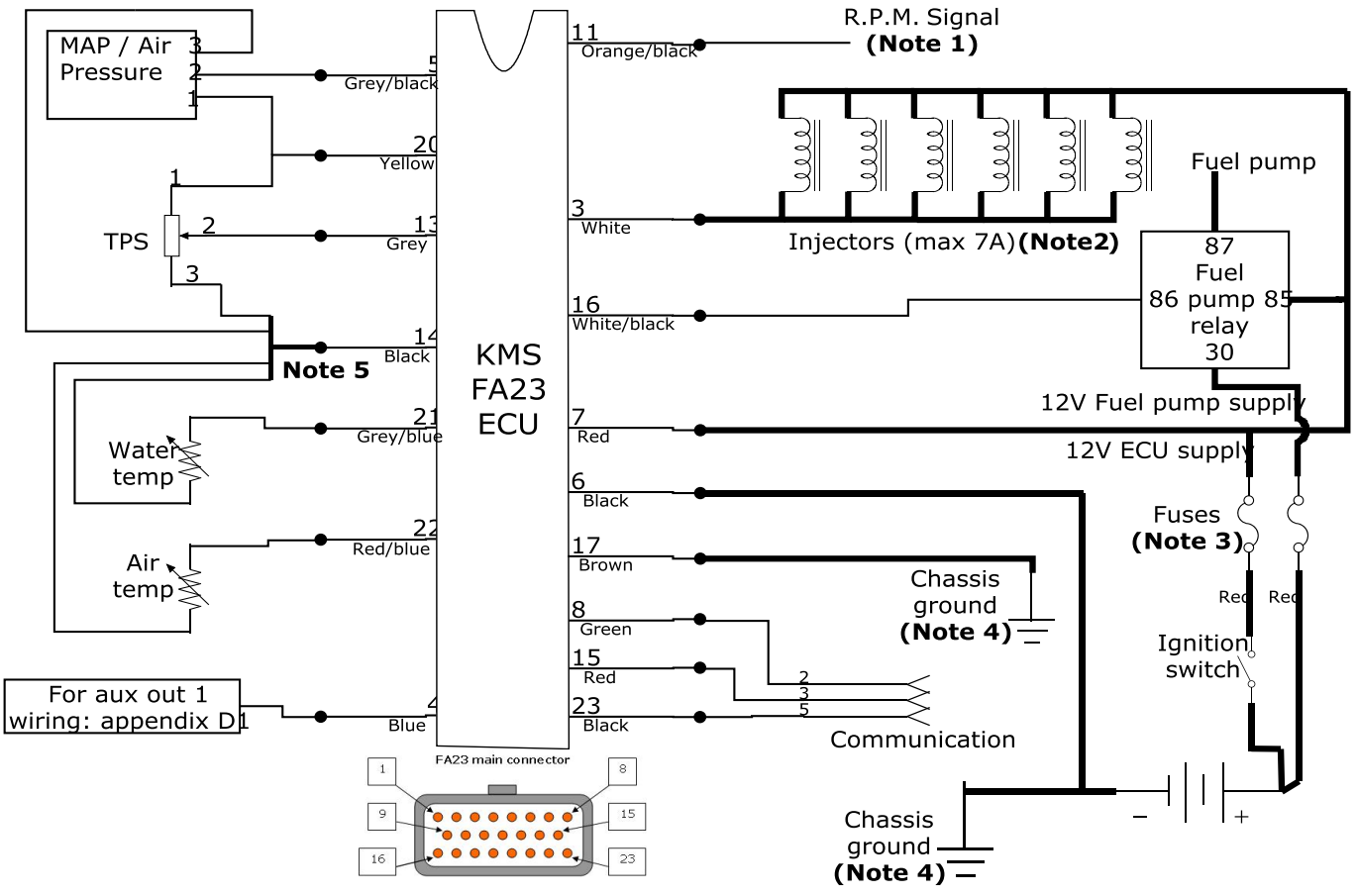


## Standard colors KMS FA23 ECU wiring loom

Pin nr. KMS	Colour	Length	Diameter: 0,5mm <sup>2</sup>	Diameter: 0,75mm <sup>2</sup>	Function	Details
1			*			
2						
3	white			*	Injector driver output	
4	blue		*		Aux out 1	
5	grey/black		*		Load signal MAP	MAP or air pressure sensor
6	black			*	ECU ground	
7	red			*	12V ECU supply	Use 5-10 Amp. Fuse on ignition key
8	green		*		Communication	Pin 2
9						
10						
11	orange/black		*		RPM signal	(-) Coil or hall sensor
12						
13	grey		*		Load signal TPS	
14	black		Pin 5	*	Sensor ground	TPS/MAP/Water T/Air T
15	red		*		Communication	Pin 3
16	white/black		*		Fuel pump relay	Connect to ground of relay
17	brown			*	Ground	Extra ground together with ECU ground
18						
19						
20	yellow		*		5V Load sensor supply	
21	grey/blue		*		Water temperature signal	
22	red/blue		*		Air temperature signal	
23	black		*		Communication	Pin 5

For more information, user manuals, wiring examples and software see our website: <http://kms.vankronenburg.nl> or the software CD included with the ECU.

# FA23 main wiring



**Note 1:** The FA23 ECU has the possibility to use either a hall sensor (maximum of 5 pulses / revolution) or tacho signal as RPM signal. It's also possible to use a RPM pickup direct from - coil, but this is not recommended. Selecting the applied sensor in the software can be done under 'Options (F4)' → 'RPM pickup'.

**Note 2:** The injector output can deliver a maximum current of 7A. This means that a maximum of 6 high impedance ( $\geq 12$  Ohm) injectors can be used on one injector output (pin 11). When using low impedance injectors ( $< 12$  Ohm) or more than 6 high impedance injectors on one injector output, an external KMS injection driver needs to be used. KMS injection drivers can take up to a maximum of 10A per output. For connection of the injection driver, see wiring examples.

**Note 3:** The value/capacity of the fuse is dependent on the total maximum current of the electrical components connected. See wiring examples for deterring the fuse values.

**Note 4:** Preferably put all ground connections (except fuelpump ground!) on the same chassis point, to prevent a difference in potential between the grounds.

**Note 5:** All sensor grounds must be soldered together at one point as close as possible to the main connector. The connecting point should then be wired to the main connector by one single wire.