



**Installation Instructions for:
EMS P/N 30-6610**

**95 Nissan 240SX S14 KA24DE (OBDI)
95-97 Nissan Sentra and 200SX B14 SR20DE & GA16DE (Except 97 1.6L)
95-96 Nissan Altima U13 KA24DE (Except 96 CA models)
94-96 Infiniti G20 P10 SR20DE**

WARNING:



This installation is not for the tuning novice nor the PC illiterate! Use this system with EXTREME caution! The AEM EMS System allows for total flexibility in engine tuning. Misuse of this product can destroy your engine! If you are not well versed in engine dynamics and the tuning of management systems or are not PC literate, please do not attempt the installation. Refer the installation to a AEM trained tuning shop or call 800-423-0046 for technical assistance. You should also visit the AEM EMS Tech Forum at <http://www.aempower.com>

NOTE: AEM holds no responsibility for any engine damage that results from the misuse of this product!

This product is legal in California for racing vehicles only and should never be used on public highways.

Note: Part number 30-6610 supercedes and replaces p/n 30-1610 and 30-1610U

Vehicle	Series I EMS	Series II EMS
1995 Nissan 240SX S14 KA24DE (OBDI)	1610/U	6610
1995-1997 Nissan Sentra B14 SR20DE/GA16DE (x/c '97 1.6L)	1610/U	6610
1995-1997 200SX B14 SR20DE/GA16DE(x/c '97 1.6L)	1610/U	6610
1995-1996 Nissan Altima U13 KA24DE (x/c '96 CA models)	1610/U	6610
1994-1996 Infiniti G20 P10 SR20DE	1610/U	6610

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Instruction Part Number: 10-6610

Thank you for purchasing an AEM Engine Management System.

The AEM Engine Management System (EMS) is the result of extensive development on a wide variety of cars. Each system is engineered for the particular application. The AEM EMS differs from all others in several ways. The EMS is a stand alone system, which completely replaces the factory ECU and features unique Plug and Play Technology, which means that each system is configured especially for your make and model of car without any jumper harnesses. There is no need to modify your factory wiring harness and in most cases your car may be returned to stock in a matter of minutes.

For stock and slightly modified vehicles, the supplied startup calibrations are configured to work with OEM sensors, providing a solid starting point for beginner tuning. For more heavily modified cars, the EMS can be reconfigured to utilize aftermarket sensors and has many spare inputs and outputs allowing the elimination of add-on rev-limiters, boost controllers, nitrous controllers, fuel computers, etc. It also includes a configurable onboard 1MB data logger that can record any 16 EMS parameters at up to 250 samples per second. Every EMS comes with all functions installed and activated; there is no need to purchase options or upgrades to unlock the full potential of your unit.

The installation of the AEM EMS on the supported vehicles uses the stock sensors and actuators. After installing the AEMTuner software, the startup calibration will be saved to the following folder on your PC:

C:\Program Files\AEM\AEMTuner\Calibrations\Nissan

Multiple calibrations may be supplied for each EMS; additional details of the test vehicle used to generate each calibration can be found in the Calibration Notes section for that file.

Please visit the AEM Performance Electronics Forum at <http://www.aempower.com> and register. We always post the most current strategy release, PC Software and startup calibrations online. On the forum, you can find and share many helpful hints/tips to make your EMS perform its best.

TUNING NOTES AND WARNING:

While the supplied startup calibration may be a good starting point and can save considerable time and money, it will not replace the need to tune the EMS for your specific application. AEM startup calibrations are not intended to be driven aggressively before tuning. We strongly recommend that every EMS be tuned by someone who is already familiar with the AEM software and has successfully tuned vehicles using an AEM EMS. Most people make mistakes as part of the learning process; be warned that using your vehicle as a learning platform can damage your engine, your vehicle, and your EMS.

Read and understand these instructions BEFORE attempting to install this product.

Engine Wiring Harnesses, 'swapped' engine installations

Many Nissan wiring harnesses have been found to contain significant differences between model years and/or trim levels. Likely differences include: Crank signal, Cam signal, Ignition switch wiring (the Ignition switch input controls the Main Relay output), injector and coil destinations. Official documentation for these vehicles was not offered in English, so it would be very wise to double-check the pinout destinations for these circuits. This is especially true if the vehicle contains a 'swapped' engine or if the wiring harness has been cut, spliced, soldered, tapped or modified in any manner. It is the user's responsibility to check that the wiring on the vehicle matches the pinout chart below. AEM will not be held responsible for loss or damage that can occur if the EMS is installed in a vehicle in which the wiring harness does not match the AEM-supplied pinout chart!

The function of several pins have been changed from the original 30-1610 EMS, please see the pinout chart for more info.

****Cam / Crank Angle Sensor: AEM trigger disc MUST be used**

Discrepancies have been observed in the OEM cam/crank angle signals between model years and/or trim levels; to avoid confusion the Series 2 EMS does not support the OEM Nissan trigger pattern. A replacement trigger disc is now included with every Nissan EMS and must be installed before attempting to start the engine. An AEM trigger disc is supplied with each 30-6610 EMS which fits KA, GA, and SR sensors. Please consult the following instructions supplement, which will be installed to the C:\Program Files\AEM\AEMTuner\Instructions folder:

'10-6610-A for EMS - 30-661X supplement- CAS trigger install KA, GA, and SR engines.PDF'

Primary Load Sensor, EMS Fuel Strategy

The factory MAF (mass air flow) sensor(s) can be removed to help decrease intake air restriction; the EMS can be configured to use a MAP sensor to determine engine load. It is recommended to use a 3.5 bar MAP sensor or higher (P/N 30-2130-50).

The factory Mass Air Flow sensor can be used as the primary load input for the AEM EMS if desired (the EMS will only use one MAF sensor for fuel calculations even if the vehicle is equipped with two). Please check the Notes section of each calibration for more info about the vehicle setup and fuel strategy that calibration was configured to use.

EMS Fuel Map, Boost Fuel Trim Table

The 30-6610 maps provided utilize the "*Boost Fuel Trim Table*" to provide a 1:1 fuel compensation above and below atmospheric pressure. In the startup calibration, the "*Boost Fuel Trim Table*" is configured to provide twice as much fuel when the manifold pressure is twice as high and half the fuel when the manifold pressure is half as high; this should help simplify the tuning process for different vacuum and boost levels. Notice the values in the main "*Fuel Map*" do not change above 100 kPa (0 psi boost), the fuel correction is being made by the "*Boost Fuel Trim Table*."

Note: the "*Boost Fuel Trim Table*" must be adjusted if a different MAP sensor is installed or if the Load breakpoints are adjusted. The Boost Fuel Trim value should be set to -90 at 10kPa, 0 at 100 kPa, +100 at 200 kPa, +200 at 300 kPa, etc...

Peak and Hold Injector Drivers

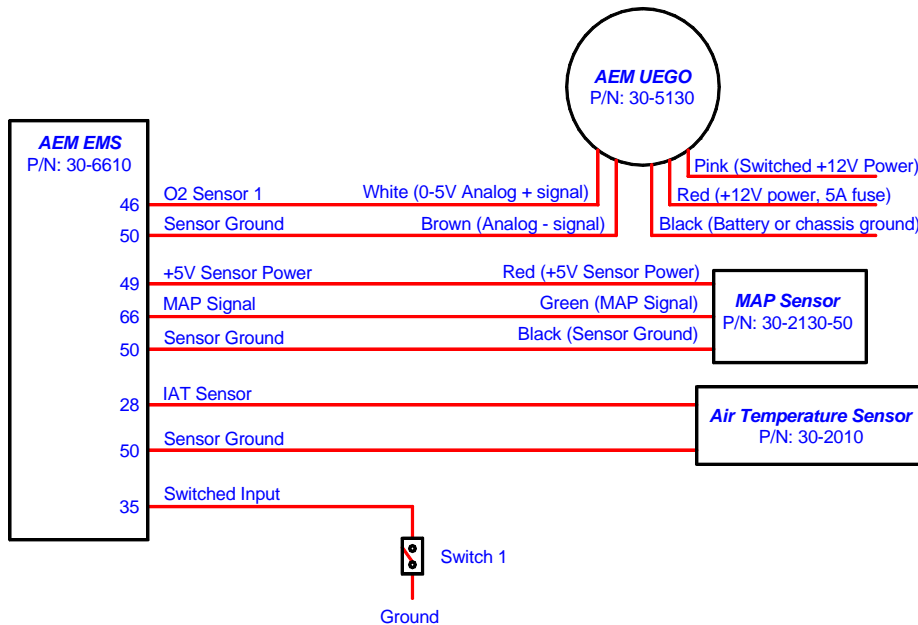
Injectors 1-4 include Peak (4 amps) and Hold (1 amp) injector drivers. These drivers may be used with peak and hold or saturated type injectors. The factory Nissan wiring harness may contain a resistor pack to prevent excessive current when using low-impedance

injectors with the stock ECU. With the 30-6610 installed, users can elect to remove and bypass the OEM resistor pack for more precise control of low-impedance injectors.

Please note that the injector response time will be different with and without the factory injector resistor pack. If the OEM resistor pack has been removed and bypassed, please use the correct battery offset wizard for your injectors. Most battery offset wizards will specify <P&H DRIVER> if they are intended for use without a resistor pack.

Wiring accessories to the EMS:

Please follow this suggested wiring diagram when adding accessories such as UEGO gauges, MAP sensors, IAT sensors, or switches for use with the EMS. Note that wire polarity is not important for the Air Temperature sensor.



1) Install AEMTuner software onto your PC

The latest version of the AEMTuner software can be downloaded from the AEMTuner section of the AEM Performance Electronics forums. Series 2 units are not supported by the older AEMPro tuning software.

2) Remove the Stock Engine Control Unit

- a) Access the stock Engine Control Unit (ECU). The location of the ECU on the Nissan 240SX vehicles is behind the kick-panel on the passenger side of the vehicle. All other Nissan/Infiniti control units are located on the floor behind the center console accessed from the passenger side.
- b) Carefully disconnect the wiring harness from the ECU. Avoid excessive stress or pulling on the wires, as this may damage the wiring harness. Some factory ECUs use a bolt to retain the factory connectors, and it must be removed before the harness can be disconnected. There may be more than one connector, and they must all be removed without damage to work properly with the AEM ECU. Do not cut any of the wires in the factory wiring harness to remove them.
- c) Remove the fasteners securing the ECU to the car body, and set them aside. Do not destroy or discard the factory ECU, as it can be reinstalled easily for street use and troubleshooting.

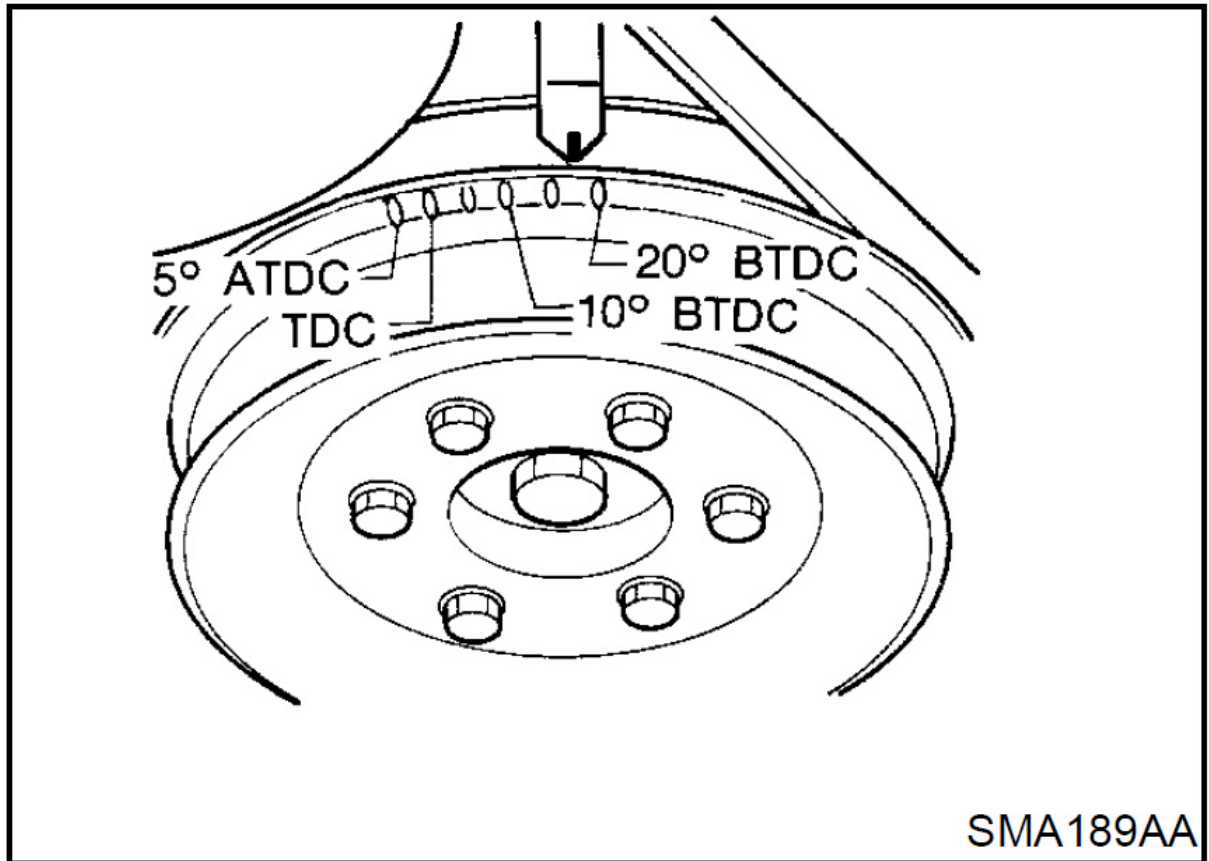
3) Install the AEM Engine Management System

- a) Plug the factory wiring harness into the AEM EMS and position it so the wires are not pulled tight or stressed in any manner. Secure the EMS with the provided Velcro fasteners.
- b) Plug the comms cable into the EMS and into your PC.
- c) Turn the ignition on, but do not attempt to start the engine.
- d) At the time these instructions were written, new EMS units do not require USB drivers to be installed on the PC.
- e) With the AEMTuner software open, select **ECU>>Upload Calibration** to upload the startup calibration file (.cal) that most closely matches the vehicle's configuration to be tuned. Check the Notes section of the calibration for more info about the vehicle it was configured for. These files can be found in the following folder:
C:\Program Files\AEM\AEMTuner\Calibrations\Nissan
- f) Set the throttle range: Select **Wizards>>Set Throttle Range** and follow the on-screen instructions. When finished, check that the 'Throttle' channel never indicates less than 0.2% or greater than 99.8%, this is considered a sensor error and may cause some functions including idle feedback and acceleration fuel to operate incorrectly.

4) Ready to begin tuning the vehicle.

- a) Before starting the engine, verify that the fuel pump runs for a couple of seconds when the key is turned on and there is sufficient pressure at the fuel rail.
If a MAP sensor is installed, check that the Engine Load indicates something near atmospheric pressure (approximately 101kPa or 0 PSI at sea level) with the key on and engine off. Press the throttle and verify that the 'Throttle' channel responds but the Engine Load channel continues to measure atmospheric pressure correctly.
- b) Start the engine and make whatever adjustments may be needed to sustain a safe and reasonably smooth idle. Verify the ignition timing: Select **Wizards>>Ignition Timing Sync** from the pull-down menu. Click the '*Lock Ignition Timing*' checkbox and set the timing to a safe and convenient value (for instance, 10 degrees BTDC). Use a timing light and compare the physical timing numbers to the timing value you selected. Use the *Sync Adjustment Increase/Decrease* buttons to make the physical reading match the timing number you selected.

Crankshaft timing marks are not labeled for some vehicles. Consult the factory service manual for more information. The diagram below shows labels for the 240SX:



- c) Note: This calibration needs to be properly tuned before driving the vehicle. It is intended for racing vehicles and may not operate smoothly at idle or part-throttle.
NEVER TUNE THE VEHICLE WHILE DRIVING

5) Troubleshooting an engine that will not start

- a) Double-check all the basics first... engines need air, fuel, compression, and a correctly-timed spark event. If any of these are lacking, we suggest checking simple things first. Depending on the symptoms, it may be best to inspect fuses, sufficient battery voltage, properly mated wiring connectors, spark using a timing light or by removing the spark plug, wiring continuity tests, measure ECU pinout voltages, replace recently-added or untested components with known-good spares. Check that all EMS sensor inputs measure realistic temperature and/or pressure values.
- b) If the EMS is not firing the coils or injectors at all, open the Start tab and look for the 'Stat Sync'd' channel to turn ON when cranking. This indicates that the EMS has detected the expected cam and crank signals; if Stat Sync'd does not turn on, monitor the Crank Tooth Period and T2PER channels which indicate the time between pulses on the Crank and T2 (Cam) signals. Both of these channels should respond when the engine is cranking, if either signal is not being detected or measuring an incorrect number of pulses per engine cycle the EMS will not fire the coils or injectors.

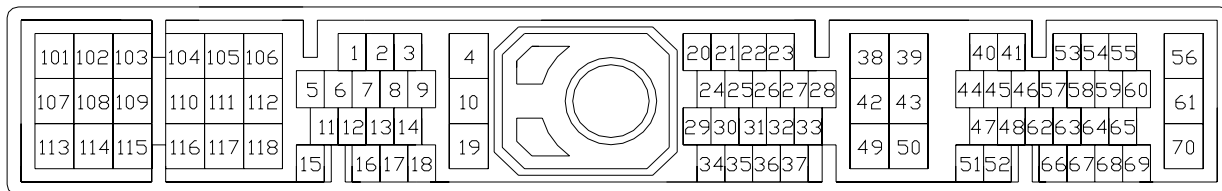
- c) If the Engine Load changes when the throttle is pressed this usually indicates that there is a problem with the MAP sensor wiring or software calibration (when the EMS detects that the MAP Volts are above or below the min/max limits it will run in a failsafe mode using the TPS-to-Load table to generate an artificial Engine Load signal using the Throttle input). This may allow the engine to sputter or start but not continue running properly.

Application Notes for EMS P/N 30-6610

KA24DE, GA16DE, SR20DE

Make:	Nissan/Infiniti	Spare Injector Drivers:	Inj 5, Pin 29
Model:	240SX, Sentra, 200SX, Altima, G20	Spare Injector Drivers:	Inj 6, Pin 30
Years Covered:	1994-1997	Spare Injector Drivers:	Inj 7, Pin 31
Engine Displacement:	1.6L, 2.0L, 2.4L	Spare Injector Drivers:	Inj 8, Pin 32
Engine Configuration:	Inline 4	Spare Injector Drivers:	Inj 9, Pin 116
Firing Order:	1-3-4-2	Spare Injector Drivers:	Inj 10, Pin 117
N/A, S/C or T/C:	N/A	Spare Coil Drivers:	Coil 2, Pin 58
Load Sensor Type:	MAF	Spare Coil Drivers:	Coil 3, Pin 64
MAP Min:	---	Spare Coil Drivers:	Coil 4, Pin 36
MAP Max:	---	Spare Coil Drivers:	---
MAF Min:	0.47 Volts	Boost Solenoid:	PW2, Pin 34
MAF Max:	4.98 Volts	EGT #1 Location:	Pin 62
# Coils:	1 (Distributor)	EGT #2 Location:	Pin 65
Ignition driver type:	0-5V Falling Edge trigger	EGT #3 Location:	Pin 2
		EGT #4 Location:	Pin 67
# of Injectors:	4 (Inj 1-4)	Spare 0-5V Channels:	MAP, Pin 66
Factory Injectors:	185cc-250cc	Spare 0-5V Channels:	ADCR11, Pin 9
Factory Inj Resistors:	No	Spare 0-5V Channels:	ADCR13, Pin 24
Injection Mode:	Sequential	Spare 0-5V Channels:	ADCR14, Pin 7
Knock Sensors used:	1	Spare 0-5V Channels:	Knock 2, Pin 68
Lambda Sensors used:	1	Spare Low Side Driver:	LS1, Pin 115
Idle Motor Type:	Pulse Width	Spare Low Side Driver:	LS2, Pin 37 & 57
Main Relay Control:	No (hardware controlled)	Spare Low Side Driver:	LS4, Pin 108
Crank Pickup Type:	Optical	Spare Low Side Driver:	LS8, Pin 114
Crank Teeth/Cycle:	24 (AEM trigger disc)	Spare Low Side Driver:	LS9, Pin 110
Cam Pickup Type:	Optical	Spare Low Side Driver:	LS12, Pin 105
** Cam Teeth/Cycle:	1 (AEM trigger disc)	Check Engine Light:	LS10, Pin 18
Transmissions Offered:	Manual/Automatic	Spare High Side Driver:	HS1, Pin 11
Trans Supported:	Manual	Spare Switch Input:	Switch 1, Pin 35
Drive Options:	FWD, RWD	Spare Switch Input:	Switch 2, Pin 25
Supplied Connectors:	N/A	Spare Switch Input:	Switch 3, Pin 60
		Spare Switch Input:	Switch 4, Pin 22
		Spare Switch Input:	Switch 5, Pin 27
		A/C Switch Input:	Switch 6, Pin 21

Wire View of AEM EMS



WARNING:

*All switch input pins must connect to ground; the switch should not provide 12V power to the EMS because that will not be detected as on or off.

30-1610 (Series 1) vs 30-6610 (Series 2) EMS differences:

The EMS functions assigned to certain pins have been changed and no longer match the 30-1610 EMS. Unless otherwise noted, the following pins and functions will need to be manually reconfigured after using AEMTuner to convert a V1.19 30-1610, Series 1 EMS calibration for use with the 30-6610 Series 2 hardware.

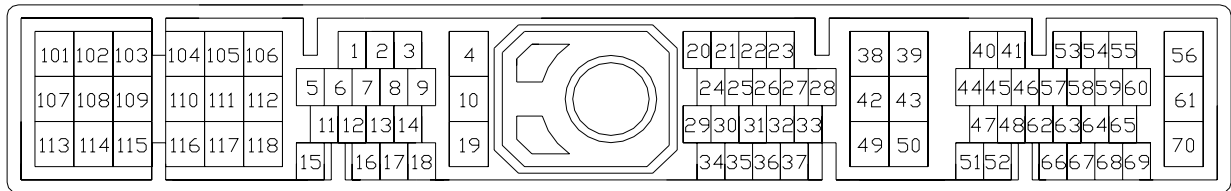
Pin	Vehicle harness destination	30-1610 function	30-6610 function	Notes
12	A/C triple press sw	---	CAN1L	
69	---	Coil #5	CAN1H	

Connection Diagram for EMS P/N 30-6610

PnP	Means the Plug and Play system comes with this configured for proper operation of this device. Is still available for reassignment by the end user.
Available	Means the function is not currently allocated and is available for use
Dedicated	Means the location is fixed and cannot be changed

Pin	1995 Nissan 240SX S14 KA24DE (OBDI) 1995-1997 Nissan Sentra B14 SR20DE/GA16DE (x/c '97 1.6L) 1995-1997 200SX B14 SR20DE/GA16DE (x/c '97 1.6L) 1995-1996 Nissan Altima U13 KA24DE (x/c '96 CA models) 1994-1996 Infiniti G20 P10 SR20DE	AEM EMS 30-6610	I/O	Notes
1	Ignition Signal	Coil 1	Output	PnP for Coil 1, 0-5V falling edge trigger
2	Ignition Check	EGT 3	Input	Available, Jumper set for 0-5V input
3	Tachometer	Tachometer (LS7)	Output	PnP for Tachometer
4	ECCS Self-Shutoff Relay	Main Relay	Output	Dedicated, EMS activates relay with switched GND
5	---	Idle 4	Output	Available, Ground/+12V, 1.5A max
6	---	Idle 3	Output	Available, Ground/+12V, 1.5A max
7	M/T 5 th position switch (240SX & Altima Only)	ADCR14	Input	Available, 0-5V Input
8	Fuel Pump Relay	Low Side 11	Output	PnP for Fuel Pump
9	A/C Triple Pressure Switch (Altima & G20)/ A/C Hand Power Switch (240SX)	ADCR11	Input	Available, 0-5V Input
10	ECCS Ground	Power Ground	Input	Dedicated
11	---	High Side 1	Output	Available, +12V, 1.5A Max
12	A/C Triple-Pressure Switch (240SX, Sentra, 200SX Only)	CAN1L	Output	Dedicated, CAN1 low side
13	Cooling Fan High Relay (240SX & Altima Only)	Low Side 5	Output	PnP for Cooling Fan
14	Cooling Fan Low Relay	Low Side 3	Output	PnP for Cooling Fan
15	Air Conditioner Relay	Low Side 6	Output	PnP for A/C Compressor
16	---	Idle 2	Output	Available, Ground/+12V, 1.5A max
17	---	Idle 1	Output	Available, Ground/+12V, 1.5A max
18	Malfunction Indicator Light	Low Side 10	Output	Available, Switched ground, 1.5A max
19	ECCS Ground	Power Ground	Input	Dedicated

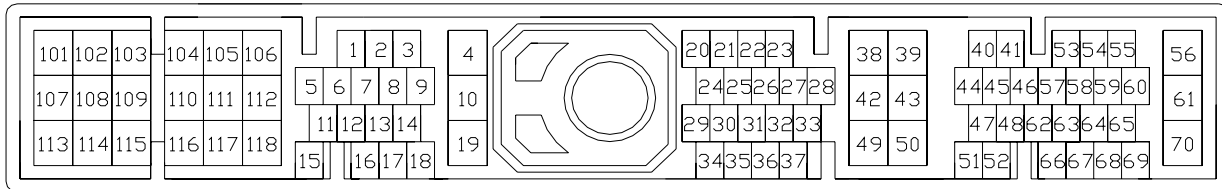
Wire View of AEM EMS



Connection Diagram for EMS P/N 30-6610

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20	Start Signal	Start	Input	Dedicated
21	Air Conditioner Switch	Switch 6	Input	PnP for A/C Switch
22	M/T Neutral Switch	Switch 4	Input	Available, Switched Input
23	Throttle Position Sensor	TPS	Input	Dedicated
24	A/T Signal 1	ADCR13	Input	Available, 0-5V Input
25	Power Steering Oil Pressure Switch	Switch 2	Input	Available, Switched Input
26	Vehicle Speed Sensor	Vehicle Speed (T3)	Input	PnP for Vehicle Speed
27	---	Switch 5	Input	Available, Switched Input
28	---	---	---	Not Used
29	A/T Signal 2	Injector 5	Output	Available, Switched Ground, 1.5A max
30	A/T Signal 3	Injector 6	Output	Available, Switched Ground, 1.5A max
31	---	Injector 7	Output	Available, Switched Ground, 1.5A max
32	---	Injector 8	Output	Available, Switched Ground, 1.5A max
33	A/T Signal 4 (Throttle Position Signal)	Idle 6	Output	Available, Switched Ground, 1.5A max
34	---	PW 2	Output	Available, Pulse Width out
35	Blower Fan Switch (Except 2.0L)	Switch 1	Input	Available, Switched Input
36	---	Coil 4	Output	Available Coil 4, 0-5V falling edge trigger
37	---	Low Side 2	Output	Available, Switched Ground, 1.5A max (connected to Pin 57)

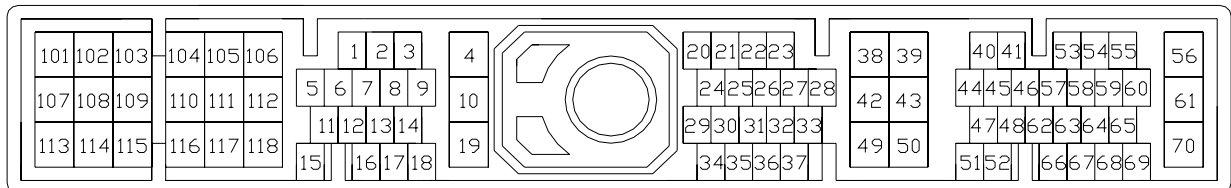
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38	Ignition Switch	Main Relay	Input	Dedicated, +12V activates Main Relay circuit
39	ECCS Ground	Power Ground	Input	Dedicated
40	Camshaft Position Reference Signal	Cam (T2) Signal	Input	Dedicated, Connected to Pin 44
41	Camshaft Position Signal	Crank Signal	Input	Dedicated
42	IACV-AAC Close Valve (Except 2.0L)	---	---	Not Used
43	ECCS Ground	Power Ground	Input	Dedicated
44	Camshaft Position Reference Signal	Cam (T2) Signal	Input	Dedicated, connected to Pin 40
45	Camshaft Position Signal	---	---	Not Used
46	Front Heated Oxygen Sensor	O2 #1	Input	Dedicated, 0-5V input signal
47	Mass Air Flow Sensor	MAF	Input	PnP for MAF Sensor
48	Mass Air Flow Ground	Power Ground	Input	Dedicated
49	Sensor Power Supply	+5V Sensor	Output	Dedicated
50	Sensor Ground	Sensor Ground	Output	Dedicated
51	Engine Coolant Temperature Sensor	Coolant	Input	Dedicated
52	Rear Heated Oxygen Sensor	O2 #2	Input	Available, O2 Sensor Input
53	Crankshaft OBD Sensor	---	---	Not Used
54	Knock Sensor	Knock 1	Input	PnP for Knock Sensor
55	Rear Defogger Switch (Except 2.0L)	---	---	Not Used
56	Power Supply for ECM	+12V Switched	Input	Dedicated
57	Air Conditioner FICD (240SX & Altima only)	Low Side 2	Output	Available, Switched Ground, 1.5A max (connected to Pin 37)
58	Data Link Connector for GST	Coil 2	Output	Available, Switched Ground, 1.5A max
59	---	---	---	Not Used
60	Headlamp Switch (except 2.0L)	Switch 3	Input	Available, Switched Input
61	Power Supply for ECM	+12V Switched	Input	Dedicated
62	EGR Temperature Sensor	EGT 1	Input	Available, Jumper set to 0-5V Input
63	Intake Air Temperature Sensor	AIT	Input	Dedicated
64	Data Link Connector for CONSULT	Coil 3	Output	Available, Switched Ground 1.5A max
65	Data Link Connector for CONSULT	EGT 2	Input	Available, Jumper set to 0-5V Input
66	---	MAP	Input	Available, Manifold Pressure Sensor
67	---	EGT 4	Input	Available, Jumper set to 0-5V Input
68	Data Link Connector for CONSULT	Knock 2	Input	Available, 0-5V Input
69	---	CAN1H	Output	Dedicated, CAN1 high side
70	Back-Up Power Supply	Permanent +12V	Input	Dedicated

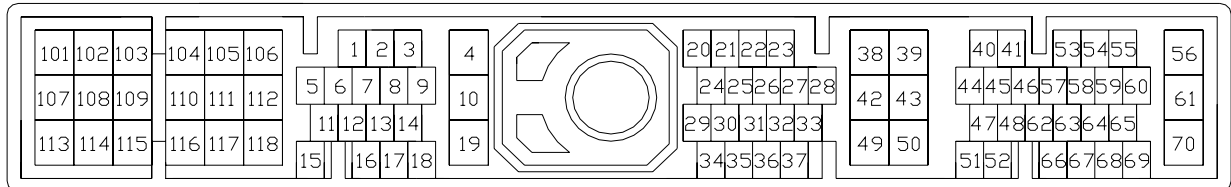
Wire View of AEM EMS



Connection Diagram for EMS P/N 30-6610

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101	IACV-AAC Open Valve	PW1	Output	PnP for Idle Air Control
102	Injector 1	Injector 1	Output	PnP for Injector 1
103	EGRC-Solenoid Valve	Idle 5	Output	Available, Ground/+12V, 1.5A max
104	Injector 3	Injector 3	Output	PnP for Injector 3
105	---	Low Side 12	Output	Available, Switched Ground, 1.5A max
106	ECCS Ground	Power Ground	Input	Dedicated
107	Injector 2	Injector 2	Output	PnP for Injector 2
108	Rear O2 Sensor Heater	Low Side 4	Output	Available, Switched Ground, 1.5A max
109	Injector 4	Injector 4	Output	PnP for Injector 4
110	---	Low Side 9	Output	Available, Switched Ground, 1.5A max
111	Rear O2 Sensor Heater Ground	Power Ground	Input	Dedicated
112	ECCS Ground	Power Ground	Input	Dedicated
113	Current Return	Permanent +12V	Input	Dedicated
114	REC Relay (240SX) / Intake VTC Solenoid (1.6L)	Low Side 8	Output	Available, Switched Ground, 1.5A max
115	Front O2 Heater (Except Altima and 240SX)	Low Side 1	Output	Available, Switched Ground, 1.5A max
116	EVAP Vent	Injector 9	Output	Available, Switched Ground, 1.5A max
117	---	Injector 10	Output	Available, Switched Ground, 1.5A max
118	ECCS Ground	Power Ground	Input	Dedicated

Wire View of AEM EMS



AEM Electronics Warranty

Advanced Engine Management Inc. 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 of the AEM part. In no event shall this warranty exceed the original purchase price of the AEM part nor shall AEM be responsible for special, incidental or consequential damages or cost incurred due to the failure of this product. Warranty claims to AEM must be transportation prepaid and accompanied with 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 disclaims any liability for consequential damages due to breach of any written or implied warranty on all products manufactured by AEM. Warranty returns will only be accepted by AEM when accompanied by a valid Return Merchandise Authorization (RMA) number. Product must be received by AEM within 30 days of the date the RMA is issued.

Please note that before AEM 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 a RMA requested before the above process transpires.

AEM will not be responsible for electronic products that are installed incorrectly, installed in a non approved application, misused, or tampered with.

Any AEM electronics product can be returned for repair if it is out of the warranty period. There is a minimum charge of \$75.00 for inspection and diagnosis of AEM electronic parts. Parts used in the repair of AEM electronic components will be extra. AEM will provide an estimate of repairs and receive written or electronic authorization before repairs are made to the product.