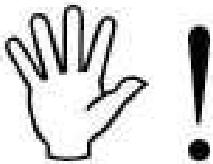


# Instruction Manual



## P/N 30-3305 Water/Methanol Injection V2 Multi-Input Controller Ext. MAP/MAF/IDC



### STOP!

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

**WARNING!** THIS IS A RACE ONLY PRODUCT MANUFACTURED AND SOLD FOR INSTALLATION ON VEHICLES DESIGNED TO BE USED SOLELY FOR COMPETITION PURPOSES. ONCE THIS PART IS INSTALLED, THE VEHICLE MAY NEVER BE USED, OR REGISTERED OR LICENSED FOR USE, ON A PUBLIC ROAD OR HIGHWAY. IF YOU INSTALL THIS PART ON YOUR VEHICLE AND USE THE VEHICLE ON A PUBLIC ROAD OR HIGHWAY, YOU WILL VIOLATE THE CLEAN AIR ACT AND MAY BE SUBJECT TO PERSONAL CIVIL OR CRIMINAL LIABILITY, INCLUDING FINES OF UP TO \$4,819 PER DAY.

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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## **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.**

# INSTALLATION

## 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.
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 <b>NOT</b> 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.



## 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.

## OPTIONAL SYSTEM UPGRADES

### High-Flow Low-Current WMI Solenoid – AEM P/N 30-3326



AEM's stainless steel Water/Methanol Injection Solenoid (PN 30-3326) eliminates any chance of water/methanol flow into the inlet when the WMI system is not engaged. This affordable water/methanol injection accessory features high flow capability (3,600cc/min) and an impressively low current draw of only 0.75A that does not require the use of an additional relay.

### 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](mailto:tech@aemelectronics.com).