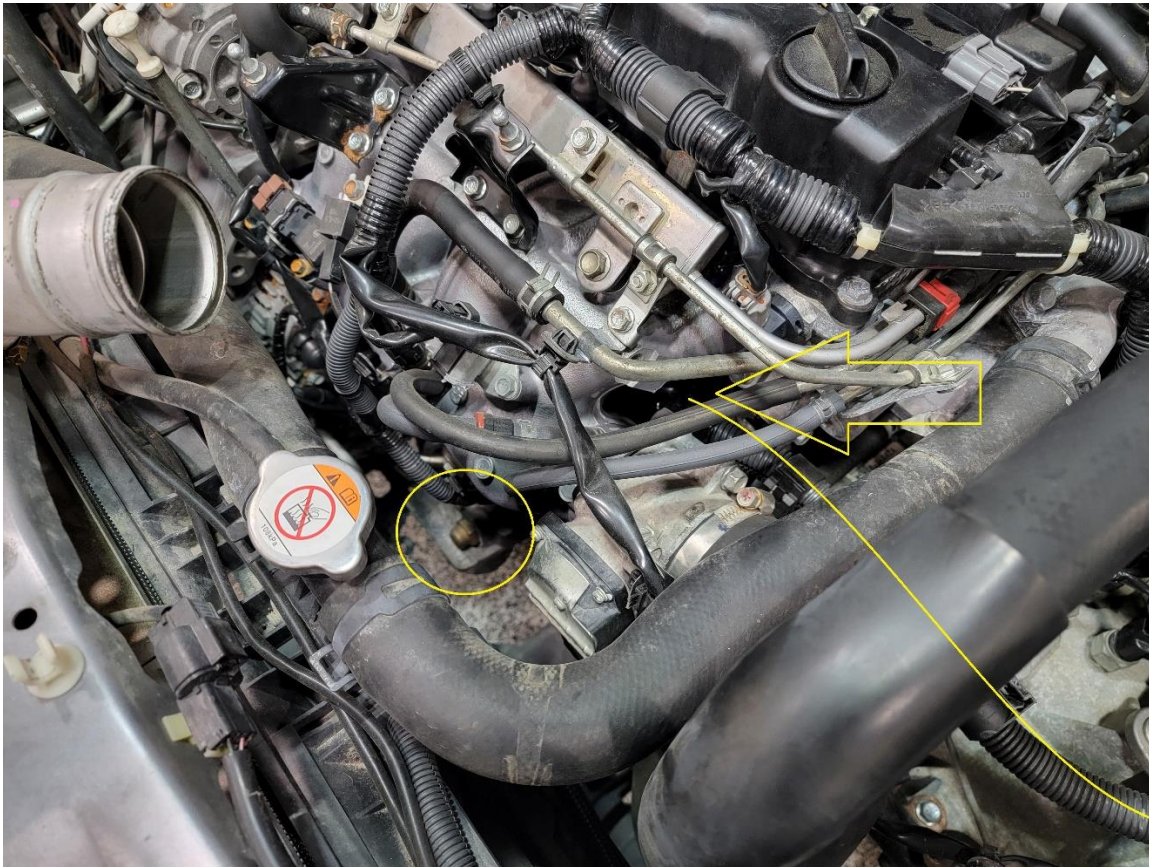
Notes:

- Always disconnect the battery when working on the vehicle, especially when electrical or ECU related.
- Make sure to properly secure all wiring harnesses, typically this is done with quality zip ties.
- Any harnesses running near hot parts should be adequately heat protected given extreme engine bay temps.
- The following are just recommended routing paths; they can be routed however you see fit however.

Engine Oil Pressure/Temp

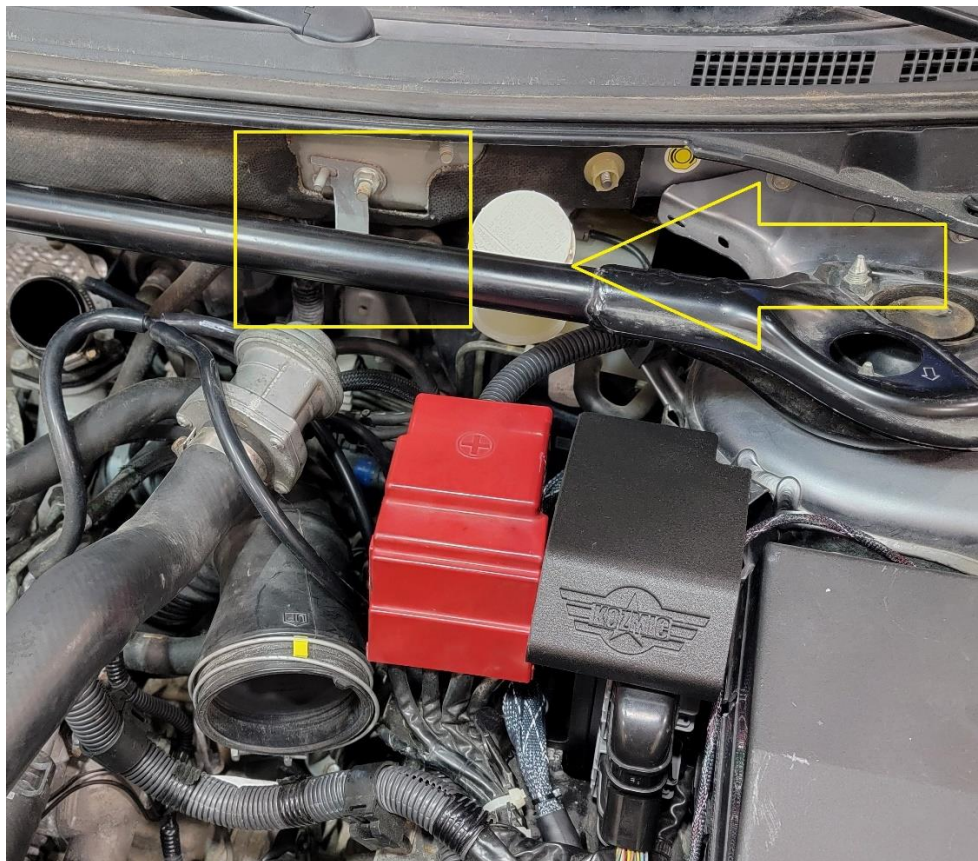
From the expansion connector on the back of the patch harness assembly you will follow the patch harness down to the OEM engine harness and run in line with the OEM harness to the engine as shown in yellow below. Route to the intake manifold where you will follow the wiring under the manifold and turn straight down to the oil pressure or temperature sensor setup.





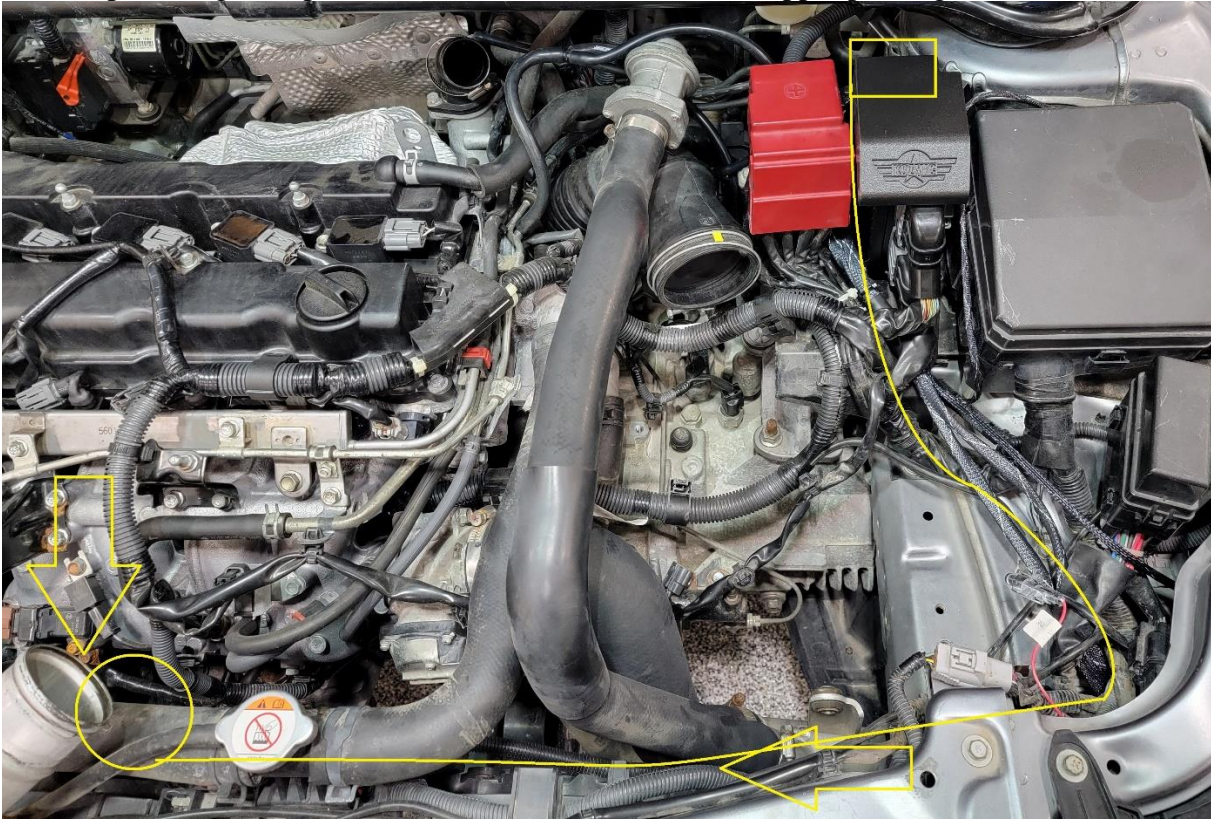
Fuel Pressure – Standard Harness

Standard length kit will run up to the commonly used firewall mounted regulator location, such as the AMS Performance FPR Kit. A long harness version is also offered that runs to the intake manifold, see crank case pressure sensor for long fuel pressure option routing.



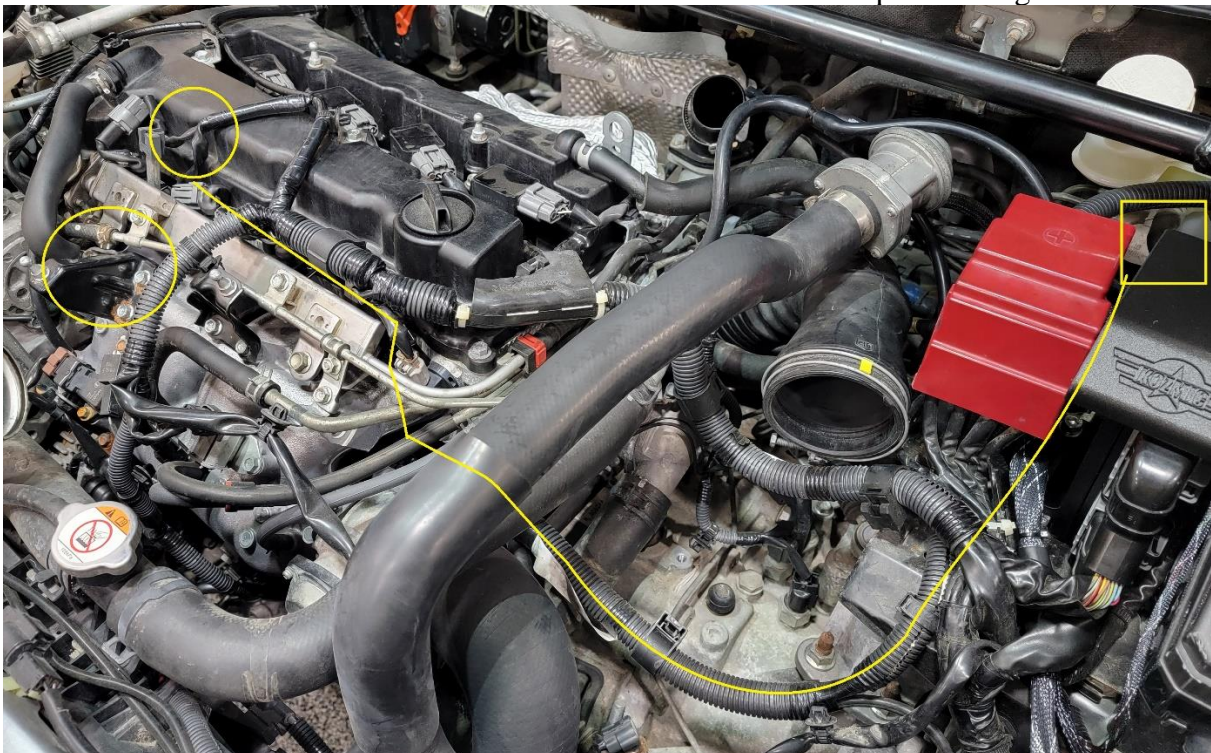
Coolant pressure

From the expansion connector on the back of the patch harness assembly you will follow the patch harness down to the OEM fusebox/headlight harness as shown in yellow below. Route along the radiator fan wiring and plumbing on top of the radiator to the sensor in the upper passenger side hose.



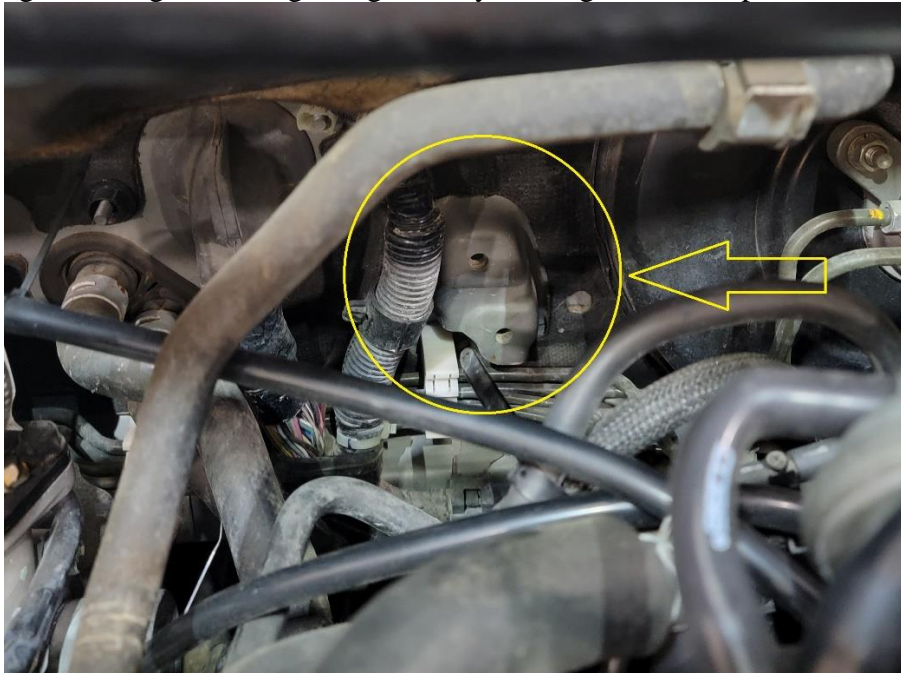
Crankcase Pressure and Fuel Pressure LONG Harness

From the expansion connector on the back of the patch harness assembly you will follow the patch harness down to the OEM engine harness and run in line with the OEM harness to the engine as shown in yellow below. Route to the intake manifold where you will then run the wiring up to the fuel rail area to your valve cover mounted crankcase sensor or intake manifold mounted fuel pressure regulator



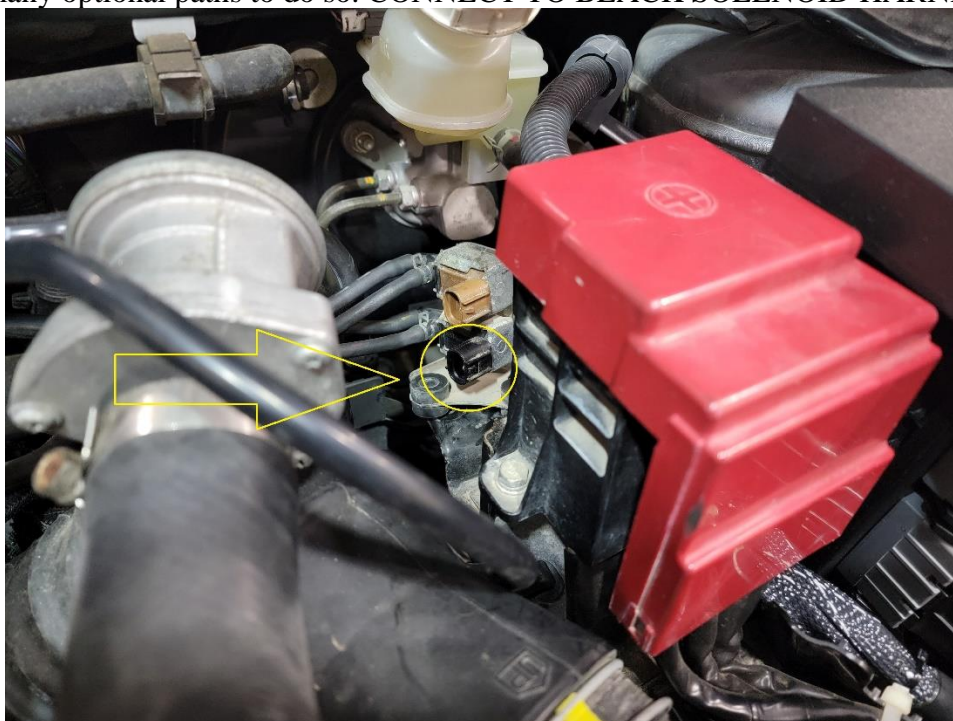
Haltech CAN Wideband Kit with Kozmic Mount Kit

You will route the open DTM4 connector on the patch harness directly to the WB1 Controller. This controller will be mounted onto the firewall in the location shown below. Route the sensor and harness down to your exhaust bung. Securing the wiring along the way making sure to keep off of all heat sources.



2nd Pump Relay Trigger

2 Versions - Standard length is typically used to replace a HOBB pressure switch in the engine bay. If this is a fresh install and you want the 2nd pump relay in the front of the car, this harness is ~24" length and can be shorted as you see fit. Also offered in a long harness version, at ~14 FOOT Length, this will reach all the way back to the trunk area next to the battery to control your 2nd pump relay. This harness has a 12v Key ON Signal Power and ECU Triggered Ground – both to control the TRIGGER SIDE of the relay only. Main pump power for the relay must come from the battery via a fused source. There is no guide to get to the rear of the car as there are many optional paths to do so. **CONNECT TO BLACK SOLENOID HARNESS PLUG.**



Exhaust Back Pressure

The standard length kit locates the wiring in the driver's side of the rear engine bay area, with the harness at ~20" Length. Also offered is a long harness version to reach all around the engine bay at ~60". Since there is no "one" way to build these kits up to the sensor, there is no planning wiring harness routing guide for this.

Analog Wideband (AEM Gauge, etc)

There are a few ways to pass the wiring into the cabin on the EvoX. This harness is ~10 FEET in length, you can cut it down as needed to reach your wideband analog signal and ground wires. There is no wiring guide for this as there are multiple guides to run wiring into the car, we typically pass through the driver's fender area near the hood latch cable release.

Kozmic Exhaust Cam Position Sensor to Pressure Harness

If your exhaust camshaft has a MIVEC delete, you no longer have the need for the exhaust cam position sensor.

We have a strategic harness to utilize the OEM wiring already in place to now input an additional pressure sensor of your choice. All of our pressure sensor kits can be optioned to setup with this wiring harness making adding 1 sensor extremely easy. Contact us if you want to spec a custom harness using this input.



Expansion Connection:

Your AUX harnesses are already terminated with the connector pins on the opposite end of the harness to be installed in your expansion connector. Confirm with your pin out sheet provided at time of purchase for location of these wires to be installed. **CONTACT US IF YOU ARE UNSURE ON WHERE TO PIN THESE.**

(*Typical* Sensor Wiring Setup: Orange = 5v, Black = 0v, Grey = Sensor Signal. If colors are different, contact)

New to AMP/TE Connectors? Check out this connector video from Haltech on how to install and remove pinned wires from these connectors. [Youtube Link CLICK HERE](#)

****MOST**** Pressure sensors we use are 150psi – ECU Scaling: 0.5v=0psi and 4.5v=150psi

Questions? Contact us via email for technical assistance. Sales@KozmicMotorsports.com

Need a base map? Ready to get tuned? Let us know!