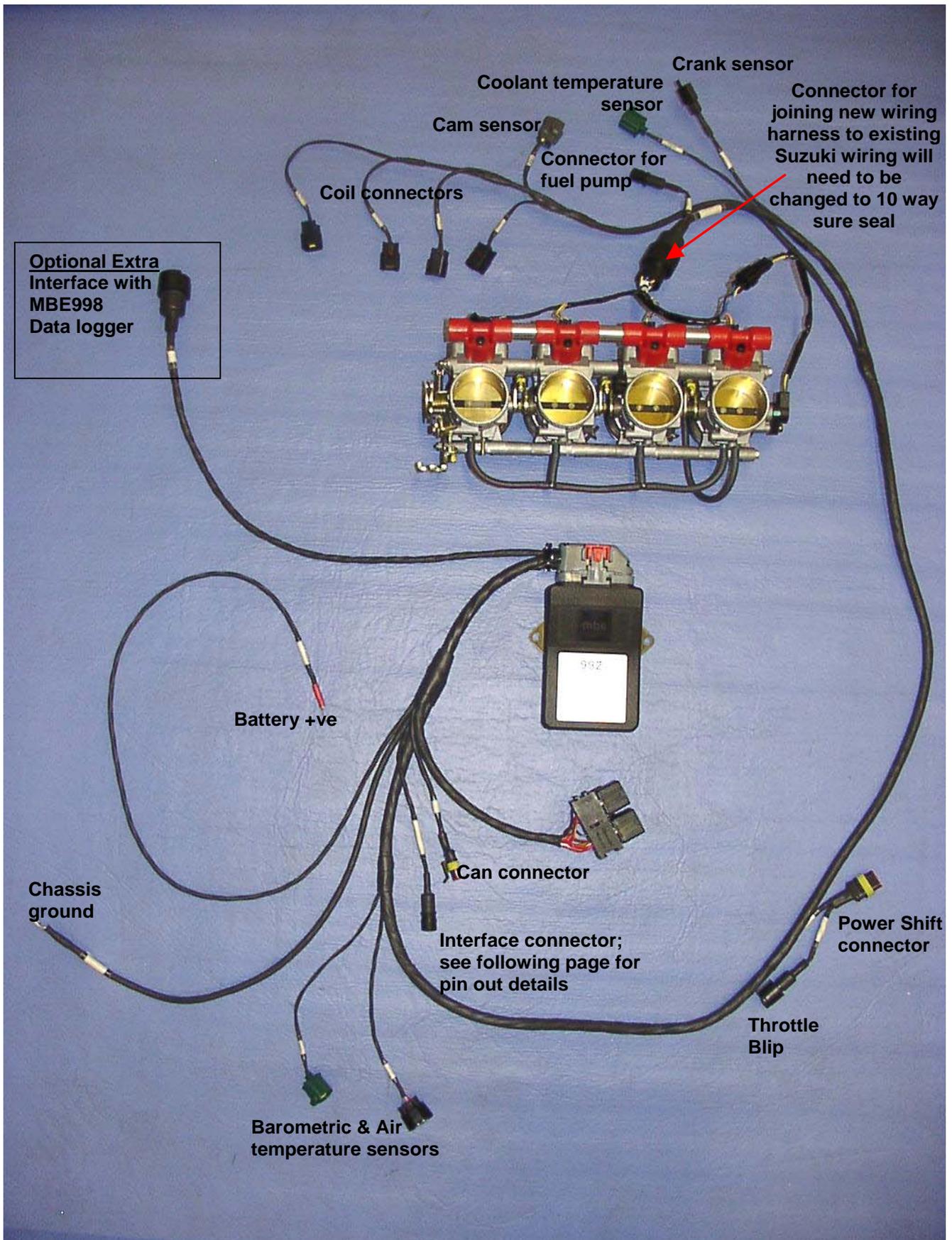
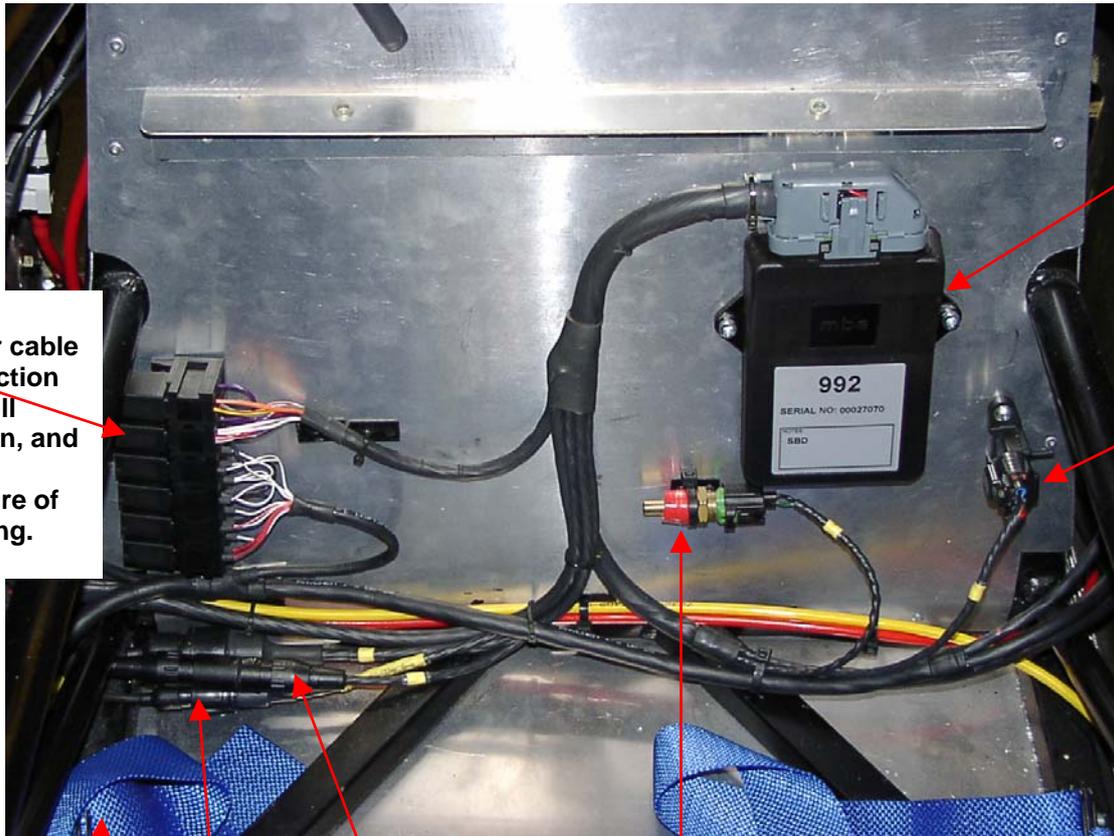


## Wiring for OMS/Mid-engine layout



## Positioning behind seat

Fix Relays with Velcro, foam or cable tie to main injection harness this will reduce vibration, and help prevent premature failure of relays and wiring.



ECU attached with Velcro &/or rivet nuts & bolts

Barometric sensor

Harness goes through back of bodywork to engine

Can connector  
For downloading  
information to &  
from the ECU

Air temperature sensor measures  
ambient air temperature, preventing  
heat soak from engine.

Interface connector 3 way male sureseal  
Connector Pin out for 992/9A4 ECU Harness Suzuki Hayabusa

PIN No.	Colour	Designation
1	Purple	Ignition
2	Green	Taco
3	Blue/White	Gear Shift Lamp

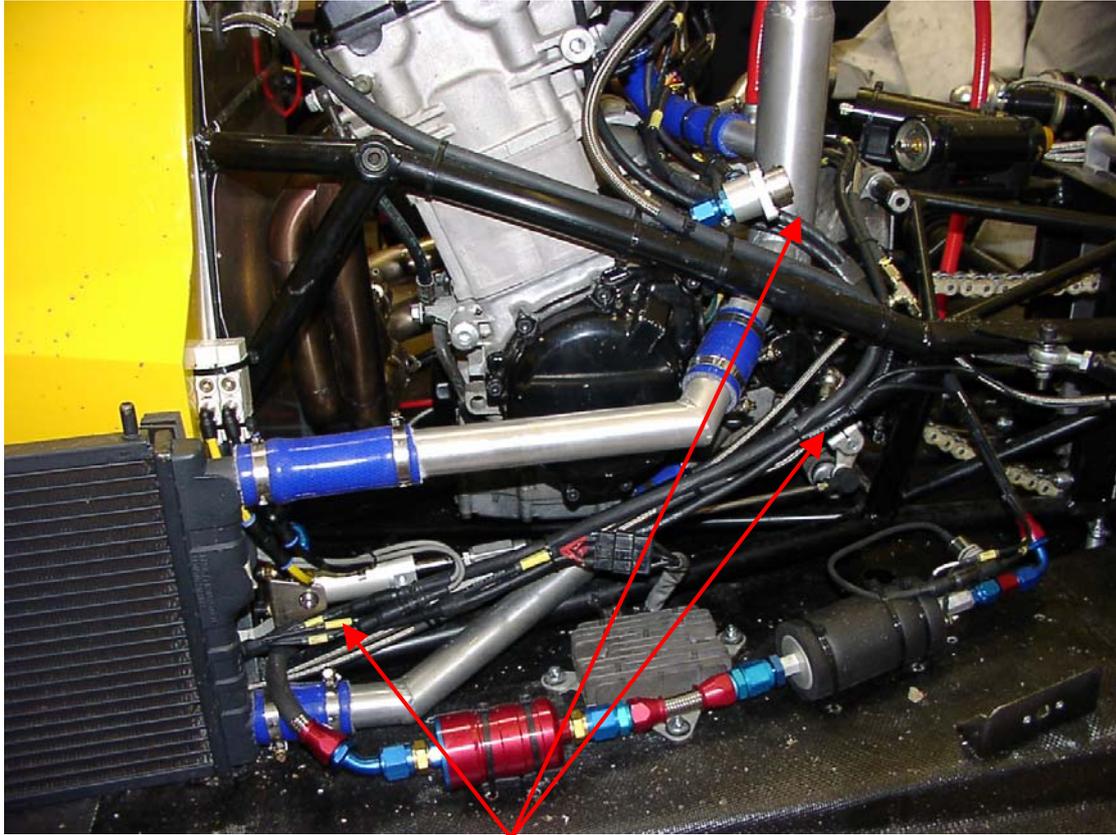


The chassis ground should be connected to either the battery negative or a good chassis ground as show. PLEASE ENSURE VERY CLEAN SURFACES.

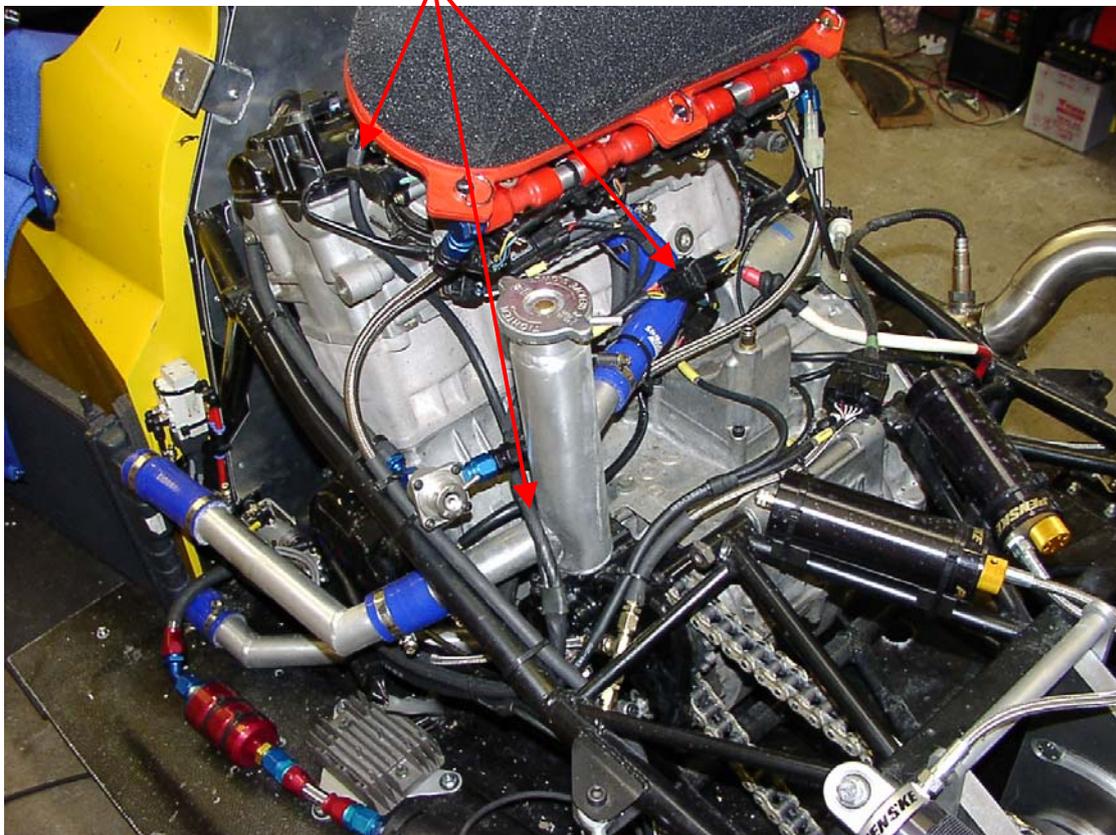
**Battery +ve is recommended to be connected directly to the battery positive. It can be connected to the Master switch, the only problem with connecting to the master switch is that under some conditions you could have starting problems due to voltage drop. If the lead won't reach, use an extension lead and join as follows.**

**Join ends with nut & bolt and cover with heat shrink**

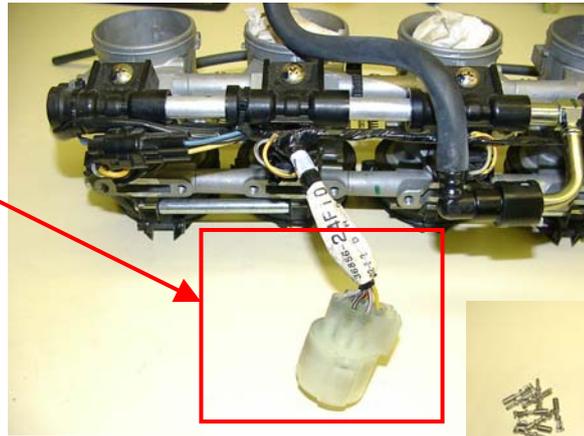
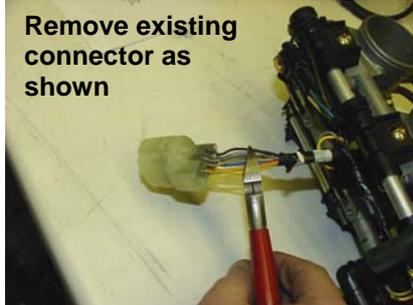




**Wiring Harness will come through the bodywork behind the seat and up to connect with the existing Suzuki harness (please see next page for instructions for changing the Suzuki connector to the supplied 10 way sure seal) & the coil**



If you are using an existing Suzuki injector harness, you will need to change the connector to the main loom to a 10 way sure seal, please see below for the interface pin outs for the 10 way sureseal alternative colours.



1. Strip 5mm of cable outer off of each of the ten wires and "tin" each wire using a soldering iron or gun.
2. Now using a crimping tool fit the electrical pins to each of the 10 wires, being careful to ensure the correct pin is fitted to each wire.
3. Solder each terminal onto its wire once it has been crimped.
4. The terminals will now need inserting into the rubber Sure seal socket, this is done by spraying some silicon spray (or equivalent) on the terminals and into the rubber socket, and then evenly pushing the terminals into position from the back. Be careful to ensure the correct pin is fitted into the correct position.
5. The sockets, when fitted correctly, should be flush with the inside rubber part of the connector & the pin level with them.

**Note – The pin positions are marked on the rubber sure seal at both ends.**

PIN No. (S/seal)	Description	STD Injector Loom* (Type 1)	STD Injector Loom* (Type 2)
1	TPS Signal	Pink/Black	Yellow
2	TPS 5VA	Red	Blue
3	12v Injectors	Yellow/Red	Yellow/Red
4	Injector 1 Signal	Grey/White	Grey/White
5	Injector 2 Signal	Grey/Black	Grey/Black
6	Injector 3 Signal	Grey/Yellow	Grey/Yellow
7	Ground	*Black	*Black/White – *may not be used
8	TPS OVA	Black/Brown	Black/Brown
9	Injector 4 Signal	Grey/Red	Grey/Red
10	Not used		

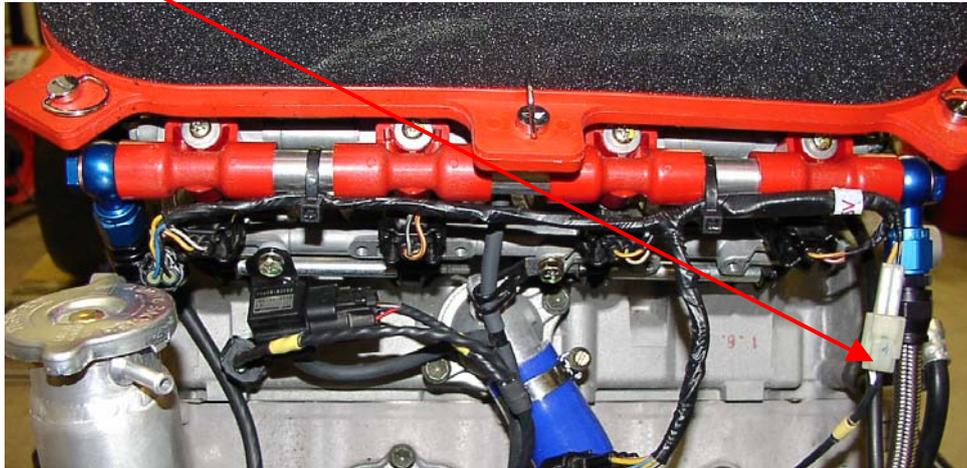
**\* You may have either type of injector loom, check all colours before fitting Sure seal connector.**



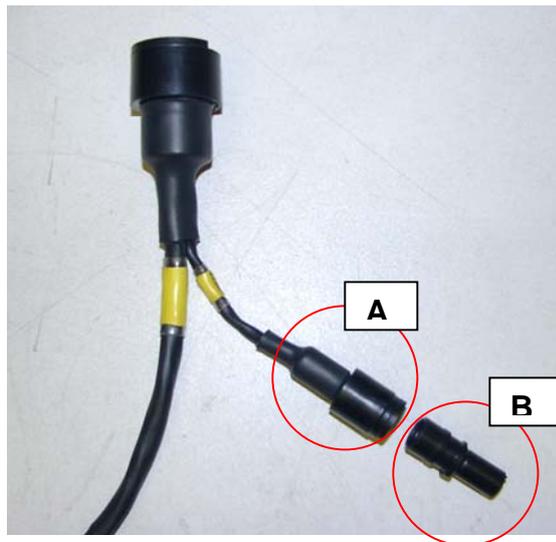
The new sure seal connector will fit the Hayabusa harness



If you are using a standard Suzuki injector harness then it may have a fuel pump output as pictured below, if so then you can plug this directly into a standard fuel pump, or if you are using an aftermarket pump such as our own FP1 (as pictured in the previous pages) then you will require an extension lead.



The fuel pump connector on our Engine harness can then be left disconnected; the 2-pin sure seal connector supplied with the harness should then be plugged into the harness to insulate the connector as pictured below:



**\* Please note:** On some harnesses the connectors were inverted, however the connection table below is still correct.

If however the standard injector harness does not have a fuel pump connector, or you would prefer to use the female sure seal connection on our Engine harness (as pictured above) then please wire in your fuel pump as follows using the supplied male 2-way sure seal connector:

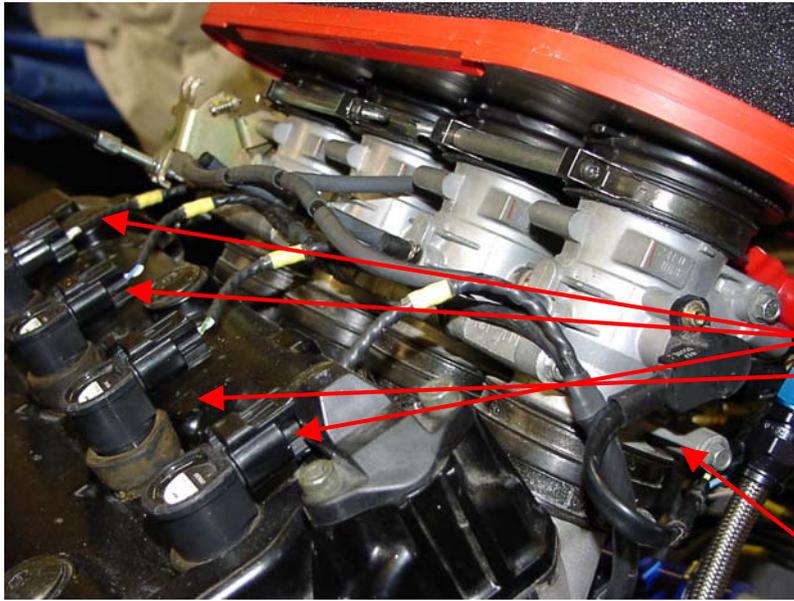
Engine harness half (A)

Fuel pump harness half (B)

12v	Socket	Pin
Ground	Pin	Socket

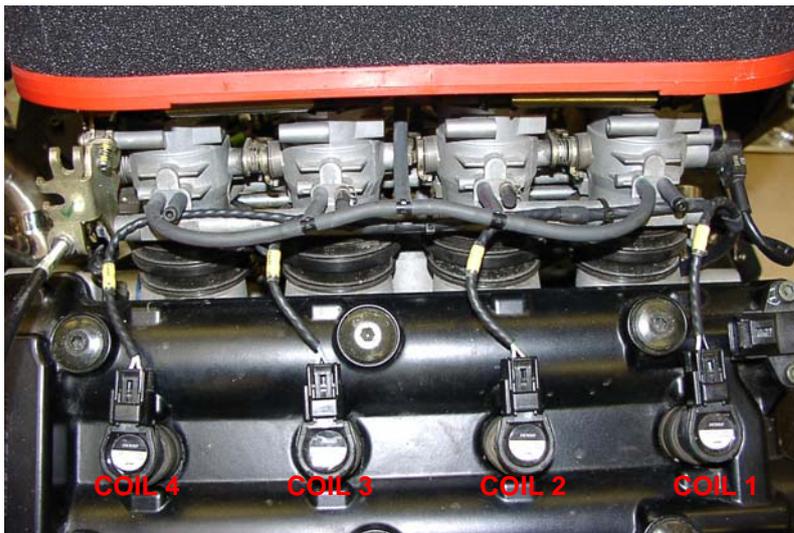
### LM9A4-GSXR-S-PECO sub harness caution

If however you are using our injector sub harness please be aware that some early harnesses had a fuel pump interface, Do not attempt to connect this interface into the main Engine harness (LM9A4-GSXR-M-OMS), these are both outputs for the fuel pump and damage **WILL** occur if they are connected together.

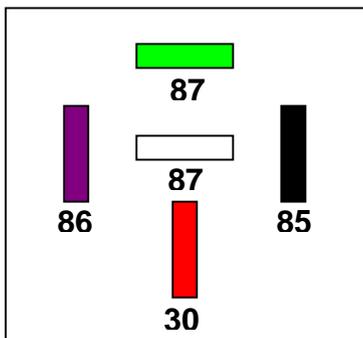


Connection to the coils

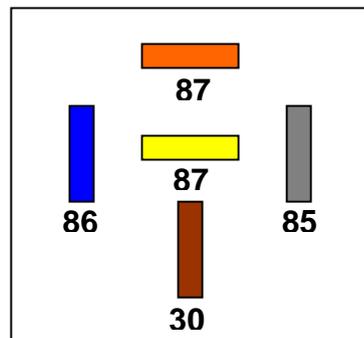
Throttle Pot Sensor may need adjustment. You'll need a digital volt meter & contact us when you are set up ready for adjustments.



Main Power Relay



Fuel Pump Relay



Relay wiring Colours with individual Locking Terminals