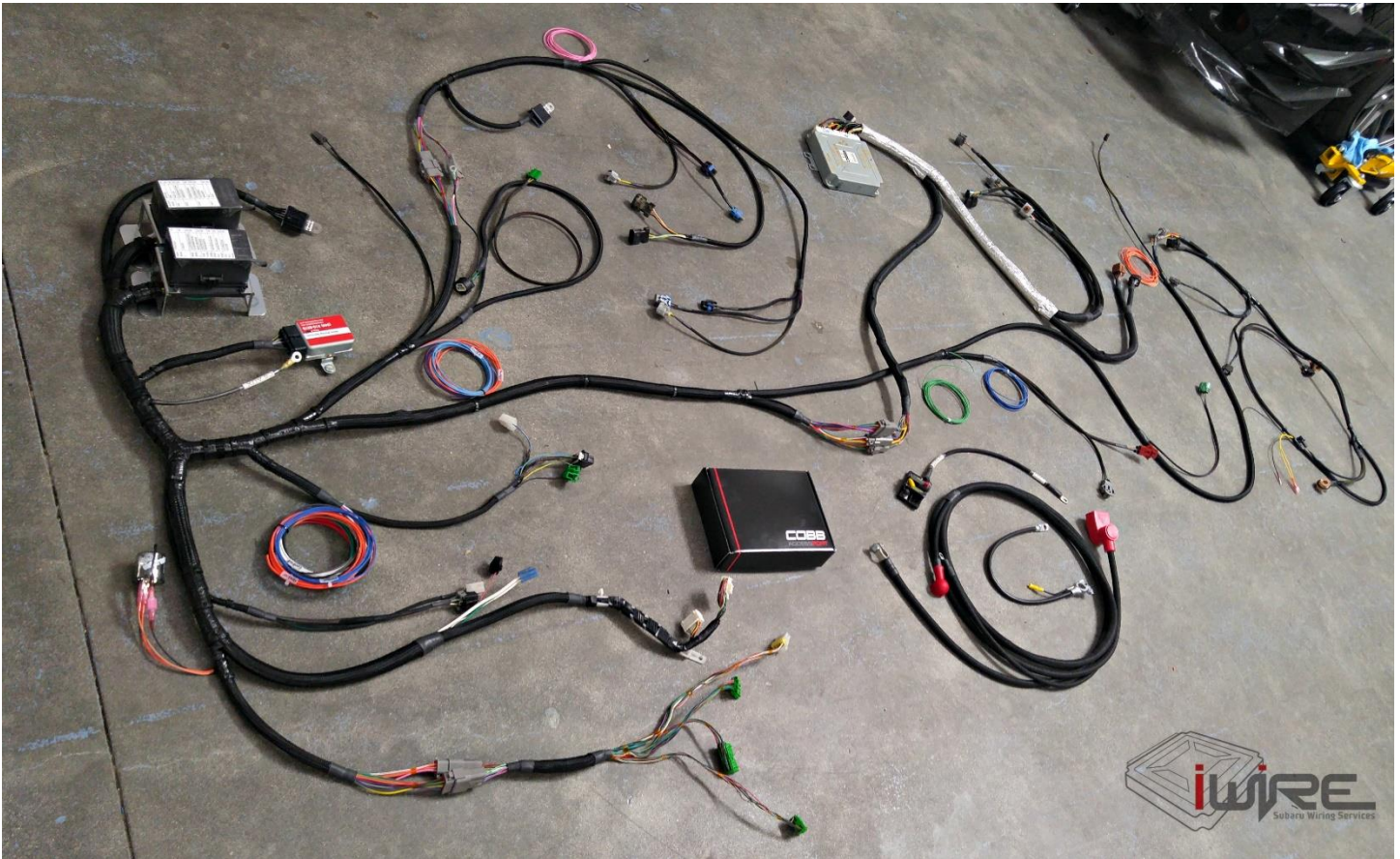


General Help V4.0 for NON DBW Engines

Please read through the entire document before installing. The process is very straightforward, but if you have the big picture sorted it will make even easier. The First step is to lay it out like the picture below to orient yourself with the basic routing and different sections of the harness.

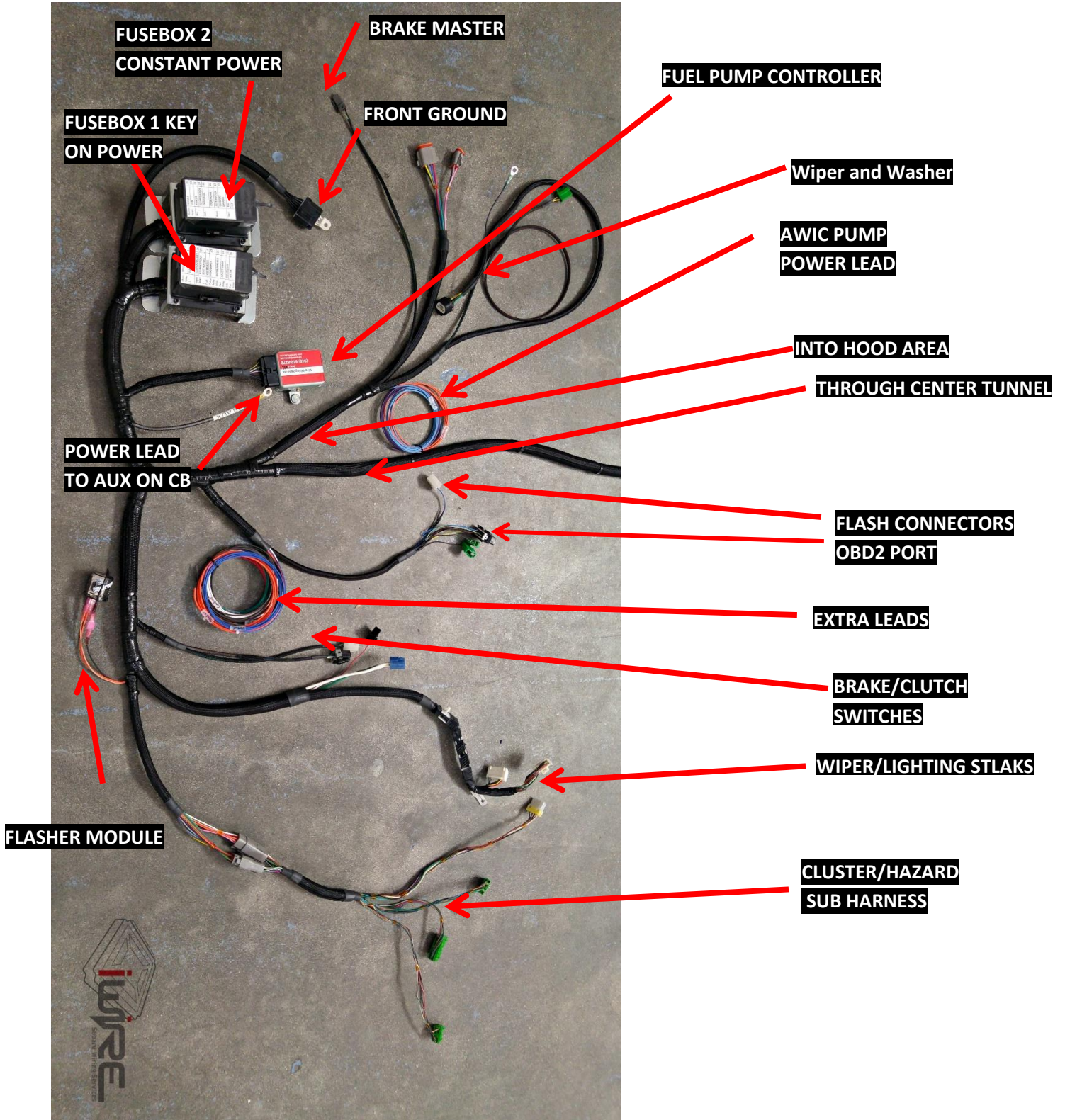
Full set of raw pictures can be found here -

<https://www.dropbox.com/sh/34c27kjcxdh8yk/AADcUIUfEfqgDvm64sGQbPQ3a?dl=0>

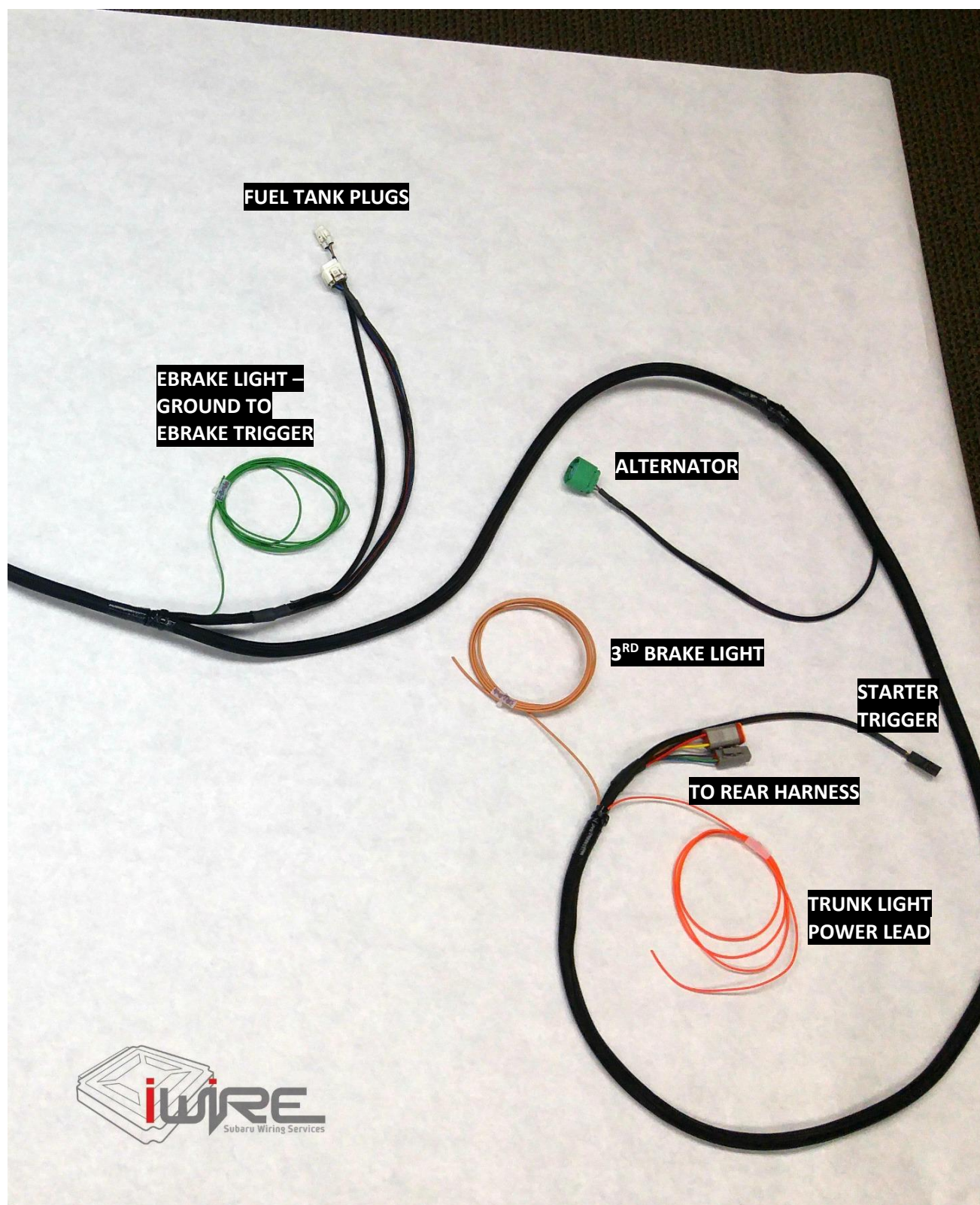


General Help V4.0 for NON DBW Engines

Dash Area of Bulkhead Harness

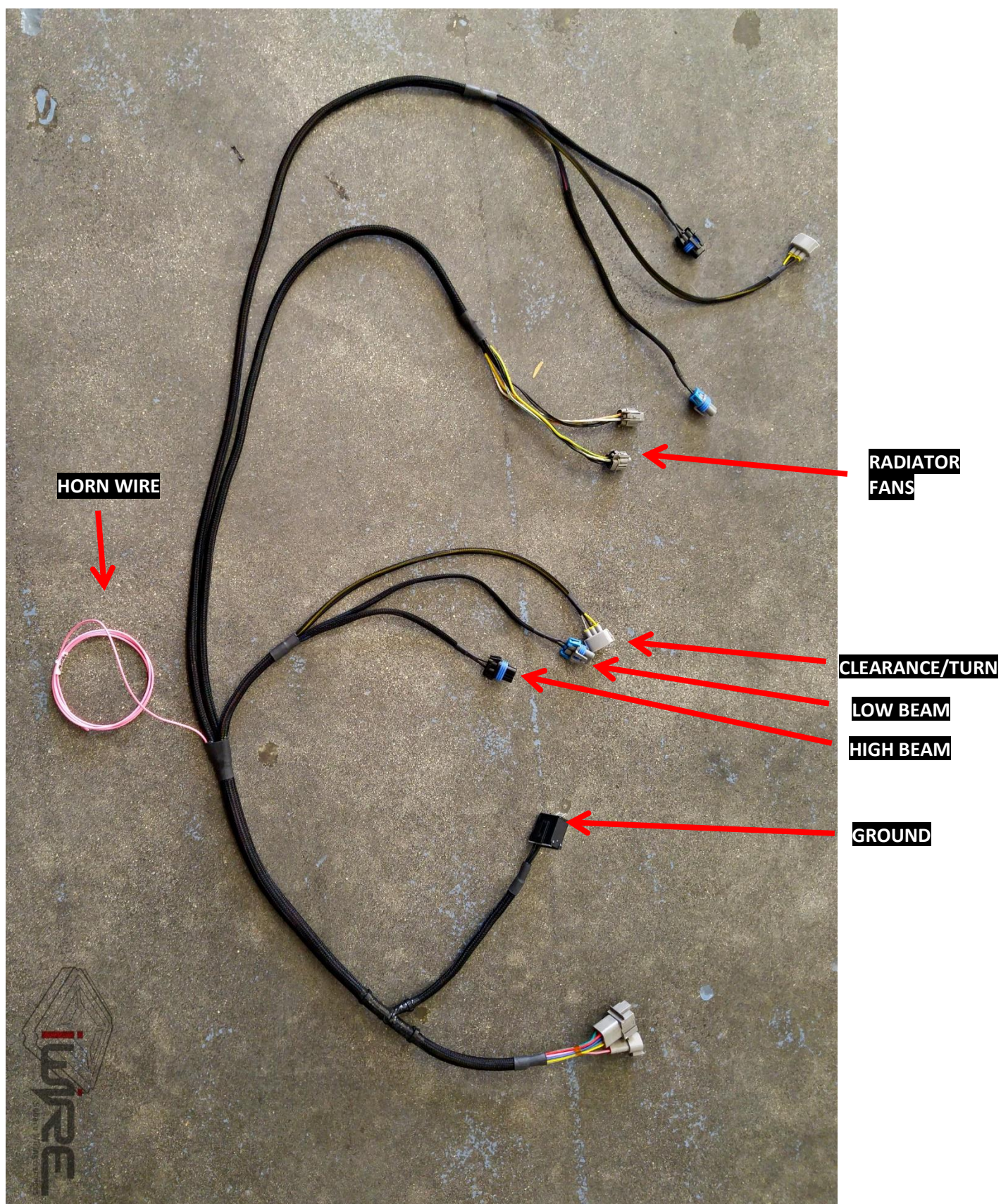


Rear Section of Bulkhead



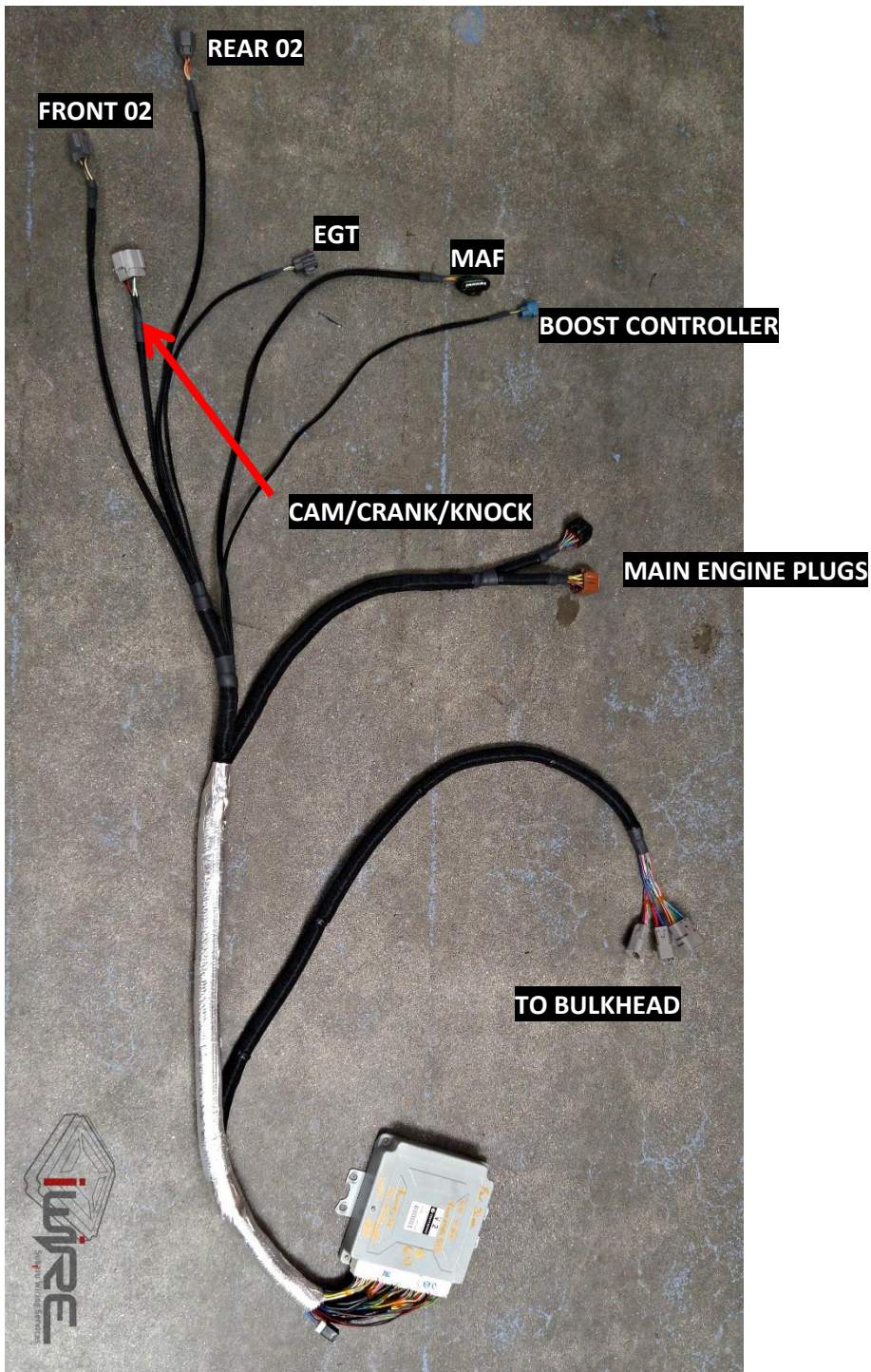
General Help V4.0 for NON DBW Engines

Front Harness

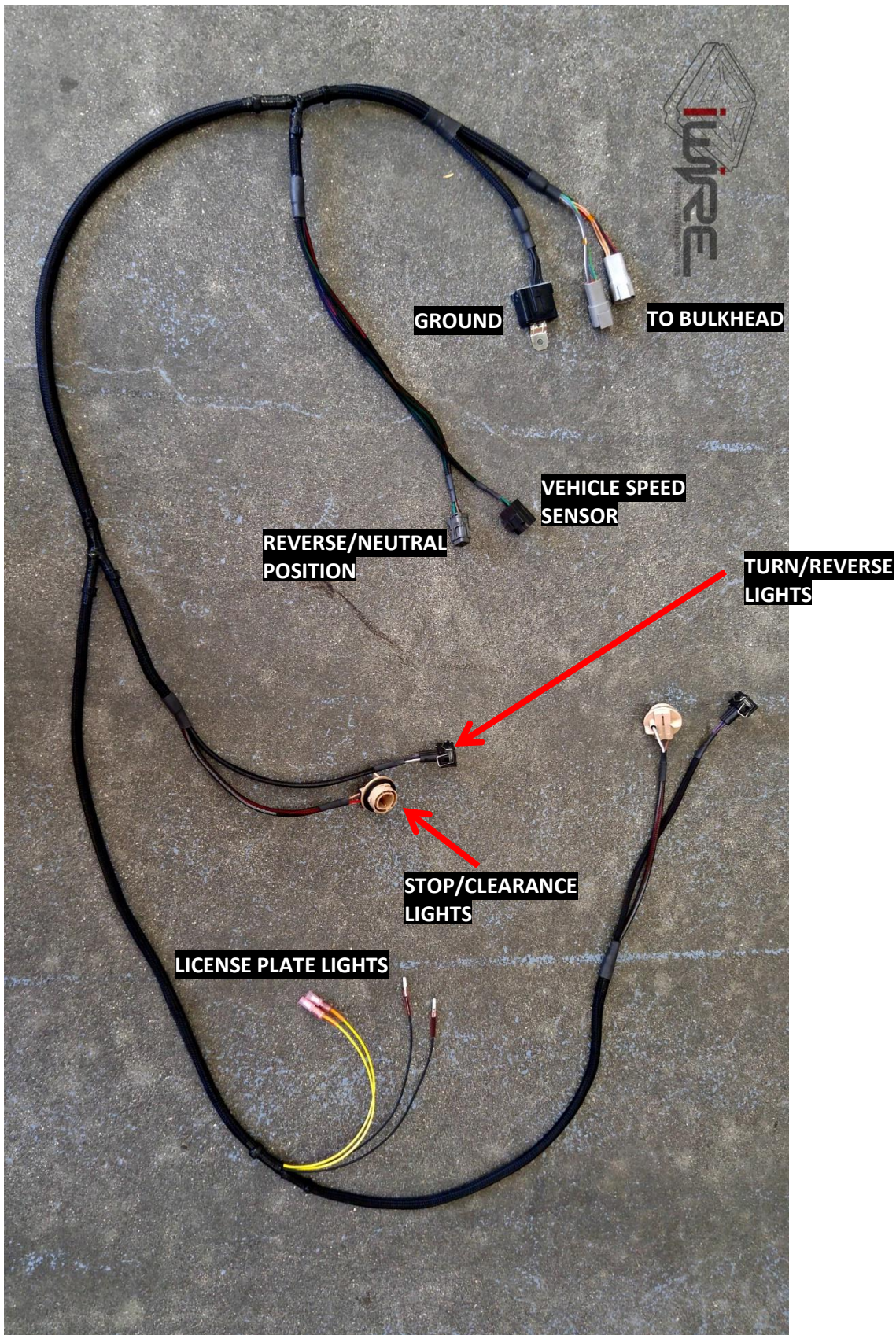


General Help V4.0 for NON DBW Engines

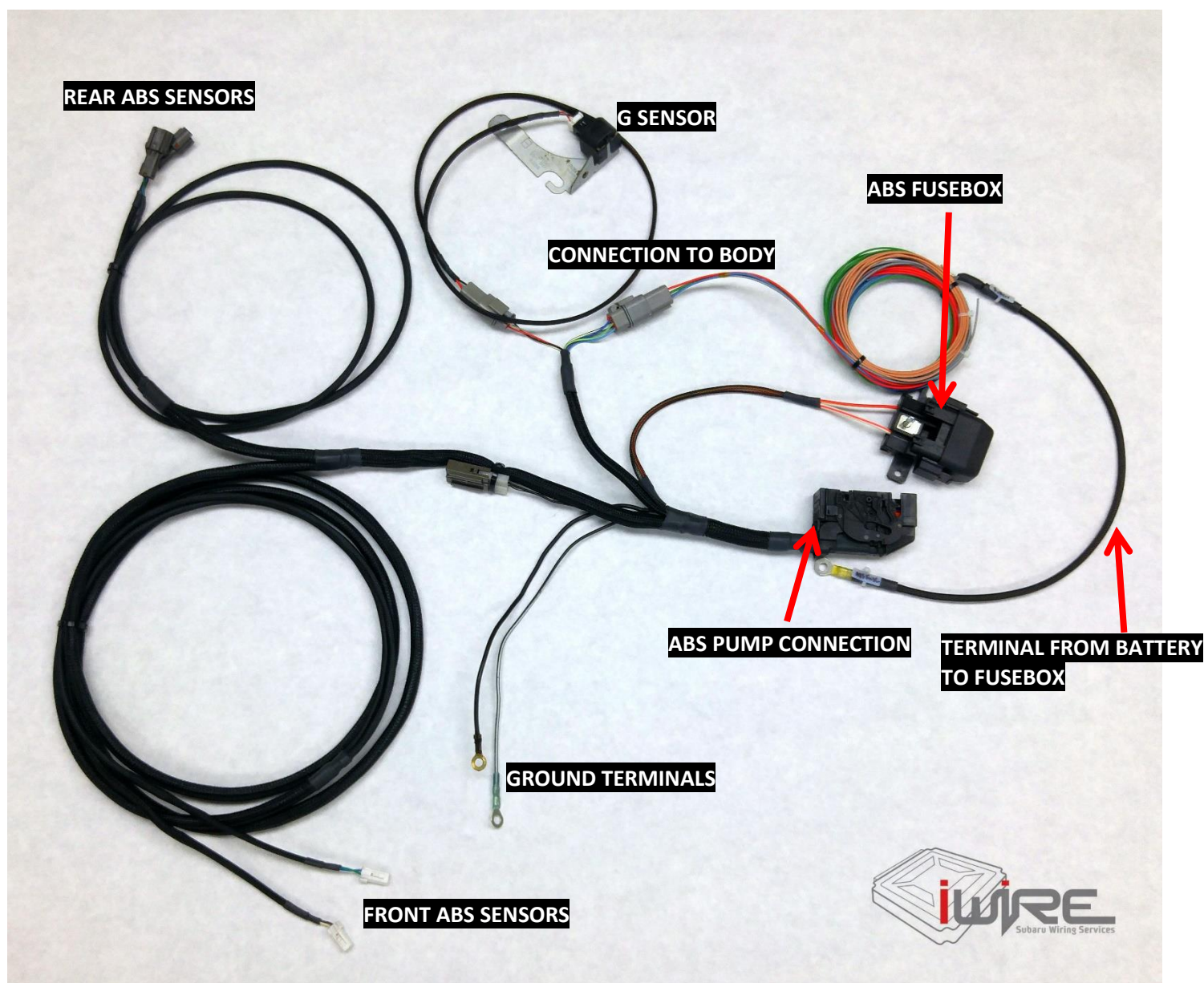
ECU to engine harness for 02-05 USDM WRX and 01-05 JDM WRX and STi



REAR HARNESS

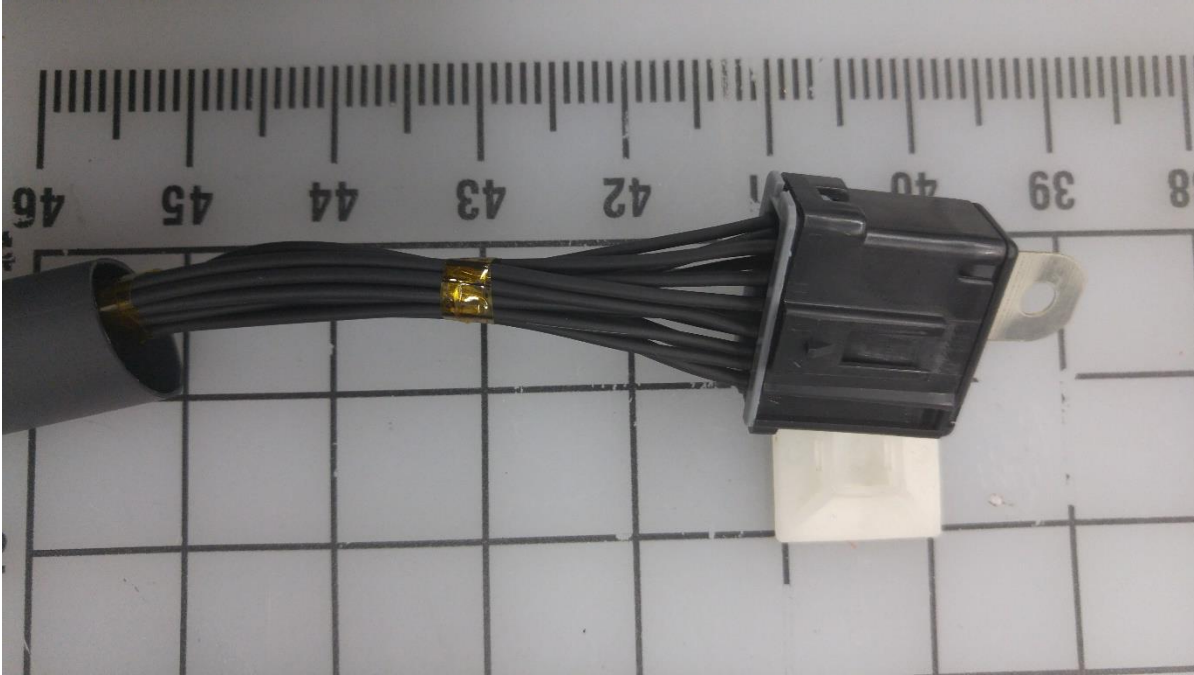


ABS Sub Harness



General Help V4.0 for NON DBW Engines

Ground Terminals – There are 3 in the car and all are connected to each other to ensure that if one isn't grounded as well, the others can make up for it, but with proper care this won't be an issue. One in the hood area, one is on top of the crossbars under the dash and one is in the rear. To ensure a good ground make sure the mounting surface for the tab is sanded clear of paint. You want bare metal for the entire surface area of the metal tab, then bolt using a metal screw or a rivnut to ensure a solid, lasting connection

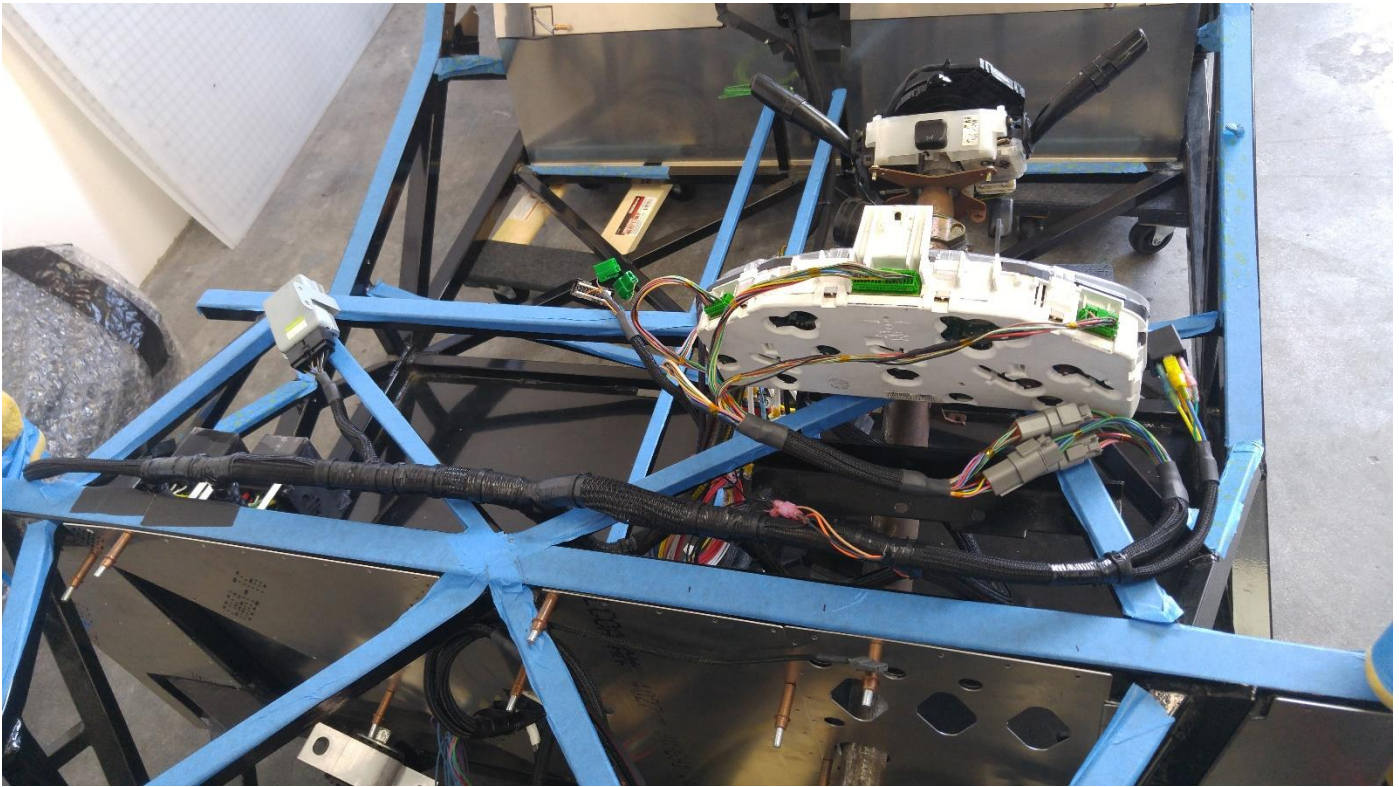


Fuse Boxes – They should be mounted to the inside of the support brace and the harness running to the center of the car, then going down toward the floor then back to the rear



General Help V4.0 for NON DBW Engines

Dash Section – The harness should run along the top side of the bracing in order to keep things from falling down to the floor.



General Help V4.0 for NON DBW Engines

Center Section – The main body harness should be mounted on the bottom side of one rail while the alternator/starter sub harness should be mounted on the other to avoid any potential electrical interference from the alternator cable since it generates a fair amount of electrical noise (not the audible kind). It is not required, just recommended if possible.

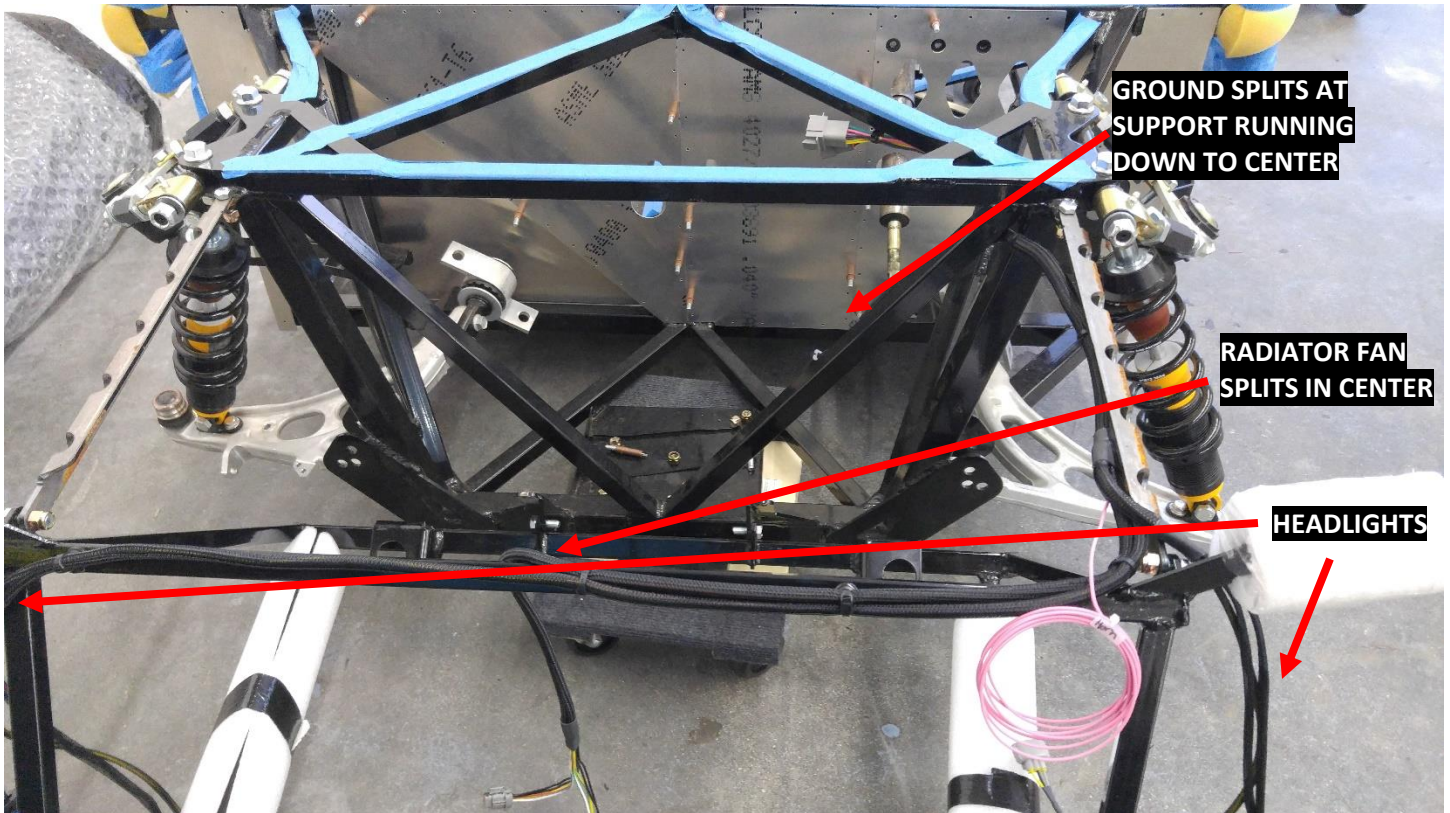


General Help V4.0 for NON DBW Engines

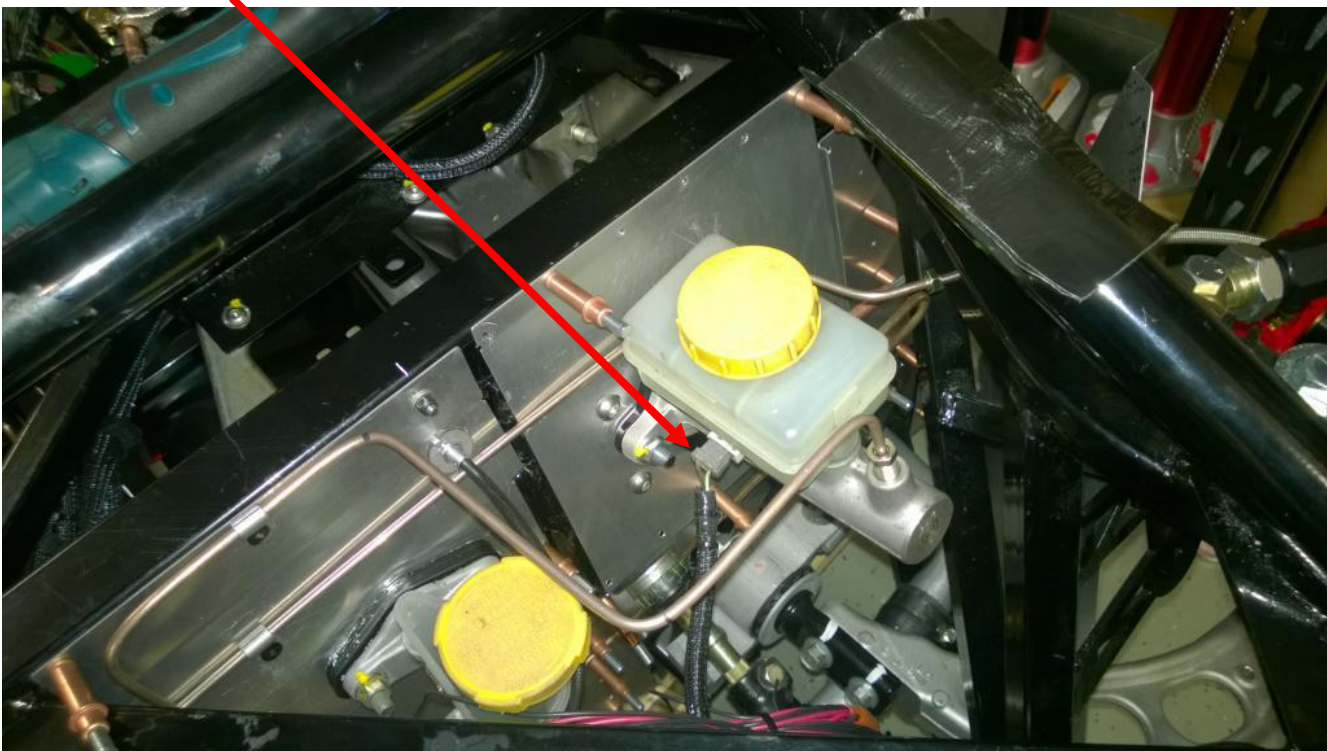
Front Harness Routing – The connector plugs from the bulkhead should meet approximately in this spot. Route the harness from the bulkhead out of the firewall hole and straight up to the top where the support bars meet, then run across the driver's side bar to where it will meet the front harness.



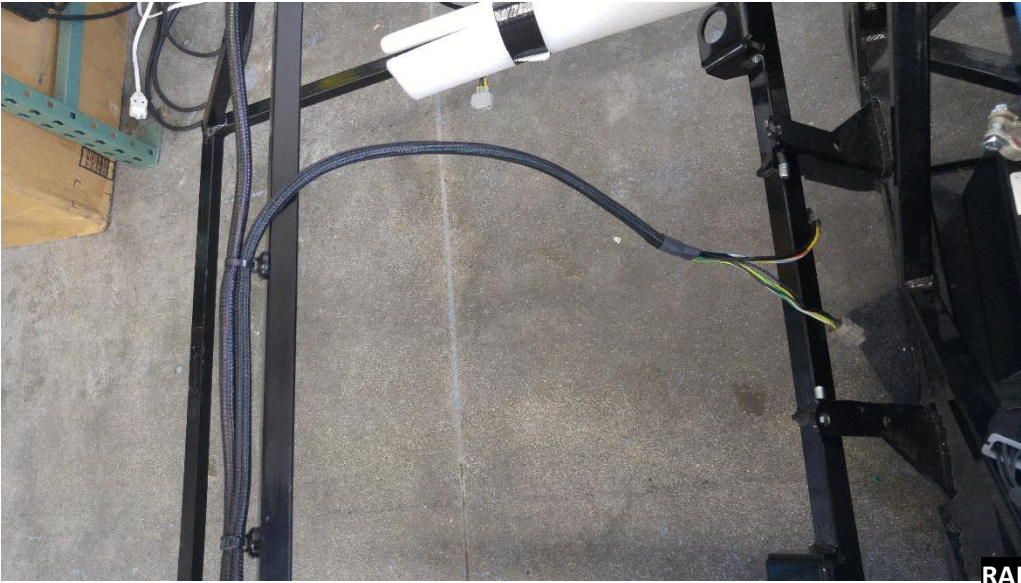
General Help V4.0 for NON DBW Engines



BRAKE MASTER CYLIINDER PLUG



General Help V4.0 for NON DBW Engines



**RADIATOR FAN PLUGS CAN BE
REROUTED TO THE CENTER**



Ground terminal and battery ground strap should be mounted at the same point.



General Help V4.0 for NON DBW Engines

ECU mounting to firewall options – We have included a box that is designed to protect the ECU from heat and moisture as well as mount the ECU in the proper orientation. Simply bolt into this located with hardware provided and route along the frame.



The engine plugs will run along the top bar out to their locations.

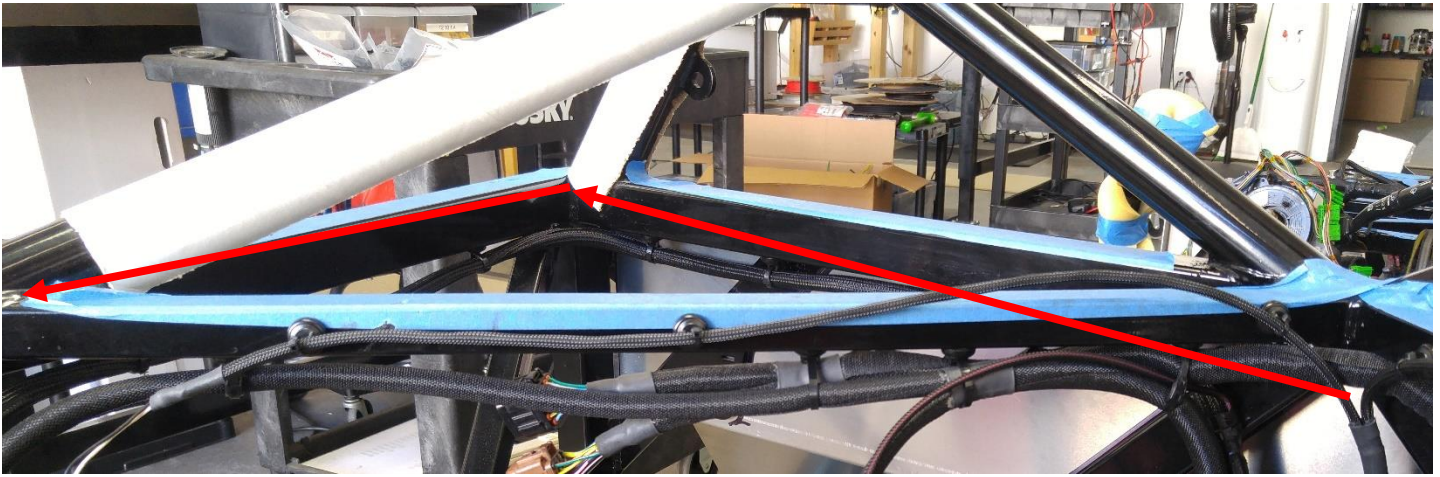


General Help V4.0 for NON DBW Engines

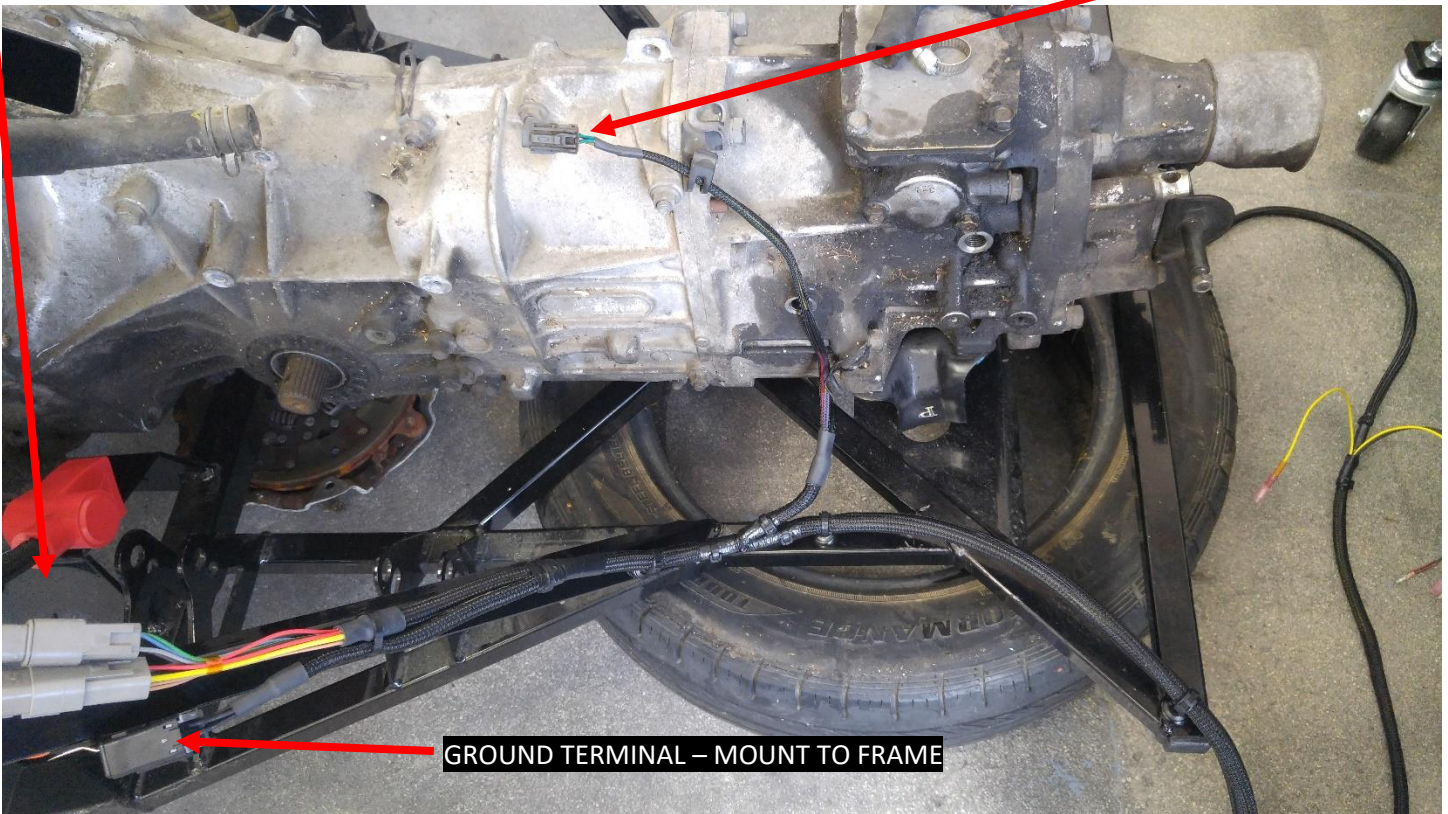


General Help V4.0 for NON DBW Engines

Rear Harness – The bulkhead will come up from under the firewall to the top center of the firewall then split toward the driver's side along the underside of the top support beam.



The plugs from the bulkhead and rear harness should meet approximately here. The neutral position/reverse light plug will split where the bottom of the bar and head up to the plug from the transmission.



General Help V4.0 for NON DBW Engines

The VSS plug will route under the transmission and come up on the other side. There should be a sub harness converting the square plug into a flat one that goes into the sensor.



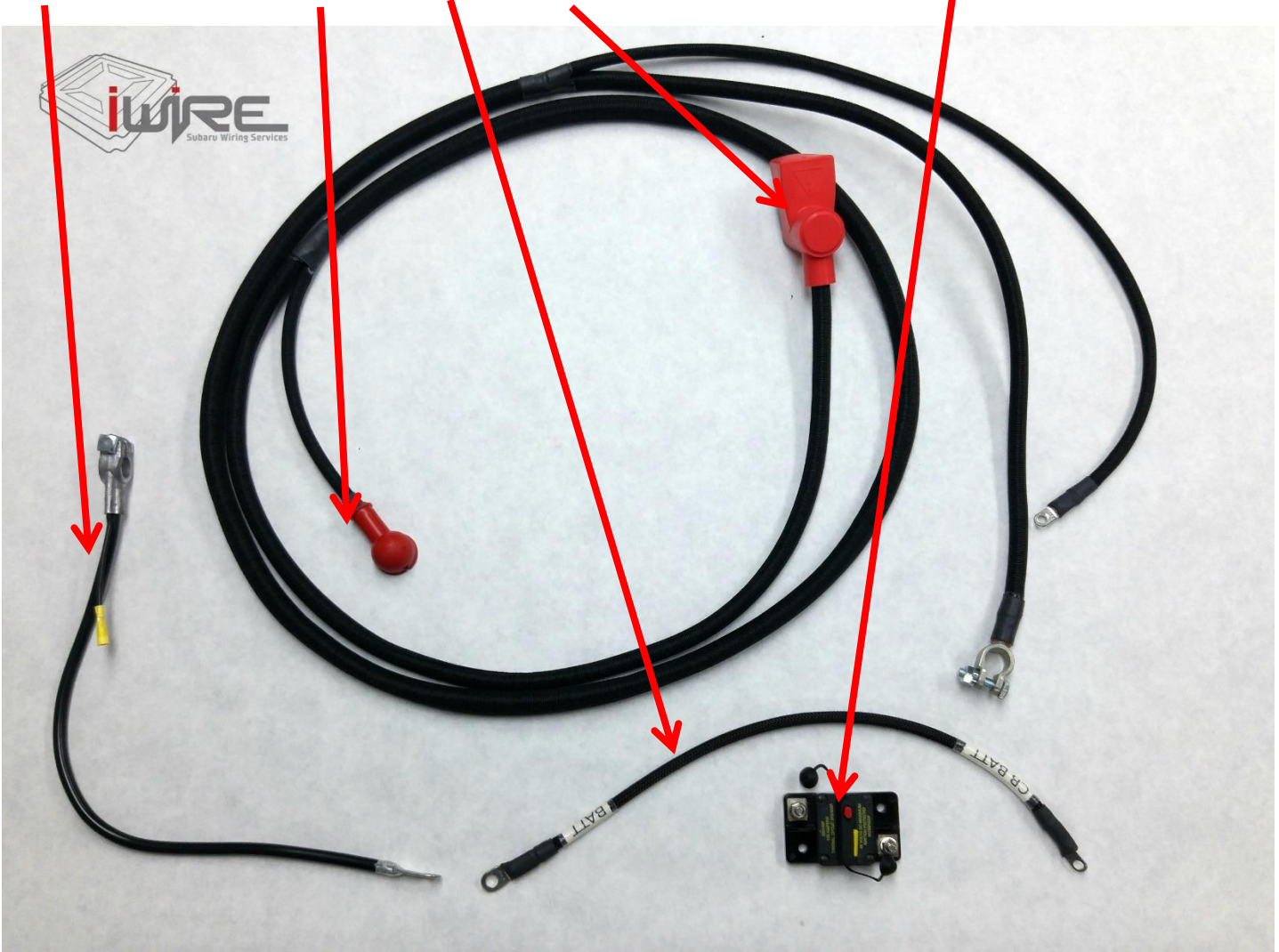
The taillights will run up the bumper and then split across from the driver's side to the passenger's side. License plate lights have a bullet connector that can be crimped on after the plugs are run through the bumper.

General Help V4.0 for NON DBW Engines



General Help V4.0 for NON DBW Engines

Battery Ground Strap and Alternator/Battery/Starter Sub Harness and Circuit Breaker (CB) Section –



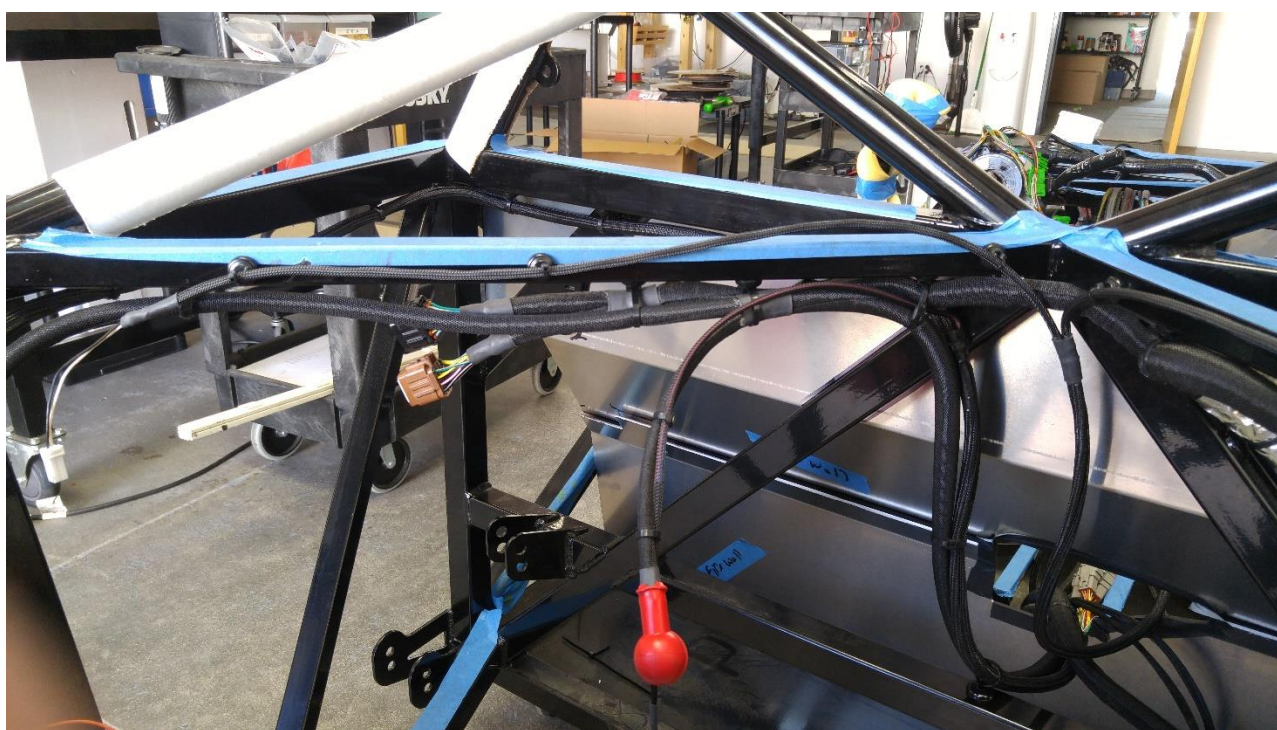
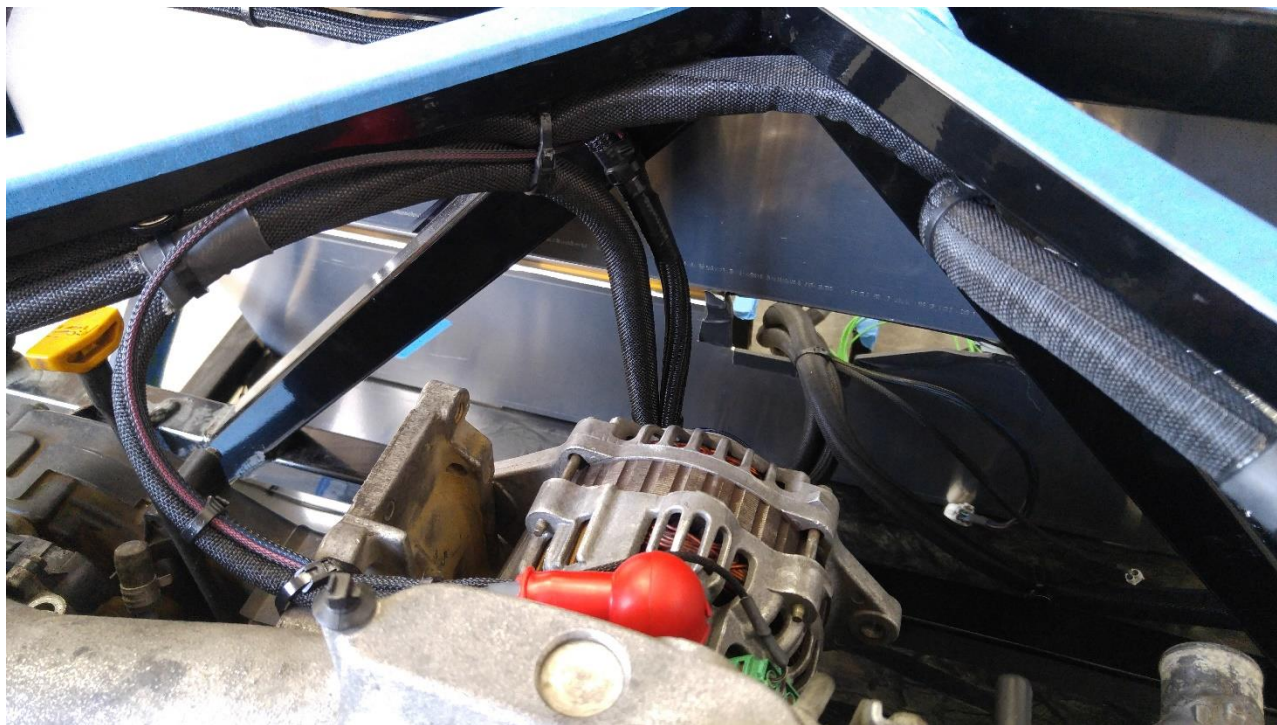
WITHOUT SWITCH PANEL – IF YOU HAVE A MASTER SWITCH THE CB SETUP CAN BE FOUND IN THE NEXT SECTION CALLED “ADD ON SWITCH PANEL WITH MASTER SWITCH “ PLEASE READ THIS SECTION FOR ROUTING.

The replacement battery cable is sent because the FF provided one is not long enough to route properly away from the engine. The alternator is integrated with it because they are both high current wires that create and noise and we don't want that interference to affect the signal wires going through the body harness.

Run the sub harness from back to front. Hook up the starter terminal and the alternator to the post on top of it. Make sure there is a boot on both of these terminals as they are always “hot”. Once the starter wire gets to the frame it will run along the same path as the main engine plugs and wiring going back into the cabin.

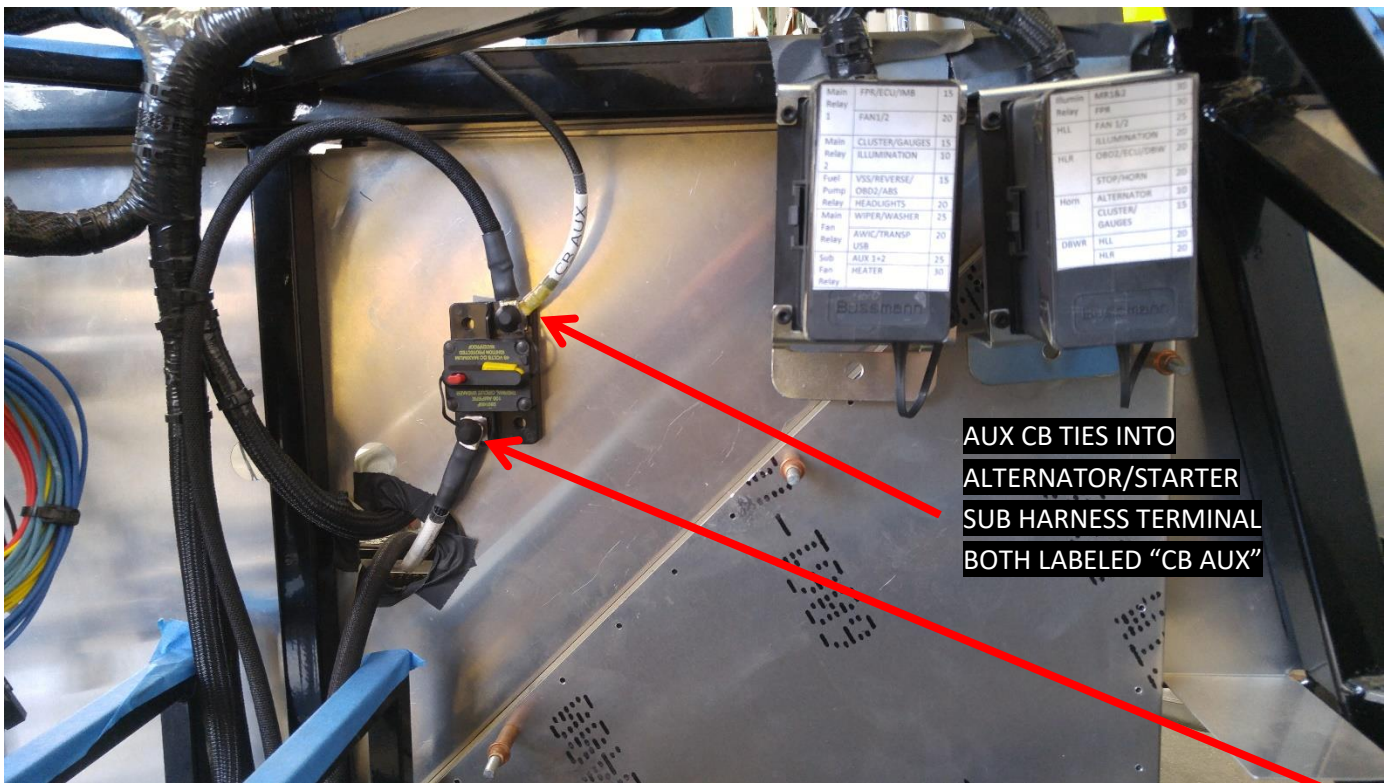
General Help V4.0 for NON DBW Engines

Alternator plug routing in engine bay - Run the wiring from under the firewall and up along it until you reach to the top center then along the top support beam. Once the alternator sub harness is in, the two pieces can be tied together where they split to the alternator.



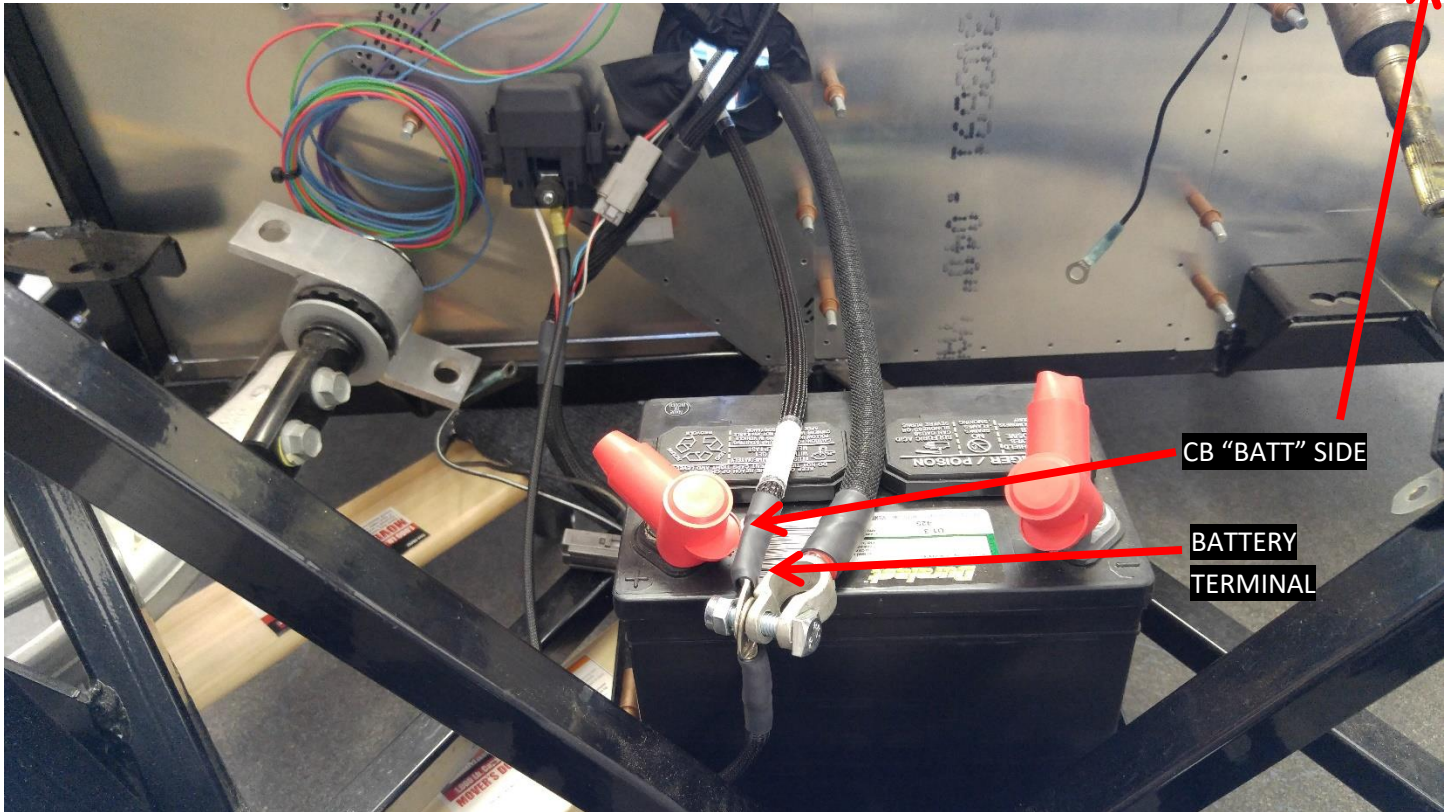
General Help V4.0 for NON DBW Engines

CB AUX wires - The smaller alternator wire has a terminal on the end and a tag labeled "CB AUX". This should tie into the circuit breaker on the AUX side with the similarly labeled wire coming off the harness next to the fuse boxes. These two wires get tied together on the AUX terminal of the CB.



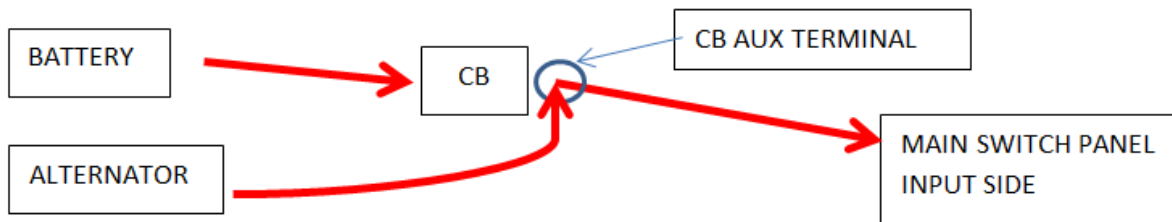
General Help V4.0 for NON DBW Engines

The BATT side of the CB goes out to the battery terminal where it bolts onto the main cable with the clamp bolt.



ADD ON SWITCH PANEL WITH MASTER SWITCH

The switch panel will have 2 grey plugs that will attach to the main harness, connect these. This will take care of the output side of the panel. The input side will work a little different than the directions above. The CB "BATT" side remains the same and the wires still come together at the CB "AUX" terminal but the side that would go to the fuse box needs to go through the switches first in order for the master to shut off power to them when switched off. The input side of the Main Switch Panel (or Sub Master Switch) will have the wiring attached. So just like above, the CB "AUX" wires will come together at the CB.



For 2 master switches they will be wired in series with jumper from the Sub Master Switch to the Main Switch Panel.

