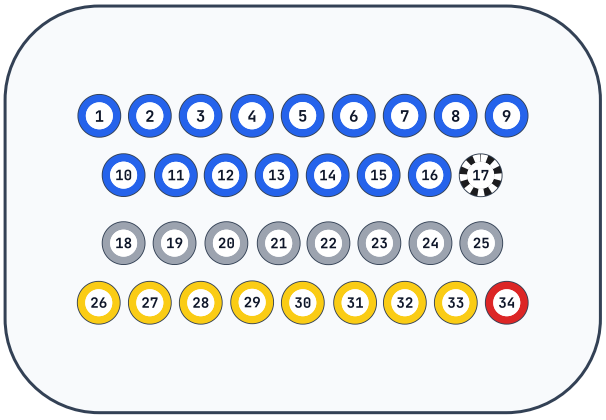
FuelTech FT600 pinout

ecurecovery.com/pinouts/fueltech/ft600 · Every pin checked against at least two of 6 FuelTech documents · data checked 2026-11-04

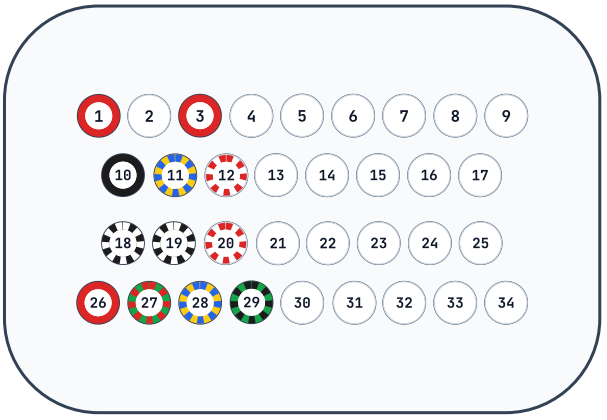
Connector A · 34-pin

AS DRAWN IN FUELTECH'S MANUAL (IT DOES NOT SAY FROM WHICH SIDE)



Connector B · 34-pin

AS DRAWN IN FUELTECH'S MANUAL (IT DOES NOT SAY FROM WHICH SIDE)



FuelTech FT600 connector A pinout (34-pin)

Pin	Function	Wire	FuelTech note
A1	Blue output #1	Blue#1 Blue	These outputs are usually used for injector control. When needed, they can be configured as auxiliary outputs.
A2	Blue output #2	Blue#2 Blue	These outputs are usually used for injector control. When needed, they can be configured as auxiliary outputs.
A3	Blue output #3	Blue#3 Blue	These outputs are usually used for injector control. When needed, they can be configured as auxiliary outputs.
A4	Blue output #4	Blue#4 Blue	These outputs are usually used for injector control. When needed, they can be configured as auxiliary outputs.
A5	Blue output #5	Blue#5 Blue	These outputs are usually used for injector control. When needed, they can be configured as auxiliary outputs.
A6	Blue output #6	Blue#6 Blue	These outputs are usually used for injector control. When needed, they can be configured as auxiliary outputs.
A7	Blue output #7	Blue#7 Blue	These outputs are usually used for injector control. When needed, they can be configured as auxiliary outputs.
A8	Blue output #8	Blue#8 Blue	These outputs are usually used for injector control. When needed, they can be configured as auxiliary outputs.
A9	Blue output #9	Blue#9 Blue	These outputs are usually used for injector control. When needed, they can be configured as auxiliary outputs.
A10	Blue output #10	Blue#10 Blue	These outputs are usually used for injector control. When needed, they can be configured as auxiliary outputs.
A11	Blue output #11	Blue#11 Blue	These outputs are usually used for injector control. When needed, they can be configured as auxiliary outputs.
A12	Blue output #12	Blue#12 Blue	These outputs are usually used for injector control. When needed, they can be configured as auxiliary outputs.
A13	Blue output #13	Blue#13 Blue	These outputs are usually used for injector control. When needed, they can be configured as auxiliary outputs.
A14	Blue output #14	Blue#14 Blue	These outputs are usually used for injector control. When needed, they can be configured as auxiliary outputs.
A15	Blue output #15	Blue#15 Blue	These outputs are usually used for injector control. When needed, they can be configured as auxiliary outputs.
A16	Blue output #16	Blue#16 Blue	These outputs are usually used for injector control. When needed, they can be configured as auxiliary outputs.
A17	Power ground input	Black/White	Directly wired to the battery negative terminal with no seams. Do not tap any other grounds to this wire, it must run clean straight to the battery negative terminal.

Pin	Function	Wire	FuelTech note
A18	Gray output#1	Gray#1 Grey	These outputs are usually used for ignition control. When needed, they can be set up as injector outputs or auxiliary outputs. By standard, Gray output #8 is used as a tachometer output.
A19	Gray output#2	Gray#2 Grey	These outputs are usually used for ignition control. When needed, they can be set up as injector outputs or auxiliary outputs. By standard, Gray output #8 is used as a tachometer output.
A20	Gray output#3	Gray#3 Grey	These outputs are usually used for ignition control. When needed, they can be set up as injector outputs or auxiliary outputs. By standard, Gray output #8 is used as a tachometer output.
A21	Gray output#4	Gray#4 Grey	These outputs are usually used for ignition control. When needed, they can be set up as injector outputs or auxiliary outputs. By standard, Gray output #8 is used as a tachometer output.
A22	Gray output#5	Gray#5 Grey	These outputs are usually used for ignition control. When needed, they can be set up as injector outputs or auxiliary outputs. By standard, Gray output #8 is used as a tachometer output.
A23	Gray output#6	Gray#6 Grey	These outputs are usually used for ignition control. When needed, they can be set up as injector outputs or auxiliary outputs. By standard, Gray output #8 is used as a tachometer output.
A24	Gray output#7	Gray#7 Grey	These outputs are usually used for ignition control. When needed, they can be set up as injector outputs or auxiliary outputs. By standard, Gray output #8 is used as a tachometer output.
A25	Gray output#8	Gray#8 Grey	These outputs are usually used for ignition control. When needed, they can be set up as injector outputs or auxiliary outputs. By standard, Gray output #8 is used as a tachometer output.
A26	Yellow output#1	Yellow#1 Yellow	Electronic throttle and step motor outputs. Also used as injection or auxiliary outputs (cooling fan, fuel pump, etc.)
A27	Yellow output#2	Yellow#2 Yellow	Electronic throttle and step motor outputs. Also used as injection or auxiliary outputs (cooling fan, fuel pump, etc.)
A28	Yellow output#3	Yellow#3 Yellow	Electronic throttle and step motor outputs. Also used as injection or auxiliary outputs (cooling fan, fuel pump, etc.)
A29	Yellow output#4	Yellow#4 Yellow	Electronic throttle and step motor outputs. Also used as injection or auxiliary outputs (cooling fan, fuel pump, etc.)
A30	Yellow output#5	Yellow#5 Yellow	Electronic throttle and step motor outputs. Also used as injection or auxiliary outputs (cooling fan, fuel pump, etc.)
A31	Yellow output#6	Yellow#6 Yellow	Electronic throttle and step motor outputs. Also used as injection or auxiliary outputs (cooling fan, fuel pump, etc.)
A32	Yellow output#7	Yellow#7 Yellow	Electronic throttle and step motor outputs. Also used as injection or auxiliary outputs (cooling fan, fuel pump, etc.)
A33	Yellow output#8	Yellow#8 Yellow	Electronic throttle and step motor outputs. Also used as injection or auxiliary outputs (cooling fan, fuel pump, etc.)
A34	12V input from relay	Red	Connected to the pin 87 of the Main Relay.

FuelTech FT600 connector B pinout (34-pin)

Pin	Function	Wire	FuelTech note
B1	RPM signal input	Red	Connected to the crank trigger sensor (hall or magnetic) or to the distributor. To VR sensors, use the shield wire the sensor shield. To Hall sensor, do not use the shield as negative
B2	Magnetic RPM sensor reference	White	Connected to the negative wire of the magnetic sensor. When OEM ECU is reading the sensor in parallel, split this wire with OEM sensor negative - Do not connect when using hall effect sensor.
B3	Cam sync signal input	Red	Connected to the cam sync sensor (hall or magnetic)
B4	Cam sync reference input	White	Connected to the cam sync sensor (hall or magnetic) - Use the shield as negative to the sensor
B5	White input#1	White#1 White	Default: O2 sensor input
B6	White input#2	White#2 White	Default: two-step input
B7	White input#3	White#3 White	Default: Air conditioning button
B8	White input#4	White#4 White	Default: Oil pressure

Pin	Function	Wire	FuelTech note
B9	White input#5	White#5 White	Default: Coolant temperature
B10	Battery negative input	Black	Connected directly to the battery negative with no seams. Do not connect this wire to the chassis, engine block or head.
B11	CAN A LOW	Yellow/Blue	CAN A
B12	CAN A HIGH	White/Red	CAN A
B13	White input#6	White#6 White	Default: fuel pressure
B14	White input#7	White#7 White	Default: Air temperature
B15	White input#8	White#8 White	Default: pedal#2 signal input
B16	White input#9	White#9 White	Default: pedal#1 signal input
B17	White input#10	White#10 White	Default: MAP signal output, electronic throttle 1B input signal
B18	Power ground inputs	Black/White	Directly wired to the battery negative terminal with no seams. Do not tap any other grounds to this wire, it must run clean straight to the battery negative terminal.
B19	Power ground inputs	Black/White	Directly wired to the battery negative terminal with no seams. Do not tap any other grounds to this wire, it must run clean straight to the battery negative terminal.
B20	CAN B HIGH	White/Red	
B21	White input#11	White#11 White	Default: TPS sensor
B22	White input#12	White#12 White	Sensors input
B23	White input#13	White#13 White	Sensors input
B24	White input#14	White#14 White	Sensors input
B25	White input#15	White#15 White	Sensors input
B26	12V input from relay	Red	Connected to the pin 87 of the Main Relay
B27	5V outputs for sensors	Green/Red	5V voltage output for TPS, electronic throttle and pedal sensors
B28	CAN B LOW	Yellow/Blue	
B29	Ground for sensors	Green/Black	Connected the sensors ground
B30	White input#16	White#16 White	Sensors input
B31	White input#17	White#17 White	Sensors input
B32	White input#18	White#18 White	Sensors input
B33	White input#19	White#19 White	Power Shift Input - Blue wire Strain gage sensor (positive signal)
B34	White input#20	White#20 White	Power Shift Input - Orange wire Strain gage sensor (negative signal)

Where this comes from

FuelTech FT450 / FT550 / FT550LITE / FT600 manual

FT450 / FT550 / FT550LITE / FT600 manual (Harness connections tables)

FuelTech PRO600 wiring harness manual (GEN-1)

PRO600 Wiring Harness manual (GEN-1)

FuelTech PRO600 wiring harness manual (GEN-2)

PRO600 Wiring Harness manual (GEN-2)

FuelTech FT700 / FT700PLUS complete manual (written for the FT700: the same pins)

FT700 / FT700PLUS complete manual (Harness connections tables) (FuelTech lists the FT600 and FT700 A / B pins together)

FuelTech FT700 quick reference (written for the FT700: the same pins)

FT700 Quick Reference (FuelTech lists the FT600 and FT700 A / B pins together)

FuelTech PRO600 GEN III wiring harness manual