

Instruction Manual



P/N 30-3351 Water/Methanol Injection Kit V2 Multi-Input Controller - Ext. MAP/MAF/IDC 5-Gallon Tank



STOP!

THIS PRODUCT HAS LEGAL RESTRICTIONS.
READ THIS BEFORE INSTALLING/USING!

THIS PRODUCT MAY BE USED SOLELY ON VEHICLES USED IN SANCTIONED COMPETITION WHICH MAY NEVER BE USED UPON A PUBLIC ROAD OR HIGHWAY, UNLESS PERMITTED BY SPECIFIC REGULATORY EXEMPTION. (VISIT THE "EMISSIONS" PAGE AT [HTTP://WWW.SEMASAN.COM/EMISSIONS](http://www.semasan.com/emissions) FOR STATE BY STATE DETAILS.)

IT IS THE RESPONSIBILITY OF THE INSTALLER AND/OR USER OF THIS PRODUCT TO ENSURE THAT IT IS USED IN COMPLIANCE WITH ALL APPLICABLE LAWS AND REGULATIONS. IF THIS PRODUCT WAS PURCHASED IN ERROR, DO NOT INSTALL AND/OR USE IT. THE PURCHASER MUST ARRANGE TO RETURN THE PRODUCT FOR A FULL REFUND.

THIS POLICY ONLY APPLIES TO INSTALLERS AND/OR USERS WHO ARE LOCATED IN THE UNITED STATES; HOWEVER CUSTOMERS WHO RESIDE IN OTHER COUNTRIES SHOULD ACT IN ACCORDANCE WITH THEIR LOCAL LAWS AND REGULATIONS.

WARNING!

Improper installation and/or adjustment of this product can result in major engine/vehicle damage. For technical assistance visit our dealer locator to find a professional installer/tuner near you.

Note: AEM holds no responsibility for any engine damage or personal injury that results from the misuse of this product, including but not limited to injury or death caused by the mishandling of methanol.

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Instruction Part Number: 10-3351
Document Build 8/5/2020

IMPORTANT SAFETY NOTICE REGARDING METHANOL

AEM *strongly* recommends that users never exceed a 50% methanol concentration when using any AEM Water/Methanol system or component.

All AEM water/methanol injection systems and components (pump, lines, fittings, filter, flow sensor, tank, and nozzles) are 100% chemically compatible with methanol. However, for safety reasons we strongly recommend that users never use more than a 50% methanol concentration in our systems.

Methanol is a toxic and highly flammable chemical. 100% methanol ignites easily and burns vigorously with an almost undetectable flame. Methanol can be absorbed through the skin, and even small amounts can cause blindness or even death. Using this fluid at high pressures, without dilution, in an under-hood environment with nylon lines and push-to-connect fittings is very unsafe. The performance advantages of using greater than 50% methanol concentrations are small, if they exist at all. However, the safety issues are very real and far outweigh any perceived benefit of running high concentrations of methanol.

Note: AEM holds no responsibility for any engine damage or personal injury that results from the misuse of this product, including but not limited to injury or death caused by the mishandling of methanol.

INTRODUCTION

Congratulations on your purchase of the AEM Water/Methanol Injection V2 Kit. This document will help guide you through the setup and installation process. Please take the time to review its contents prior to installation. Pay especially close attention to any **bolded** text, as it indicates an important note or step in the process.

Before beginning installation of electronic components, please disconnect the ground side of your battery. This is for your safety.

SPECIFICATIONS

- 5-gallon tank with integral level sensor
- 200 PSI injection pump
- Progressive pump controller with “Boost Safe” feature
- High amperage pump driver with over-current, over-voltage and under-voltage protection
- Error protection output with over-current, over-voltage and over-temperature protection
- Two system status LED indicators; shows pump duty cycle and system errors
- Pump open and short detection and indication; works even if the pump is off
- Test button that manually triggers pump
- Two dial pump speed control

30-3351 Contents**Parts List:**

Quantity	Description	Part #
20 ft	High Pressure ¼" Nylon Hose	35-4500-20
1	5-Gallon Tank with Integral Fluid Level Sensor 21" Long x 8" Wide x 9" Tall (10" at cap)	35-4523
1	200 PSI Pump With Integral Fittings	5843-2S0D-B744AM
1	Progressive Injection Module	35-4551
1	12 ft Wiring Harness	35-3451

Injector Nozzle Kit:

Quantity	Description	Part #
2	Atomizing Pintle, Small (250 cc/min)	35-4554-1
2	Atomizing Pintle, Medium (500 cc/min)	35-4554-2
2	Atomizing Pintle, Large (1000 cc/min)	35-4554-3
2	Nozzle Filter	35-4556
2	Nozzle Body	35-4557
2	Fitting, 1/4 Tube, Cliptype	35-4561
2	Spring	35-4562
2	Check Valve	35-4563
2	Check Valve Seal	35-4570
2	Retaining Clip	35-4565

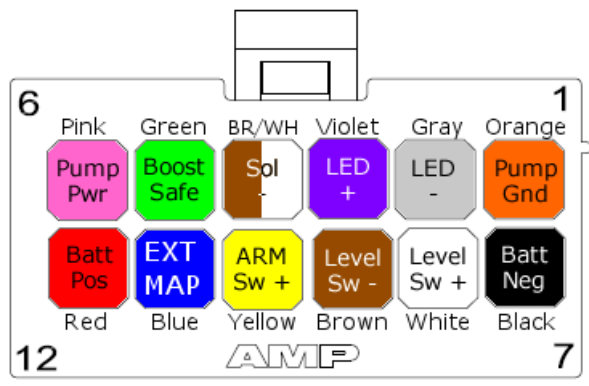
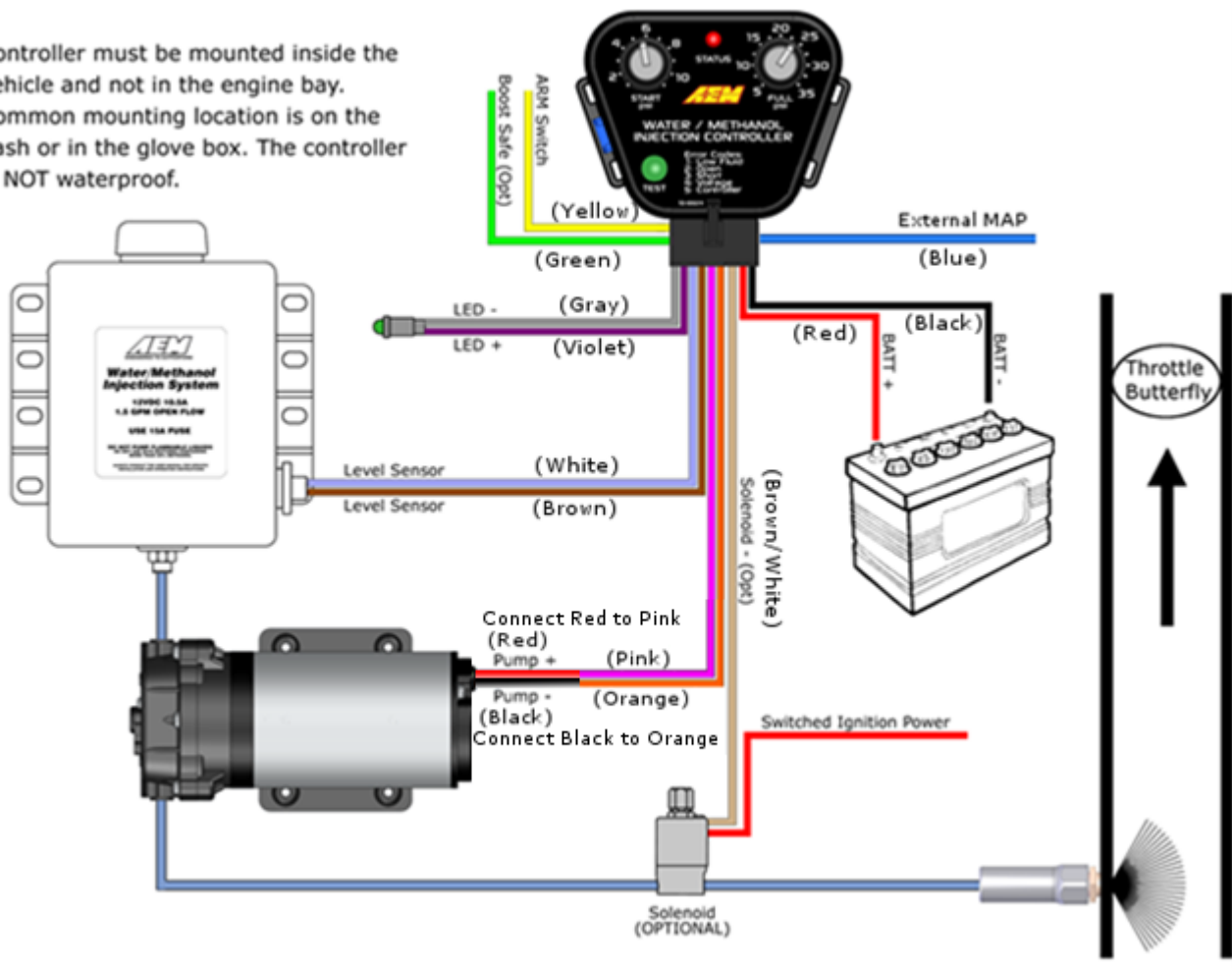
Hardware Kit:

Quantity	Description	Part #
36 in	3/8" High Temp Wire Wrap	8-169
6 in	Edge Protector	8-111-E
1	1/8" Tee Fitting	35-2147
10	6" Zip Tie	8-113-E
4	Bolt, Hex Head, 5/16-18 x 1.25"	1-2115
4	Bolt, Hex Head, 8-32 x 1.5"	1-2116
8	Screw, Pan Head, #8 x 1.0"	1-3048
4	Screw, Pan Head, #6 x 0.5"	1-3049
4	Nut, Nylock, 5/16-18	1-3055
4	Nut, Nylock, 8-32	1-2537
12	Washer, #8 x 3/4"	1-3051
4	Washer, #8 x 7/16"	1-3050
4	Washer, 5/16	1-3031-E
4	Washer, Fender, 5/16	1-3054
1	5mm Cockpit LED	35-4505
2	Butt Connector, 14-16 AWG (blue)	8-360
9	Butt Connector, 18-22 AWG (red)	8-361
4	Ring Terminal, 14-16 AWD (blue)	8-354

INSTALLATION

Diagram

Controller must be mounted inside the vehicle and not in the engine bay. Common mounting location is on the dash or in the glove box. The controller is NOT waterproof.



*Viewed from Wire Side of Connector

NOTE: THIS KIT INCLUDES NEW STYLE INJECTOR NOZZLES THAT HAVE INTERNAL CHECK VALVES. AN EXTERNAL CHECK IS NO LONGER NEEDED OR INCLUDED IN THIS KIT.

Installation Checklist

The following list of steps is an overview of the installation process. A complete and more detailed list of each step including optional peripherals is defined later in this document.

- Install Tank
 - **The tank must be mounted such that it is below the injection point. Failure to do so may lead to fluid leaking into the intake tract due to gravity or siphoning, which may result in engine damage.**
 - Fasten with 4 of the 8 supplied #8 sheet metal screws along with the 4 large washers or the 5/16-18 bolts and Nylock nuts.
- Install Pump
 - Select suitable location for pump near and below the lowest fluid level of tank.
 - Fasten with 4 of the #8 sheet metal screws along with the 4 small washers or the #8-32 bolts and Nylock nuts.
 - Cut supplied nylon hose with a sharp razor blade and install from tank to pump.
- Install Controller
 - Disconnect ground side of battery during electronic installation.
 - Find suitable location for controller inside driver's compartment.
 - Find location in driver's field of view and install external LED.
 - Follow the wire diagram and connect wires from supplied wire harness.
 - Connect the blue wire to external input signal.
- Flush Tank
 - Connect the remainder of hose to pump. (DO NOT CONNECT NOZZLE.)
 - Fill tank with water. (AEM recommends using distilled water.)
 - Turn on key power to power on controller.
 - Use TEST button on controller to flush the tank into a separate container.
 - Drain tank and proceed to next step.
- Connect Nozzle to System
 - Select nozzle and connect to nylon hose.
 - Fill tank with water.
 - Use TEST button on controller to test complete system.
- System Check
 - While pushing the TEST button, ensure that no errors are reported and that the system is producing a gradually increasing flow out of the nozzle.
 - This may require pressing the TEST button multiple times to purge the system.
 - Drain tank and fill with desired water/methanol mixture.
 - **DO NOT** use a hydrocarbon fuel. Water and methanol are the only supported fluids.
- Install Nozzle
 - **The nozzle must be mounted such that it is above the tank. Failure to do so may lead to fluid leaking into the intake tract due to gravity or siphoning, which may result in engine damage.**
 - Find a suitable location to install nozzle. Nozzle must be mounted **before** the throttle plate. Nozzle should also be mounted **after** the MAF sensor if present. Nozzle must also be mounted **after** any intercoolers.
 - Install nozzle, following the instructions for modifying intake to accept the nozzle.
 - Cut and install nylon hose from pump to nozzle. Ensure that the hose is not resting, near, or running on any moving or "hot" parts.
- Tune Engine
 - Engine tuning is usually required in order to maximize potential power gain.

Pump and Tank Install

Find a suitable location to mount the tank and pump. **The tank must be mounted such that it is below the injection point. Failure to do so may lead to fluid leaking into the intake tract due to gravity or siphoning, which may result in engine damage.** The tank and pump must be mounted in the same area. Pump may be mounted on exterior of vehicle but should be mounted away from wheel wells or other areas where it will come into direct contact with water or road debris. Pump failures that have clearly been caused by exposure to water/mud/debris will not be covered under warranty. This includes, but is not limited to, the bed of a truck and the inside of the fender wells. Find a location where the pump will remain dry.

5-Gallon Tank Install

Before mounting the tank, check the area under the desired mounting location for fuel tanks, fuel lines, or any other obstructions. Mount the tank in an upright level position as shown below. Mark the four mounting points and drill with a 3/8" bit. Use the supplied 5/16-18 bolts, nuts, and large OD flat washers for mounting the tank into your vehicle. **IMPORTANT:** Use the supplied large OD washer to spread the load on the plastic mounting ears of the tank. **DO NOT OVERTIGHTEN!** Nuts should just be snug; they are locking nuts and will not loosen. Over-tightening will crack the plastic and cause leaks and void the warranty.



CORRECT

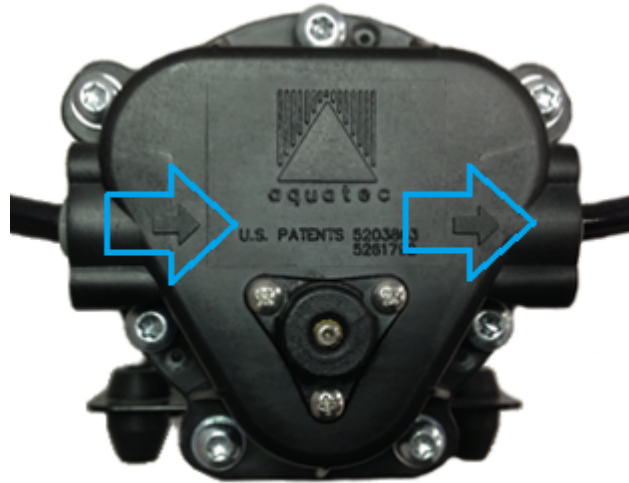




Note: All tanks are tested for leaks during assembly. A special sealant adhesive is used to bond the plastic tank to the metal fitting. **DO NOT** attempt to tighten the fitting any further!

The pump must be located in the same area as the tank and should be mounted at or below the lowest fluid level height.

Take note of the direction of flow, indicated by the arrows on the pump body, when mounting the pump.



Use four #8 sheet metal screws along with the 4 small washers or the #8-32 bolts and nylock nuts to mount the pump. The pump can be mounted in any position horizontally or vertically. Once the tank and pump are mounted, cut the appropriate length of tubing needed to connect the outlet fitting on the tank to the inlet fitting on the pump. Make sure there are no sharp bends in the tubing. Cut the tubing to length with a clean perpendicular slice using a sharp razor blade, making sure the ends are clean and square. Push in the hose at the tank and pump to install. Make sure they are pushed in all the way and check with a light tug on the hose. Secure the hose to the chassis using sections of the supplied hose routing strip or with zip-ties.

Controller Install

The progressive controller is **NOT** waterproof and should **NOT** be mounted in the engine bay! Find a convenient location for the controller inside the driver's compartment. The adjustment knobs should remain in an accessible location but still remain protected from possible water incursion. If you need to extend the wires to mount the controller use at least 16 AWG wire for the pump and controller ground circuits and 18 AWG for the remainder. The controller contains an externally accessible fuse; no additional fuses are required. Use the supplied zip-ties to mount the controller.

Progressive Controller Installation

Pin #	Description	Wire**	Color	Connection
1	Pump Ground	16 AWG	Orange	Connect to ground (black) wire of pump.
2	LED -	20 AWG	Gray	Connect to ground (black or white) wire of external LED.
3	LED +	20 AWG	Violet	Connect to positive (red) wire of external LED.
4	Solenoid -	20 AWG	Brown/White	1.5A Low Side output. Connect to optional flow control solenoid.

Pin #	Description	Wire**	Color	Connection
5	Boost Safe LS Out	18 AWG	Green	1.7A Low Side output, grounded when error condition exists.
6	Pump Power	16 AWG	Pink	Connect to the positive (red) wire of pump.
7	Ground	16 AWG	Black	Main ground connection. Connect directly to battery ground.
8	Level Switch+	20 AWG	White	Connect to the white wire of the fluid tank level sensor*
9	Level Switch-	20 AWG	Brown	Connect to the black wire of the fluid tank level sensor*
10	Arm Switch +	20 AWG	Yellow	Arms injection system. Connect to a switched 12V source.
11	External Signal	18 AWG	Blue	Connect to External Signal (0–5V, injector duty, MAF frequency).
12	Power 12V	16 AWG	Red	Main Power Connection. Connect directly to positive battery terminal.

*Note: If fluid tank is equipped with previous generation level sensor, identified by having two black wires, then pins 8 (white) and 9 (brown) may be connected to either of the two black sensor wires. The polarity is unimportant.

**Note: If you need to extend the wires to mount the controller use at least 16 AWG wire for the pump *and* controller ground circuits and 18 AWG for the remainder.

External LED Install

Find a suitable location in the driver's line of sight to mount the external LED. Mount the LED and run the wires to the controller. The LED indicates the operation of the controller. If the pump is off and there are no errors, the LED will be off. If there are no errors and the pump is on, the LED intensity will vary with the pump speed. If there are any errors, they will be indicated by flashing the LED.

External MAP, Injector Duty, MAF Overview

The connection of the External MAP/MAF pin will depend on the desired mode of operation. Please follow the table in determining where to connect this wire.

Mode of operation	Dip Switch Settings	Pin Installation location
MAF / MAP (0V–5V)	ON – ON – ON	*Connect to signal output from MAF/MAP where signal range is 0V–5V.
Injector Duty (0%–100%)	OFF – OFF – ON	*Connect to the injector duty signal that is active low. Multi-Pulse Injection, as is found on some diesel applications, is NOT supported. Please verify a single pulse for each injection event with an oscilloscope prior to operation.
Frequency MAF (40Hz–220Hz)	OFF – ON – OFF	*Connect to the frequency MAF signal.

Frequency MAF (400Hz–2200Hz)	OFF – ON – ON	*Connect to the frequency MAF signal.
Frequency MAF (2kHz–14kHz)	ON – OFF – OFF	*Connect to the frequency MAF signal.

***Please consult the factory service manual to find the appropriate wire to tap for the above connections. It is acceptable to make this tap close to the sensor/injector or nearer to the ECU itself, whichever is more convenient.**

External MAP 0–5V Installation

Operation:

The 0–5 Volt external MAP mode is designed for vehicles running high boost, beyond that of the Internal and HD models, or for users who already have a sensor or output of their MAP with a range of 0–5 Volts. See Table 1 for compatible AEM MAP sensors.

Dip Switch Settings:

ON – ON – ON

Setup, Connection:

To set up your system for external MAP you must first find the correct source to connect to. In order to locate the correct signal the use of a voltmeter is required. Once you have located your MAP sensor, check the wires to find the “signal” wire. The signal wire should remain at or near 0 Volts when the car is turned off or is not running. Once the vehicle is started, it should continue to remain at or near 0, though it may begin oscillate up and down slightly. To determine if you do in fact have the correct wire, rev the engine while monitoring the voltage. You should observe the signal rising and falling with engine speed. Please note that you may need to rev the engine high enough to put it into boost. Once you have found the correct signal wire, you may tap onto it (if it is used by other devices), or connect it directly to the Water/Methanol Controller (Pin #11 – Blue).

Testing:

To test your setup it is recommended you finish the installation, but before installing the nozzle run the engine and ensure the system is operating as expected. That is, when the engine is running and the MAP sensor is outputting in a range set by the controller you will get flow. You want to ensure you are not getting flow when the engine is turned off or it is not expected. This could be due to improper wiring or having the incorrect mode selected.

Pressure Range	AEM Brass Sensor Kit P/N	AEM Stainless Steel Sensor Kit P/N
1 Bar / 15PSIa	30-2131-15G	30-2130-15
2 Bar / 30 PSIa	30-2131-30	30-2130-30
3.5 Bar / 50 PSIa	30-2131-50	30-2130-50
5 Bar / 75 PSIa	30-2131-75	30-2130-75
100 PSIG	30-2131-100	30-2130-100

Table 1 – Compatible AEM Pressure Sensor Kits

Injector Duty Installation

Operation:

The Injector Duty mode is designed for vehicles where water/methanol injection rate is desired to be highly coupled to the injector duty, meaning the more fuel the more water/methanol. This mode can be used when MAF is not available, or in NA vehicles. Injector duty is **NOT** intended to work with diesel or other multi-pulse injection systems.

Dip Switch Settings:

OFF – OFF – ON

Setup, Connection:

To set up your system for injector duty you must first find the correct signal wire to connect to. You must locate and tap on to one of the two wires going to the fuel injector. One of the wires will be switched +12V (typically red) and the other will be the desired signal wire from the ECU. Using a voltmeter you can determine if you have the correct wire by watching the voltage as the engine is running. As duty cycle increases and more fuel injected, the measured DC voltage will appear lower as viewed on a voltmeter. If you have an oscilloscope or a way to measure duty cycle, this is even better. Once you are sure you have the correct signal you can tap onto the signal and connect that to pin #11 (blue wire) on the controller.

Testing:

To test your setup it is recommended you finish the installation, but before installing the nozzle run the engine and ensure the system is operating as expected. That is, you want to ensure you are not getting flow when the engine is turned off or it is not expected. This could be due to improper wiring or having the incorrect mode selected.

0–5V MAF Installation

Operation:

The 0–5 Volt MAF mode is designed for vehicles where MAF is used and the output of their MAF sensor is 0–5V and not a frequency.

Dip Switch Settings:

Mode	DIP Switches	Common Applications
0–5 Volt	ON – ON – ON	VW/Audi 1.8T Subaru WRX/STi Nissan S13/S14/S15/300ZX

Setup, Connection:

To set up your system for MAF you must first find the correct source to connect to. In order to locate the correct signal the use of a voltmeter is required. Once you have located your MAF sensor, check the wires to find the “signal” wire. The signal wire should remain at or near 0 Volts when the car is turned off or is not running. Once the vehicle is started, it should continue to remain at or near 0, though it may begin oscillate up and down slightly. To determine if you do in fact have the correct wire, rev the engine while monitoring the voltage. If the signal rises and falls with the engine speed, then you have likely identified the correct wire. If you are experiencing difficulty locating the signal wire, refer to the vehicle's service manual to locate the MAF signal wire, and then try to verify again with a voltmeter. Once you have found the correct signal wire, you may tap onto and connect it to pin #11 (blue) of the Water/Methanol Controller.

Testing:

To test your setup it is recommended you finish the installation, but before installing the nozzle run the engine and ensure the system is operating as expected. That is, when the engine is running and the MAF sensor is outputting in a range set by the controller you will get flow. You want to ensure you are not getting flow when the engine is turned off or when it is not expected. This could be due to improper wiring or having the incorrect mode selected.

Frequency MAF Installation

Operation:

The Frequency MAF mode is designed for vehicles where MAF is used and the output of their MAF sensor is digital and a frequency.

Dip Switch Settings:

Mode	DIP Switches	Common Applications
Frequency MAF (40Hz–220Hz)	OFF – ON – OFF	1993 and older GM
Frequency MAF (400Hz–2200Hz)	OFF – ON – ON	1990–1999 Mitsu 1G/2G DSM
Frequency MAF (2kHz–14kHz)	ON – OFF – OFF	1994+ GM VW 2.0T, etc.

Setup, Connection:

To set up your system for MAF you must first find the correct source to connect to. In order to locate the correct signal, the use of a voltmeter is required. Once you have located your MAF sensor, you can begin to check the wires for the “signal” wire. The signal wire should remain at or near 0 Volts when the car is turned off or is not running. Once the vehicle is started, it should remain at or near 2.5 Volts. This is because the signal has a duty cycle of 50% and a voltage range of 0–5V, so the average voltage will be near the middle of this range. To determine if you do in fact have the correct wire, rev the engine while monitoring the voltage. It should remain the same regardless of the engine speed. If you are experiencing difficulty locating the signal wire, refer to the vehicle's service manual to locate the MAF signal wire, and then try to verify again with a voltmeter. Once you have found the correct signal wire, you may tap onto it and connect it to pin #11 (blue) of the Water/Methanol Controller.

Testing:

To test your setup it is recommended you finish the installation, but before installing the nozzle run the engine and ensure the system is operating as expected. That is, when the engine is running and the MAF sensor is outputting in a range set by the controller you will get flow. You want to ensure you are not getting flow when the engine is turned off or when it is not expected. This could be due to improper wiring or having the incorrect mode selected.

Pump/Tank Flush

After all wires are hooked up, add water to the tank and, with the hose pointed into a container, press and hold the TEST push button on the controller module. The TEST button can be used to test the system. The pump speed will gradually increase from zero to full speed within 3 seconds and then remain full for another 3 seconds before stopping. Repeat the TEST button procedure until you are sure the system is free of any debris that may have been in the lines or tank. Drain the water out of the tank and refer to the next section on installing the nozzle.

Nozzle Selection

This injection kit includes three differently sized atomizing pintles that cover a very large range of horsepower levels. Use the following chart to select the appropriate pintle for your power level. The kit comes with the 500cc pintle already preassembled.

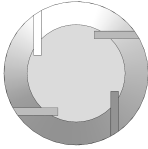


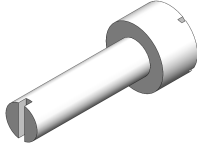
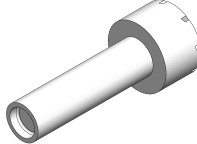
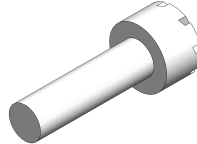
HP	Fuel Flow N/A (.5 BSFC)	Fuel Flow F/I (.7 BSFC)	W/M Flow N/A	W/M Flow 5–10psi Boost	W/M Flow 10–25psi Boost	W/M Flow 25+psi Boost	Nozzle
150	788	1101	95	220	275	330	
200	1050	1469	126	294	367	441	
250	1313	1836	158	367	459	551	
300	1575	2203	189	441	551	661	
350	1838	2570	221	514	642	771	
400	2100	2937	252	587	734	881	250
450	2363	3304	284	661	826	991	500
500	2625	3671	315	734	918	1101	1000
550	2888	4038	347	808	1010	1212	1000 + 500
600	3150	4406	378	881	1101	1322	1000 + 1000
650	3413	4773	410	955	1193	1432	
700	3675	5140	441	1028	1285	1542	
750	3938	5507	473	1101	1377	1652	
800	4200	5874	504	1175	1469	1762	
850	4463	6241	536	1248	1560	1872	
900	4725	6608	567	1322	1652	1983	
950	4988	6976	599	1395	1744	2093	
1000	5250	7343	630	1469	1836	2203	

Nozzle Assembly

The nozzles are serviceable and can be disassembled for cleaning. If you find excessive debris in the screen, check your tank for contamination.

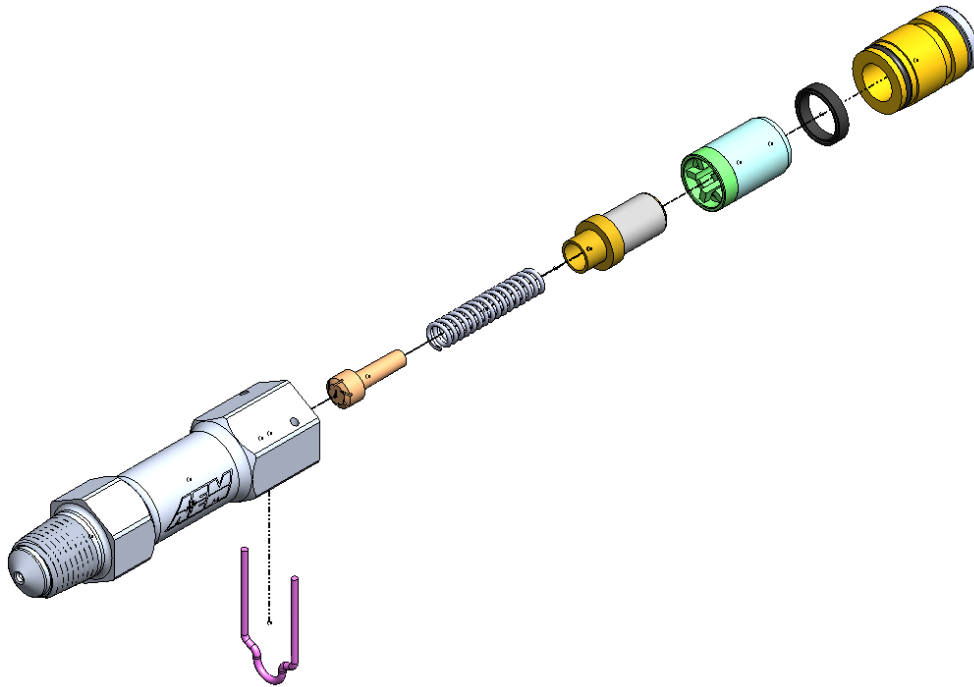
Assembly Instructions:

1. Select your atomizing pintle of choice using the nozzle selection table. Once you have decided on the size of the pintle for your application, use the table below to help you identify the correct pintle.

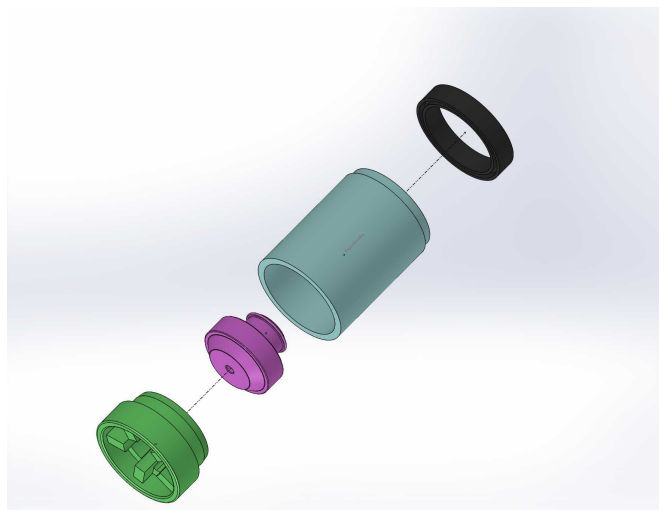
Pintle Size	250cc	500cc	1000cc
Picture (Pintle Head)			
Picture (Pintle Stem)	<p>Slot</p> 	<p>Cupped End</p> 	<p>Flat</p> 

2. The diagram below shows the assembly/disassembly process.

IMPORTANT: Inspect the check valve and check valve seal for any damage before reassembly. Damaged internals may cause the nozzle to leak, which could result in catastrophic engine damage.

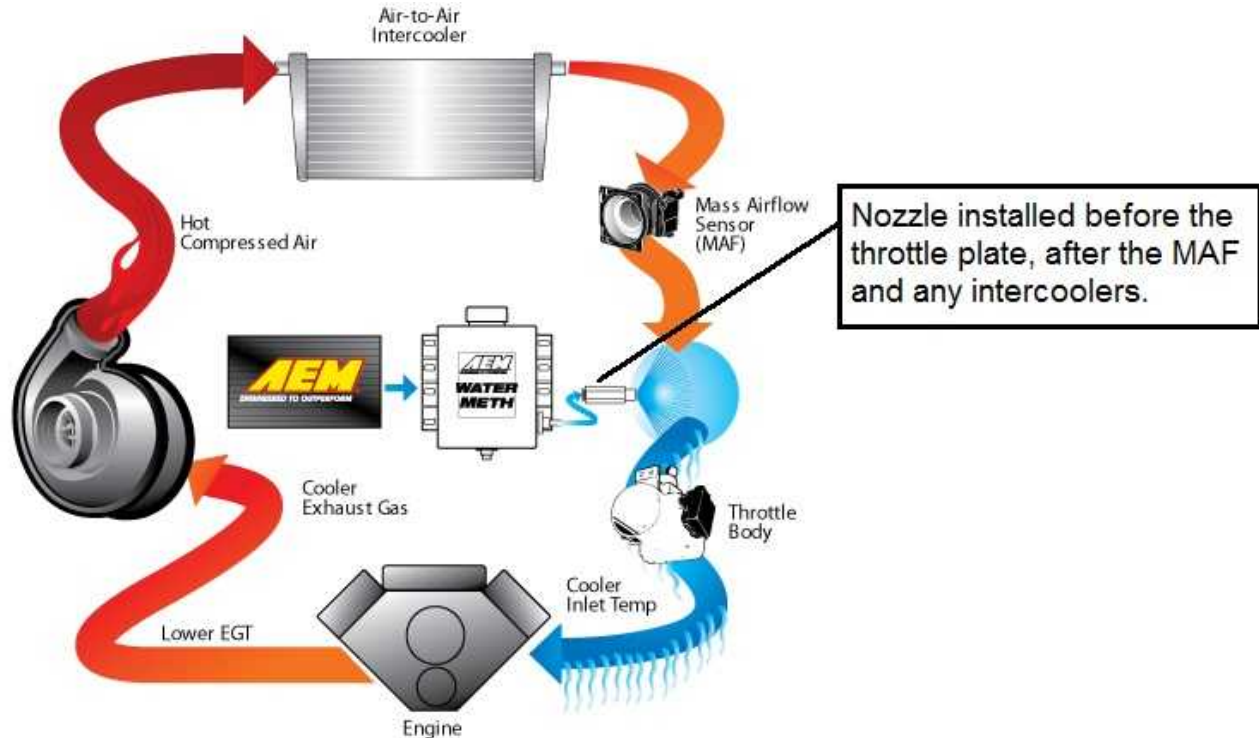


3. In case the check valve comes apart during disassembly, the diagram below shows how the check valve snaps together. No adhesive is required. The actual EPDM valve will not come out of the valve body.



Nozzle Mounting

Select the location where the nozzle will be installed. **Nozzle must be mounted such that it is higher than the tank.** **Failure to do so may lead to fluid leaking into the intake tract due to gravity or siphoning, which may result in engine damage.** Nozzle must be mounted **before** the throttle plate. Nozzle should also be mounted **after** the MAF sensor, if present. Nozzle must also be mounted **after** any intercoolers. In most instances, mounting the nozzle 6–8" ahead of the throttle body provides an excellent combination of air charge cooling and combustion control.



In most instances, the air charge piping can be drilled and tapped for 1/8" NPT to directly mount the nozzle. If using thin walled tubing it's suggested that a bung be welded to the piping. Mounting hole should be tapped deep enough to allow the end of the nozzle to be nearly flush with the interior of the intake once the nozzle is fully installed.

Pump/System Check

The TEST push button on the controller module can be used to test the system. Press and hold the button to activate the pump. The pump speed will gradually increase from zero to full speed within 3 seconds and then remain full for another 3 seconds before stopping. When the button is released the controller will return to normal operation.

Add water to the tank and, with the nozzle pointed into a container, press and hold the TEST button. The flow will start gradually and increase to a steady amount. If this happens, then your system is connected properly. Check and repair any leaks. Drain the water out of the tank and install the nozzle.

Fluid Compatibility

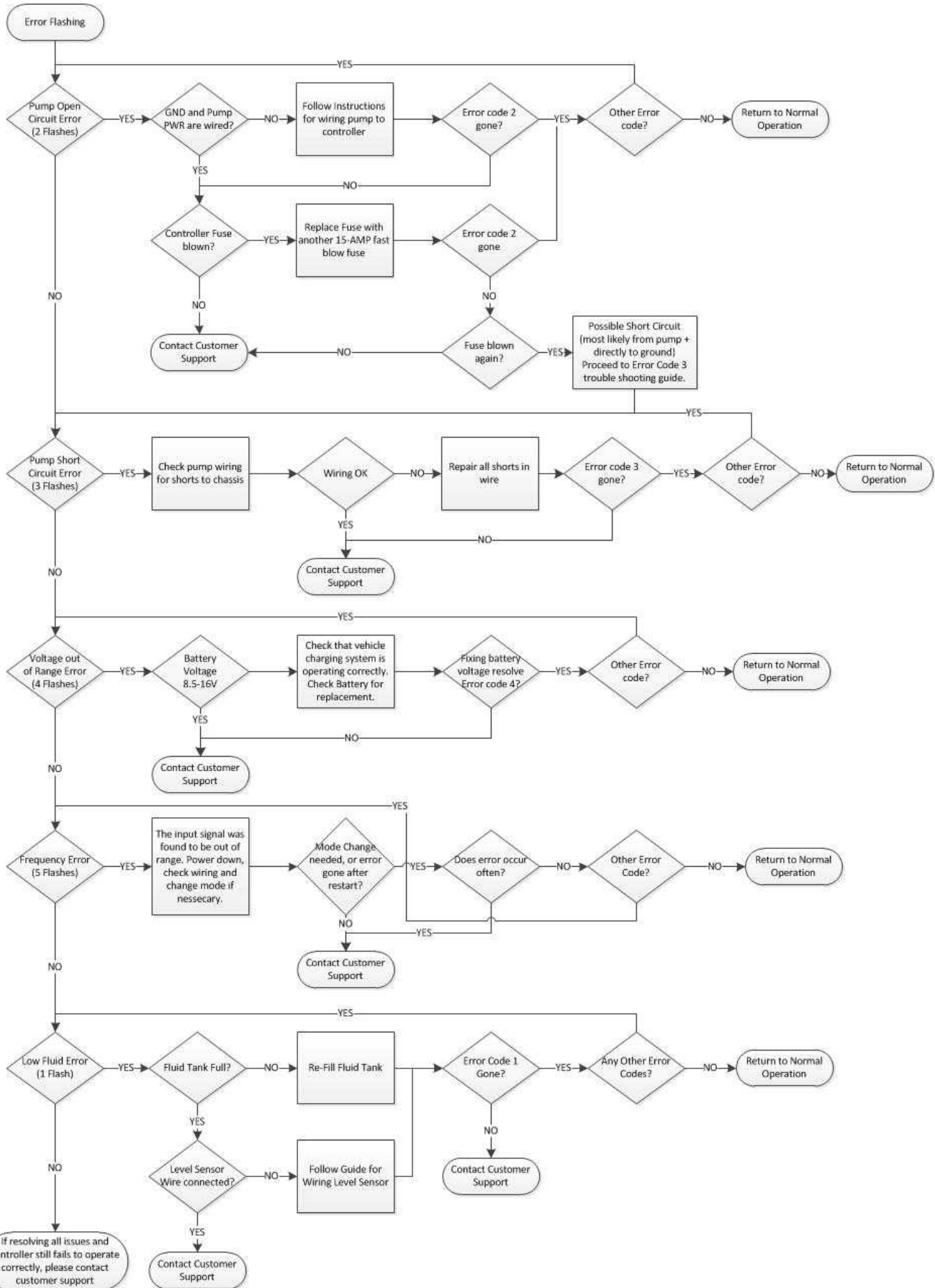
Under **NO** circumstances should any **hydrocarbon based fuel** ever be used with this system. **Water** and **methanol** are the **ONLY** fluids to be used.

SYSTEM ERRORS

The controller will continuously check for errors; when an error is detected it will be reported to the user by a flashing sequence of the external LED, as well as a corresponding red flashing sequence of the status LED. Damage to vehicle or engine may occur if these faults are not resolved immediately. The water-injection system may not operate properly or at all while an error condition exists. Please refer to the table below for further information.

# of Flashes	Error	Description	Controller/Pump Status	Recommended Action
1	Low Fluid	The amount of fluid in the tank has been detected to be below the level of the sensor.	- BoostSafe Enabled - Pump will continue to run	Refill fluid reservoir.
2	Pump Open Circuit	An open circuit has been detected in the circuit (wiring) that drives the pump.	- BoostSafe Enabled - Pump will NOT continue to run	Check for a blown controller fuse and pump wiring for disconnects.
3	Pump Short Circuit	A short circuit has been detected in the circuit (wiring) that drives the pump.	- BoostSafe Enabled - Pump will NOT continue to run	Check pump wiring for shorts to the chassis.
4	Voltage Out of Range	The voltage powering the controller has been detected to be outside the range of 8.5V–16V.	- BoostSafe Enabled - Pump will NOT continue to run	Check power connections to controller and that vehicle charging system is operating properly.
5	Frequency	The external input signal was found to be out of range.	- BoostSafe Enabled - Pump will NOT continue to run	Check user selected mode and/or wiring.

Troubleshooting Diagram



CONTROLLER

Settings

The AEM Water/Methanol Injection Controller is a progressive type controller. This means that fluid will be injected in proportion to the amount of boost that is detected by the external MAP input. In other words, higher signal input equals more fluid. It is therefore imperative that the external signal connection be made properly and securely or vehicle/engine damage could occur. In addition, the controller will automatically compensate for any fluctuations in battery voltage variations to ensure consistent flow under all conditions.

The two knobs on the face of the controller dictate at what signal input minimum fluid injection starts and at what signal input maximum/full fluid injection occurs. Fluid injection will 'progressively' increase between these two points as set by the adjustment knobs.

The "Start" dial has a range from 0% (full counterclockwise rotation) to 100% (full clockwise rotation). The "Full" dial has a range of 0% (full counterclockwise rotation) to 100% (full clockwise rotation). It is suggested to adjust the "Start" value by setting the dial to approximately 25% of the vehicle's maximum signal input. Adjust the full-in value to your maximum possible percent for signal input. These are only suggestions; improper use or setting could result in engine or vehicle damage – please consult your tuner.

Mode Selection

The mode can only be selected or changed while the unit is turned off. To change the mode remove the back cover exposing the three DIP switch selectors. Follow the guide on the controller to select the appropriate mode for your application.



Status LED

The controller has an on-board Status LED. This will mimic the operation of the external LED. Upon startup the current mode is flashed in green on the status LED. It will flash error codes in red as well as illuminate with varying intensity as a function of flow in green.

Fuse

The controller has an externally accessible fuse. The controller itself will turn on and function, but the pump will not run without the fuse. If the controller is reporting an open circuit it may be that the fuse has blown or is not installed correctly. Use a 15 amp fast blow fuse for replacement purposes.

TEST Button

The TEST button feature is available to test the system's functionality. This feature should be used **ONLY** with the nozzle disconnected from the engine. This is to prevent unintentional pumping of fluid into the engine. To operate the TEST button, press and hold. The pump speed will gradually increase from zero to full speed within 3 seconds and then remain at full speed for another 3 seconds before stopping. Flow should begin gradually and then hold at full pressure for a total test time of 6 seconds.

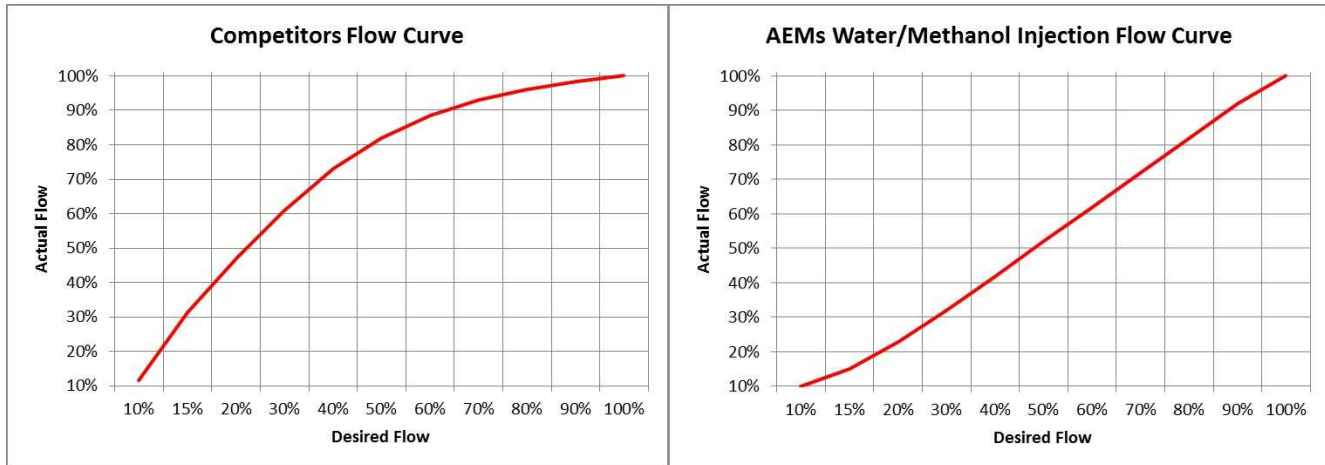
Short Circuit Self-Diagnostics

There are two modes of pump-driver short circuit protection available. One can detect a short at any time but produces a slight buzzing in the pump. This should not be noticeable under most conditions but can be turned off if it is objectionable. If turned off, a short circuit can only be detected when the pump is running.

To enable or disable this diagnostic (and the buzzing): Press and hold the TEST button while applying power to the controller. The change is acknowledged by a single long flash of the status LED output and the external LED. Once the button is released the controller will continue to function normally. You can also tell what mode has been selected by listening for the buzzing sound in the pump. Repeating this operation will toggle between the two modes.

A MORE LINEAR FLOW OUTPUT

AEM's Water/Methanol Injection system delivers a linear flow rate as pump speed increases. This is unlike competitors' systems that simply have a linear pump speed drive between start and full setting which results in a non-linear delivery of water/methanol. AEM's system linearizes the flow, giving you better flow control and a more progressive delivery of water/methanol.



BOOST-SAFE OUTPUT (optional)

The progressive controller includes a Boost-Safe output (grounded when active) that activates whenever the system is armed and runs out of fluid or an error code is flashing. The green wire on the controller is the 1.7 amp switched ground. This wire can be hooked up to a solenoid that will vent waste gate pressure when activated. Apply 12V to the other side of the solenoid (AEM P/N 30-2400 or equivalent). This output can also be used to trigger a timing retard function in a standalone ECU or a CDI whenever the system runs out of fluid, thus protecting your engine. It is highly recommended that this feature be utilized.

SOLENOID DRIVER (optional)

The progressive controller includes a Solenoid output (Brown with white strip wire, grounded when active, 1.5A max) that activates whenever the system is pumping. The wire should be connected to the ground side of a solenoid, with the other end of the solenoid connected to switched ignition power. The solenoid should be installed after the pump and before the nozzle. For best results install the solenoid close to the nozzle.

NON-PROGRESSIVE OPERATION (optional)

The progressive controller is capable of operating in a non-progressive manner, acting as a full-on or full-off type system. To set this up the "Full PSI" knob must be set to a lower value than the "Start PSI" knob. This means as soon as the boost exceeds the "Start PSI" threshold the pump will begin pumping at its maximum flow since it has passed both the start and the full requirements.

ENGINE TUNING

Water/methanol injection is generally not considered a bolt-on power adder for forced induction gasoline applications. Engine tuning is usually required in order to maximize potential power gain. Water/methanol injection allows for a more aggressive tune to be used while still using pump gas as your base fuel.

Using a 50/50 mix of water/methanol is recommended for the best combination of air charge cooling and detonation control. With conservative boost and timing, establish a base AFR that is one point higher than your final target AFR. For example, if your final target AFR with water/methanol injection is 11.0:1, set your base AFR to 12.0:1. Once the base AFR has been set, start injecting water/methanol and adjust the injection flow rate to achieve your final target AFR. For example, if before injection your base AFR is 12.0:1 and then during injection your AFR drops to 10.5:1, reduce the water/methanol flow rate until your final target AFR is reached. It is generally recommended that the flow rate of the injection system be changed in order to reach your target AFR and **NOT** your primary fueling. Injection flow rate adjustments can be made by changing your nozzle selection or by adjusting the “Start PSI” and “Full PSI” settings.

Once the injection flow rate is set to deliver your desired final AFR, boost and ignition timing can be increased to take advantage of the additional air charge cooling and detonation control. When injecting the correct amount, a 50/50 mix of water/methanol has been shown to provide an effective octane of over 110 when using a base fuel of 91–93 octane pump gas. A properly tuned water/methanol injection system will usually support a typical “race gas” engine tune.

COLD WEATHER OPERATION

A water/methanol mix will also lower the freezing point of the fluid. Below is a chart with freezing points for different percentages of water/methanol mixtures.

Temperature	Methanol Concentration % by Volume
20°F	13
0°F	24
-15°F	35
-40°F	46

MAINTENANCE

The injector nozzle should be cleaned periodically. Disassemble the nozzle and clean it with a suitable cleaner until all debris is removed. If excessive contamination is found, check the rest of the system for the source.

OPTIONAL SYSTEM UPGRADES

Water/Methanol Injection FAILSAFE Device – AEM P/N 30-3020/30-3020M



Actively monitors the entire flow curve independent of pressure, continuously collecting flow vs. injection rate data so that any deviation from your established flow curve will trigger an alarm output that can be used to reduce boost or timing, change maps, add fuel, trigger a two-step, or perform practically any action you choose to save your engine. It is PC programmable (with USB connectivity) which eliminates the guesswork when setting min/max threshold parameters. **HIGHLY RECOMMENDED** for all water/methanol injection systems.

Water/Methanol Injection Flow Gauge – AEM P/N 30-5141/30-5142



Displays flow rate data on a smooth moving needle-type gauge that allows you to accurately monitor the status of your injection system in real time. Available in max flow rates of 500 cc/min or 1000 cc/min with a black or white face. The AEM water/methanol injection filter is **HIGHLY RECOMMENDED** when using this flow gauge.

Water/Methanol Injection Filter – AEM P/N 30-3003



Inline filter that uses a micron mesh screen to filter out particles as small as 40 microns. Allows a cleaner flow of water/methanol into the injection pump, lines, and nozzles increasing overall system longevity. Injection filter is **HIGHLY RECOMMENDED** when using the AEM water/methanol injection flow gauge.

Additional Nozzle Kit – AEM P/N 30-3315



Includes one complete nozzle, three pintle sizes (one is preinstalled), one retaining clip, and the necessary hardware to run a second nozzle in your injection system.

5-Gallon Tank – AEM P/N 30-3320



Upgrade to a 5-gallon tank to maximize your fluid holding capacity. Includes level sensor and mounting hardware.

12 MONTH LIMITED WARRANTY

AEM Performance Electronics warrants to the consumer that all AEM ELECTRONICS products will be free from defects in material and workmanship for a period of twelve months from date of the original purchase. Products that fail within this 12-month warranty period will be repaired or replaced when determined by AEM that the product failed due to defects in material or workmanship. This warranty is limited to the repair or replacement, at AEM's discretion, of the AEM Electronics part. In no event shall this warranty exceed the original purchase price of the AEM ELECTRONICS part nor shall AEM ELECTRONICS be responsible for special, incidental or consequential damages or cost incurred due to the failure of this product.

Warranty claims to AEM ELECTRONICS must be transportation prepaid and accompanied by dated proof of purchase. This warranty applies only to the original purchaser of product and is non-transferable. All implied warranties shall be limited in duration to the said 12-month warranty period. Improper use or installation, accident, abuse, unauthorized repairs or alterations voids this warranty.

AEM ELECTRONICS disclaims any liability for consequential damages due to breach of any written or implied warranty on all products manufactured by AEM ELECTRONICS.

Warranty returns will only be accepted by AEM ELECTRONICS when accompanied by a valid Return Merchandise Authorization (RMA) number. Product must be received by AEM ELECTRONICS within 30 days of the date the RMA is issued. UEGO oxygen sensors are considered wear items and are not covered under warranty.

Please note that before AEM ELECTRONICS can issue an RMA for any electronic product, it is first necessary for the installer or end user to contact the tech line at 1-800-423-0046 to discuss the problem. Most issues can be resolved over the phone. Under no circumstances should a system be returned, or an RMA requested before the above process transpires. AEM ELECTRONICS will not be responsible for products that are installed incorrectly, installed in a non-approved application, misused, or tampered with.

Fuel Pumps installed with incorrect polarity (+&- wires crossed) will not be warranted. Proper fuel filtration before and after the fuel pump are essential to fuel pump life. Any pump returned with contamination will not be warranted.

Any AEM ELECTRONICS product, excluding discontinued products, can be returned for repair if it is out of the warranty period. There is a minimum charge for inspection and diagnosis of AEM ELECTRONICS parts which are out of warranty. Parts used in the repair of AEM ELECTRONICS electronic components will be extra. AEM ELECTRONICS will provide an estimate of repairs and must receive written or electronic authorization before repairs are made to the product.

Need additional help? Contact the AEM Performance Electronics tech department at 1-800-423-0046 or email us at tech@aemelectronics.com.