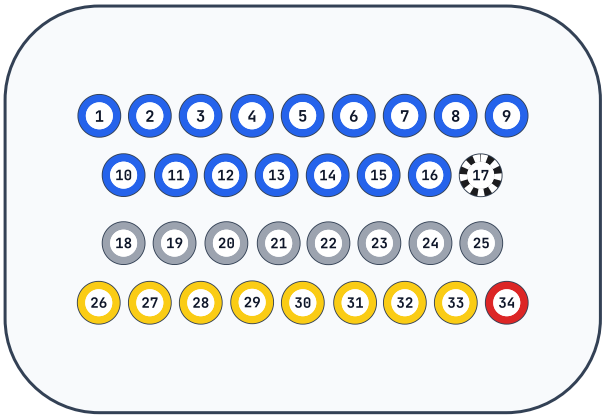
FuelTech FT700 pinout

ecurecovery.com/pinouts/fueltech/ft700 · Every pin checked against 2 FuelTech documents · data checked 2026-11-04

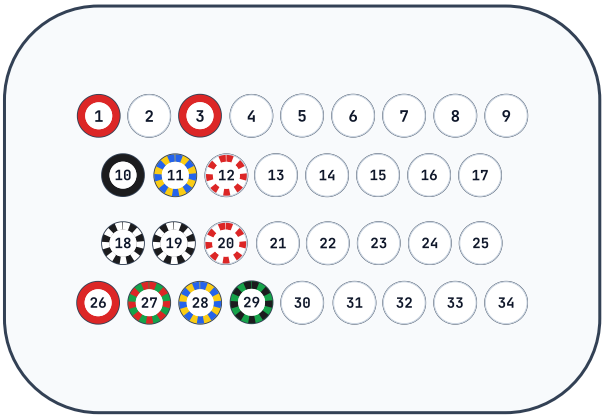
Connector A · 34-pin

LOOKING AT THE BACK OF THE HARNESS PLUG (WIRE SIDE), AS FUELTECH'S MANUAL DRAWS IT



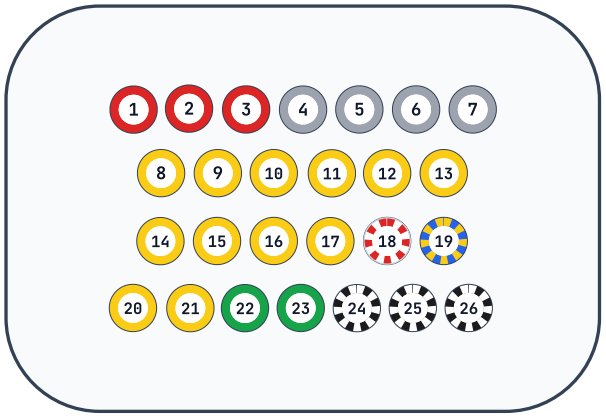
Connector B · 34-pin

LOOKING AT THE BACK OF THE HARNESS PLUG (WIRE SIDE), AS FUELTECH'S MANUAL DRAWS IT



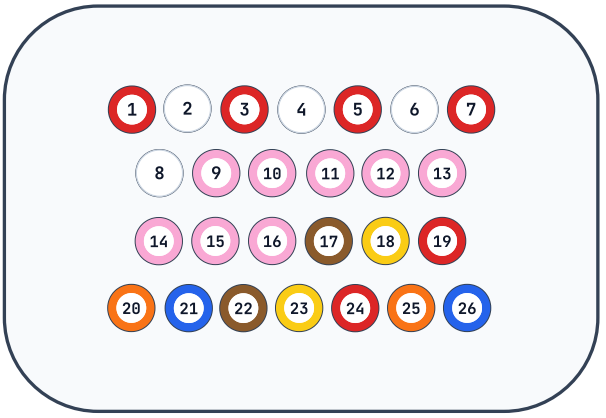
Connector C · 26-pin

LOOKING AT THE BACK OF THE HARNESS PLUG (WIRE SIDE), AS FUELTECH'S MANUAL DRAWS IT



Connector D · 26-pin

LOOKING AT THE BACK OF THE HARNESS PLUG (WIRE SIDE), AS FUELTECH'S MANUAL DRAWS IT



FuelTech FT700 connector A pinout (34-pin)

Pin	Function	Wire	FuelTech note
A1	Blue output #01	Blue#01 Blue	These outputs are usually used for injector control. When needed, they can be configured as auxiliary outputs.
A2	Blue output #02	Blue#02 Blue	These outputs are usually used for injector control. When needed, they can be configured as auxiliary outputs.
A3	Blue output #03	Blue#03 Blue	These outputs are usually used for injector control. When needed, they can be configured as auxiliary outputs.
A4	Blue output #04	Blue#04 Blue	These outputs are usually used for injector control. When needed, they can be configured as auxiliary outputs.
A5	Blue output #05	Blue#05 Blue	These outputs are usually used for injector control. When needed, they can be configured as auxiliary outputs.
A6	Blue output #06	Blue#06 Blue	These outputs are usually used for injector control. When needed, they can be configured as auxiliary outputs.
A7	Blue output #07	Blue#07 Blue	These outputs are usually used for injector control. When needed, they can be configured as auxiliary outputs.
A8	Blue output #08	Blue#08 Blue	These outputs are usually used for injector control. When needed, they can be configured as auxiliary outputs.

Pin	Function	Wire	FuelTech note
A9	Blue output #09	Blue#09 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	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.
A18	Gray output#01	Gray#01 Grey	These outputs are usually used for ignition control. When needed, they can be set up as injector outputs (Peak and Hold driver required) By standard, Gray output #08 is used as a tachometer output.
A19	Gray output#02	Gray#02 Grey	These outputs are usually used for ignition control. When needed, they can be set up as injector outputs (Peak and Hold driver required) By standard, Gray output #08 is used as a tachometer output.
A20	Gray output#03	Gray#03 Grey	These outputs are usually used for ignition control. When needed, they can be set up as injector outputs (Peak and Hold driver required) By standard, Gray output #08 is used as a tachometer output.
A21	Gray output#04	Gray#04 Grey	These outputs are usually used for ignition control. When needed, they can be set up as injector outputs (Peak and Hold driver required) By standard, Gray output #08 is used as a tachometer output.
A22	Gray output#05	Gray#05 Grey	These outputs are usually used for ignition control. When needed, they can be set up as injector outputs (Peak and Hold driver required) By standard, Gray output #08 is used as a tachometer output.
A23	Gray output#06	Gray#06 Grey	These outputs are usually used for ignition control. When needed, they can be set up as injector outputs (Peak and Hold driver required) By standard, Gray output #08 is used as a tachometer output.
A24	Gray output#07	Gray#07 Grey	These outputs are usually used for ignition control. When needed, they can be set up as injector outputs (Peak and Hold driver required) By standard, Gray output #08 is used as a tachometer output.
A25	Gray output#08	Gray#08 Grey	These outputs are usually used for ignition control. When needed, they can be set up as injector outputs (Peak and Hold driver required) By standard, Gray output #08 is used as a tachometer output.
A26	Yellow output#01	Yellow#01 Yellow	Electronic throttle and step motor outputs. Also used as injection or auxiliary outputs (cooling fan, fuel pump, etc.)
A27	Yellow output#02	Yellow#02 Yellow	Electronic throttle and step motor outputs. Also used as injection or auxiliary outputs (cooling fan, fuel pump, etc.)
A28	Yellow output#03	Yellow#03 Yellow	Electronic throttle and step motor outputs. Also used as injection or auxiliary outputs (cooling fan, fuel pump, etc.)
A29	Yellow output#04	Yellow#04 Yellow	Electronic throttle and step motor outputs. Also used as injection or auxiliary outputs (cooling fan, fuel pump, etc.)
A30	Yellow output#05	Yellow#05 Yellow	Electronic throttle and step motor outputs. Also used as injection or auxiliary outputs (cooling fan, fuel pump, etc.)
A31	Yellow output#06	Yellow#06 Yellow	Electronic throttle and step motor outputs. Also used as injection or auxiliary outputs (cooling fan, fuel pump, etc.)
A32	Yellow output#07	Yellow#07 Yellow	Electronic throttle and step motor outputs. Also used as injection or auxiliary outputs (cooling fan, fuel pump, etc.)
A33	Yellow output#08	Yellow#08 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 FT700 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.
B2	Magnetic RPM sensor reference	White	Connected to the negative wire of the magnetic sensor, split the wire with OEM reference sensor - 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 negative wire of the magnetic sensor. When OEM ECU is reading the sensor in parallel, split this wire with OEM sensor negative - Do not use the shield as negative to the sensor
B5	White input#01 *	White#01 White	Default: O2 sensor input
B6	White input#02 *	White#02 White	Default: two-step input
B7	White input#03 *	White#03 White	Default: Air conditioning button
B8	White input#04 *	White#04 White	Default: Oil pressure
B9	White input#05 *	White#05 White	Default: Coolant temperature
B10	Battery negative	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#06 *	White#06 White	Default: fuel pressure
B14	White input#07 *	White#07 White	Default: Air temperature
B15	White input#08 *	White#08 White	Default: pedal#2 signal input
B16	White input#09 *	White#09 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	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	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	Generic sensor input
B23	White input#13	White#13 White	Generic sensor input
B24	White input#14	White#14 White	Generic sensor input
B25	White input#15	White#15 White	Generic sensor 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	Generic sensor input
B31	White input#17	White#17 White	Generic sensor input
B32	White input#18	White#18 White	Generic sensor input
B33	White input#19	White#19 White	Strain gauge input - Blue wire Strain gage sensor (positive signal)
B34	White input#20	White#20 White	Strain gauge input - Orange wire Strain gage sensor (negative signal)

FuelTech FT700 connector C pinout (26-pin)

Pin	Function	Wire	FuelTech note
C1	12V input from relay	Red	Connected to the pin 87 of the Main Relay
C2	12V input from relay	Red	Connected to the pin 87 of the Main Relay
C3	12V input from relay	Red	Connected to the pin 87 of the Main Relay
C4	Gray output #09	Gray #09 Grey	These outputs are usually used for ignition control. When needed, they can be set up as injector outputs or auxiliary outputs.
C5	Gray output #10	Gray #10 Grey	These outputs are usually used for ignition control. When needed, they can be set up as injector outputs or auxiliary outputs.
C6	Gray output #11	Gray #11 Grey	These outputs are usually used for ignition control. When needed, they can be set up as injector outputs or auxiliary outputs.
C7	Gray output #12	Gray #12 Grey	These outputs are usually used for ignition control. When needed, they can be set up as injector outputs or auxiliary outputs.
C8	Yellow output #09	Yellow #09 Yellow	Electronic throttle and step motor outputs. Also used as injection or auxiliary outputs (cooling fan, fuel pump, etc.)
C9	Yellow output #10	Yellow #10 Yellow	Electronic throttle and step motor outputs. Also used as injection or auxiliary outputs (cooling fan, fuel pump, etc.)
C10	Yellow output #11	Yellow #11 Yellow	Electronic throttle and step motor outputs. Also used as injection or auxiliary outputs (cooling fan, fuel pump, etc.)
C11	Yellow output #12	Yellow #12 Yellow	Electronic throttle and step motor outputs. Also used as injection or auxiliary outputs (cooling fan, fuel pump, etc.)
C12	Yellow output #13	Yellow #13 Yellow	Electronic throttle and step motor outputs. Also used as injection or auxiliary outputs (cooling fan, fuel pump, etc.)
C13	Yellow output #14	Yellow #14 Yellow	Electronic throttle and step motor outputs. Also used as injection or auxiliary outputs (cooling fan, fuel pump, etc.)
C14	Yellow output #15	Yellow #15 Yellow	Electronic throttle and step motor outputs. Also used as injection or auxiliary outputs (cooling fan, fuel pump, etc.)
C15	Yellow output #16	Yellow #16 Yellow	Electronic throttle and step motor outputs. Also used as injection or auxiliary outputs (cooling fan, fuel pump, etc.)
C16	Yellow output #17	Yellow #17 Yellow	Electronic throttle and step motor outputs. Also used as injection or auxiliary outputs (cooling fan, fuel pump, etc.)
C17	Yellow output #18	Yellow #18 Yellow	Electronic throttle and step motor outputs. Also used as injection or auxiliary outputs (cooling fan, fuel pump, etc.)
C18	CAN C (+)	White/Red	CAN C
C19	CAN C (-)	Blue/Yellow	CAN C
C20	Yellow output #19	Yellow #19 Yellow	Electronic throttle and step motor outputs. Also used as injection or auxiliary outputs (cooling fan, fuel pump, etc.)
C21	Yellow output #20	Yellow #20 Yellow	Electronic throttle and step motor outputs. Also used as injection or auxiliary outputs (cooling fan, fuel pump, etc.)
C22	Heat positive O2 sensor	Green	Power supply for O2 sensor heaters 1 and 2 ***.
C23	Heat positive O2 sensor	Green	Power supply for O2 sensor heaters 1 and 2 ***.
C24	Power ground	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.
C25	Power ground	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.
C26	Power ground	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.

FuelTech FT700 connector D pinout (26-pin)

Pin	Function	Wire	FuelTech note
D1	Input frequency channel #01	Red	Shielded cable for reading RPM and speed signals - Frequency #01
D2	Input frequency channel #01	White	Shielded cable for reading RPM and speed signals - Frequency #01
D3	Input frequency channel #02	Red	Shielded cable for reading RPM and speed signals - Frequency #02
D4	Input frequency channel #02	White	Shielded cable for reading RPM and speed signals - Frequency #02
D5	Input frequency channel #03	Red	Shielded cable for reading RPM and speed signals - Frequency #03
D6	Input frequency channel #03	White	Shielded cable for reading RPM and speed signals - Frequency #03
D7	Input frequency channel #04	Red	Shielded cable for reading RPM and speed signals - Frequency #04
D8	Input frequency channel #04	White	Shielded cable for reading RPM and speed signals - Frequency #04
D9	Input for high speed reading #01	Pink #01 Pink	Used for high speed sensors (400khz per channel)
D10	Input for high speed reading #02	Pink #02 Pink	Used for high speed sensors (400khz per channel)
D11	Input for high speed reading #03	Pink #03 Pink	Used for high speed sensors (400khz per channel)
D12	Input for high speed reading #04	Pink #04 Pink	Used for high speed sensors (400khz per channel)
D13	Input for high speed reading #05	Pink #05 Pink	Used for high speed sensors (400khz per channel)
D14	Input for high speed reading #06	Pink #06 Pink	Used for high speed sensors (400khz per channel)
D15	Input for high speed reading #07	Pink #07 Pink	Used for high speed sensors (400khz per channel)
D16	Input for high speed reading #08	Pink #08 Pink	Used for high speed sensors (400khz per channel)
D17	Signal	Brown	Connected O2 sensor #1 NOTE: The Heat positive signal sensor is in connector C, green wire (pin 22)
D18	Ground	Yellow	Connected O2 sensor #1 NOTE: The Heat positive signal sensor is in connector C, green wire (pin 22)
D19	IP	Red	Connected O2 sensor #1 NOTE: The Heat positive signal sensor is in connector C, green wire (pin 22)
D20	Resistor calibration	Orange	Connected O2 sensor #1 NOTE: The Heat positive signal sensor is in connector C, green wire (pin 22)
D21	Heater negative	Blue	Connected O2 sensor #1 NOTE: The Heat positive signal sensor is in connector C, green wire (pin 22)
D22	Signal	Brown	Connected O2 sensor #2 NOTE: The Heat positive signal sensor is in connector C, green wire (pin 23)
D23	Ground	Yellow	Connected O2 sensor #2 NOTE: The Heat positive signal sensor is in connector C, green wire (pin 23)
D24	IP	Red	Connected O2 sensor #2 NOTE: The Heat positive signal sensor is in connector C, green wire (pin 23)
D25	Resistor calibration	Orange	Connected O2 sensor #2 NOTE: The Heat positive signal sensor is in connector C, green wire (pin 23)
D26	Heater negative	Blue	Connected O2 sensor #2 NOTE: The Heat positive signal sensor is in connector C, green wire (pin 23)

Where this comes from

FuelTech FT700 / FT700PLUS complete manual

FT700 / FT700PLUS complete manual (Harness connections tables)

FuelTech FT700 quick reference

FT700 Quick Reference

FuelTech PRO600 GEN III wiring harness manual

PRO600 GEN III Wiring Harness manual