SNP-13182-1921 — 1ZZ MR2 Spyder Adapter Harness Kit, Haltech Nexus S2

Installation Instructions Ver 1.0

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Do Not Call Haltech for Tech Support!

This ECU is preloaded with a **start up tune** that is tailored to your adapter harness and the ECU system set up based on the EFI Order Form provided to us when the order was placed, but check that your injector size is correct in the software. You can do this after you have connected to the ECU by looking to the far left of your screen at the ECU Navigator menu and scrolling down to “Injection system”. Once you locate it, double-click on it, then double-click the “Stage 1” tab, and then click on “Flow”. The size of the injector is crucial to the tune — make sure this is accurate.

Tech support is available for installation questions and for online support in regards to no start or calibration issues. Online remote tech support will need to be scheduled. Please call (928) 854-1320 Mon–Fri 8 A.M. to 5 P.M. Arizona time.

Remote Tuning is available for an added fee and will need to be scheduled in advance. A Windows based laptop and an active wireless internet connection will be required. To use remote access support you will need to download “ANYDESK”. This is a free service and can be found at WWW.ANYDESK.COM.

Online remote tuning available by appointment only, contact us for more information.

For tech support or tuning questions please contact Gabe Salazar at
SNP Speed Innovations
Phone: (928) 854-1320
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Product Installation

Ensure the vehicle is in park/neutral, set the emergency brake, and disconnect the negative cable from the battery.

1. **ECU/Adapter Install:** Locate the factory ECU and remove it. This is a *parallel pass through adapter — verify there is enough room to accommodate the factory ECU, the Haltech ECU, and the adapter harness supplied in your kit. Take the supplied adapter harness and plug it into the factory harness where the ECU once was. After you have connected both harnesses together, connect the other end of the adapter harness into the Haltech ECU.

**Our parallel pass through adapters use the factory ECU to operate the transmission. One harness fits the 5-speed, 6-speed, and SMT Spyder.*

2. **MAP Sensor Hose:** Once the ECU is plugged in, connect the supplied plastic hose into the plenum side of the intake manifold, **DO NOT install to the throttle body**, then connect the other end onto the ECU. For supercharger applications, attach below the supercharger. With the hose connected, the Haltech ECU will read the manifold pressure, so there will no longer be any need for the stock MAF.

3. **ATS “Air Temperature Sensor”:** The included Air Temperature Sensor is optional, not 100% necessary, but it is recommended. This air temp sensor can be mounted before or after the throttle body for naturally aspirated or turbo applications. For supercharger applications, this sensor should be mounted between the supercharger “lower supercharger manifold” and the cylinder head. It is important for this sensor to be in the air stream after the supercharger.

4. **Boost Control/WMI:** If boost control is being used, connect the boost control wires with the 2 pin connector to the boost control solenoid (no designated polarity). If water/methanol (WMI) control is being used, connect the boost control’s black wire to WMI relay pin 85, and the red wire to WMI relay pin 86. If not, this can be used for other features.

Wideband Control Module

5. Weld the supplied O2 sensor bung into the exhaust, ensuring the sensor is mounted in the 9–3 o’clock range just past the collector flange. If a turbo has been installed on your vehicle, mount the bung on the downpipe just before the bottom bend. The sensor may also be threaded into a factory O2 sensor bung if one is available.

6. Using the supplied cables and hardware in the box, locate a suitable mounting spot for the module itself with clear access to the connectors. Velcro strips are suitable for mounting. Using the cable labeled #HT-130025, attach the ECU to the wideband module. Find a suitable location to route your O2 sensor wiring from the inside of the cab to the exhaust mounting location. Keep wiring clear of any heat and moving parts, and away from pinching and/or chafing points to prevent premature failure.

Finish Work

After all wiring has been done and inspected, reconnect the battery.

Download the latest Haltech **NSP** software and install it on a Windows based laptop. Google, MAC, and Android operating systems will NOT work. You can find the current software at WWW.HALTECH.COM/DOWNLOADS. Open the Haltech software. Once the **NSP** software is open, use the communication cable supplied in the kit to connect the ECU to your laptop. Turn the key on and you should see the ECU “Power” LED indicator is on. Press F5 and your computer will connect to the ECU.