



F10X WIRING FOR HIBOOST PROTEGE TURBO KIT

These are the instructions to wire the Haltech F10X into the Mazda FS 2.0 proteges.

First, you have to unplug the main connector from the Stock ECU. Remove the black plastic cover by releasing the 4 clips on the sides and then remove the tape around the neck of the connector so you can find the wires to be clipped or tapped. The main connector has the numbers of each wire clearly marked.

With this done, you must cut (clip) the following wires:

Injector wires: Wire 100(Green & Black), 101(Blue & Brown), 74(Black & Yellow) and 75(Black & red)

Lastly, Memory wires to avoid getting the Check Engine Light:
Wires 4 and 55 (white and green)

All the above wires must be cut and all ends running to the ECU should be left disconnected and well isolated except the last two 4 and 55.

Now connect the Haltech wires as follows into the wires just cut that run into the engine harness. This means that the wires from the Haltech harness should be connected to the wires that run to the engine.



Wire 100(Green & Black) should be connected to Pink wire of Haltech.
Wire 101(Blue & Brown) should be connected to Light Blue of Haltech.
Wire 74(Black & Yellow) should be connected to Blue/red of Haltech.
Wire 75(Black & Red) should be connected to Green/red of Haltech.
These are the Injector wires



The two Memory wires are connected different than all other. Please note this carefully.

Wires 4 and 55 (white and green) should be left disconnected and very well isolated (constant 12V), to avoid any shorts, at the engine harness side.

Now run a wire from a switched 12V source(Ignition switch),that keeps 12V while cranking the engine, to both wires running into the ECU. In other words, these two wires must have 12V while cranking and while the ignition switch is on at the ECU side. (again and to make sure it is done right).

Now, there are two wires that need to be tapped (joint to the other wire) and those are the TPS signal wire and trigger wire.

On the Mazda ECU is wire Number 89 (Brown & yellow) and the white wire from the haltech harness should be tapped into this one. (white Haltech Tapped into 89 Brown & yellow on ECU harness)

The Trigger wire is the light green wire marked as trigger and should be tapped into wire # 48 or violet/white of stock ECU. Remember that these wires are tapped into existing stock wires.

The Red with white stripe wire from Haltech harness must be connected to a switched 12V source that keeps voltage while cranking. You should tap into the ignition switch (blue thick wire) underneath the steering wheel column. Please make sure that it has voltage when the ignition switch is on and while cranking.



Note: To users with boost controller solenoid, there is a long wire with a two wire connector that plugs into the solenoid. This should be routed thru the passenger side of engine bay onto the top of radiator.

Place the Haltech ECU under the center console. It fits well and easy.



The harness should be routed thru the same place the stock wires come thru the firewall. Leave the connector inside the cabin and run the wires inside the engine bay along with the stock wiring.

Connect the black (coolant) sensor, the grey (air temp sensor) and the Mao sensor according to the main instructions. Also it is very important to hook a good ground signal.





If you have any questions, please contact us to info@hiboost.com.