Instruction Manual



30-3903 2002-2005 VW 1.8T AWP INFINITY-6/8H* PnP ADAPTER HARNESS

STOP!



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

THIS PRODUCT MAY BE USED <u>SOLELY</u> 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 <u>HTTP://</u>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: This installation is not for the tuning novice! Use this system with EXTREME caution! The AEM Infinity Programmable EMS allows for total flexibility in engine tuning. Misuse or improper tuning of this product can destroy your engine! If you are not well versed in engine dynamics and the tuning of engine management systems DO NOT attempt the installation. Refer the installation to an AEM-trained tuning shop or call 800-423-0046 for technical assistance.

NOTE: All supplied AEM calibrations, Wizards and other tuning information are offered as potential starting points only. IT IS THE RESPONSIBILITY OF THE ENGINE TUNER TO ULTIMATELY CONFIRM IF THE CALIBRATION IS SAFE FOR ITS INTENDED USE. AEM holds no responsibility for any engine damage that results from the misuse or mistuning of this product!

AEM Performance Electronics AEM Performance Electronics, 2205 126th Street Unit A, Hawthorne, CA 90250 Phone: (310) 484-2322 Fax: (310) 484-0152 http://www.aemelectronics.com Instruction Part Number: 10-3903 Document Build 1/6/2015

Overview

The 30-3903 AEM Infinity Adapter kit was designed for 2002-2005 Volkswagen 1.8T Golf/Jetta/GTI cars with AWP engine code and manual transmission. This is a true standalone system that eliminates the use of the factory ECU. The kit is "plug and play" so no cutting or splicing is necessary. The base configuration files available for the Infinity ECU are starting points only and will need to be modified for your specific application. **Please read this document in its entirety before attempting to start or run an engine**.

The available AEM Infinity EMS part numbers for this adapter kit are:

- 30-7106 Infinity-6
- 30-7108 Infinity-8h**

Suggested additional components:

- 30-3903-00 Boost-to-MAP Sensor Adapter Harness
- 30-2130-50 Stainless Steel 3.5Bar MAP Sensor

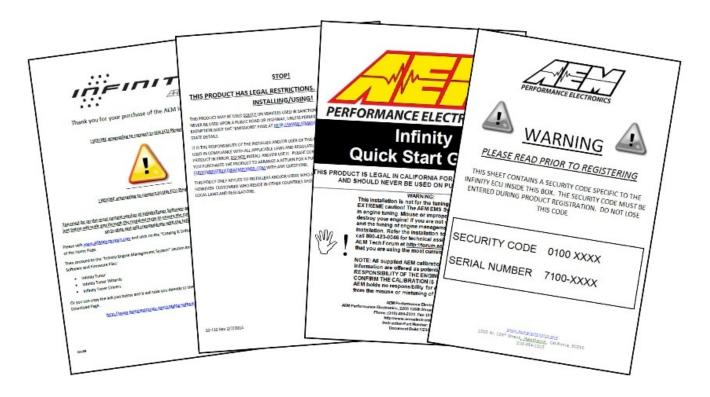
Important Application Notes

The test vehicle used for development of this app was a 2003 GTI that was mostly stock except for an AEM cold air intake and 3" cat-less downpipe. The AWP engine does have variable valve control (VVC) on the intake cam only that appears to only be utilized during cold starts when the secondary air injection pump is active. The adapter in this kit has been built to give the Infinity cam control, however the base session does not have any VVC controls configured as advancing the intake cam during dyno testing showed that power was always decreased. The stock ECU uses mass air flow (MAF) fueling control using a MAF sensor in the intake piping ahead of the turbo. The Infinity only uses Speed Density fueling control for this application and the MAF sensor is not utilized in the stock side-mount intercooler ahead of the throttle body. Because the Infinity only uses Speed Density fueling control, a manifold absolute pressure (MAP) sensor input is necessary that is referencing manifold pressure after the throttle blade. There is an available boost-to-MAP sensor (3.5Bar MAP sensor suggested, PN 30-2130-50) to be plugged into the stock boost sensor connector making for seamless integration. See MAP sensor installation instruction further in this manual.

The stock drive-by-wire (DBW) throttle body has been fully characterized and the provided base session is configured for its use. Larger throttle size DBW throttle bodies may be used however use of those throttle bodies will require full characterization and PID controls tuning. None of the stock emissions controls (secondary air injection, EGR, Evap, etc) are supported. Additionally, the N249 bypass valve activation solenoid is also not supported. The AWP uses a Bosch wideband O2 sensor from the factory which is utilized by the Infinity through the cars wiring harness thus an additional O2 sensor is not required. Note that the O2 sensor isn't powered by the car until the engine is running. Cruise control is not supported by the Infinity and the steering wheel cruise control buttons are not utilized in any way. The cars CAN datastream is supported by the Infinity and allows for the factory gauges to function correctly as well as the Infinity to reference all four wheel speeds as well as steering angle.

Getting Started

Your Infinity EMS will be packaged with four important documents: Usage Legality Disclaimer, Software Download Notice, Security Code Notice, and an Infinity Quick Start Guide.



First, read and acknowledge the Usage Legality Disclaimer. Second, refer to the Infinity Quick Start Guide (QSG). Third, follow the Software Download Notice and download the Infinity Tuner software, wizards, and drivers from the AEM Electronics web site (section 2.1 in QSG). Fourth, visit <u>www.aeminfinity.com</u> to register your EMS (section 3.2 in QSG). Once the registration process is complete, you'll be able to download the latest firmware for your EMS. The final setup process is to open the Infinity Tuner software and connect to your EMS to update the firmware (section 3.3 in QSG). This can be done once the EMS is installed into your vehicle - see Infinity EMS Installation.

Once the Infinity is installed into your vehicle and it has been loaded with the latest firmware, setup and tuning may commence. Refer to the QSG for additional information on getting the engine ready for tuning with the Infinity EMS. Additionally, the full Infinity User Manual can be referenced for more in-depth information pertaining to the install, setup, and usage of the Infinity EMS.

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**Important Infinity-8h Information

This plug and play adapter kit has specifically been designed to be used with the 30-7106 Infinity-6. While the 30-7108 Infinity-8h can be used, it will result in the loss of Idle A/C Offset compensation and the additional digital frequency input in the Aux connector. Pins C1-31 and C1-32 **MUST** be removed from the 80 pin connector if using this adapter harness with an Infinity-8h. Also, the Infinity-8h does not have Peak & Hold injector drivers to run low impedance fuel injectors. High impedance (saturated, high-z) fuel injectors **MUST** be used with the Infinity-8h.

Infinity Pin	Infinity-6 Function	Infinity-8h Function	VW 1.8T Adapter Pin/Function	Infinity-6 Notes	Infinity-8h Notes
C1-3	Low side6	Injector7	No Connect/Not Used	Available LS output	Available injector output
C1-4	Low side7	Injector8	No Connect/Not Used	Available LS output	Available injector output
C1-31	Digital6	Coil7	Aux 7/Freq Input	Spare freq input in Aux	Loss of spare freq input, MUST remove pin from Infinity 80 pin connector
C1-32	Digital7	Coil8	40/A/C Req Switch	A/C Req switch input	Loss of A/C idle compensation, MUST remove pin from Infinity 80 pin connector

Infinity Connectors

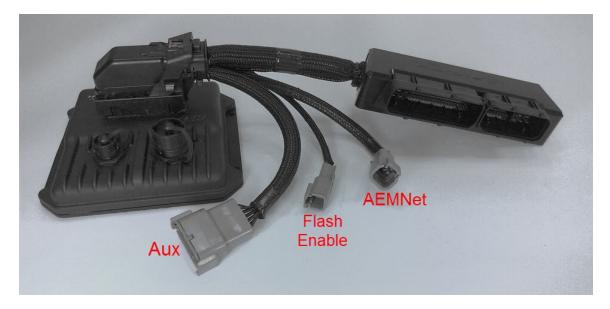
The AEM Infinity EMS uses the MX123 Sealed Connection System from Molex. AEM strongly recommends that users become familiar with the proper tools and procedures before attempting any modifications. The entire user manual can be downloaded direct from Molex at:

http://www.molex.com/mx_upload/family//MX123UserManual.pdf



Infinity Adapter Harness

The basis of the VW 1.8T Infinity kit is the adapter harness that mates the Infinity ECU with the cars factory wiring harness. This adapter allows for seamless integration of the Infinity EMS onto your vehicle.



AEMNet is an open architecture based on CAN 2.0 which provides the ability for multiple enabled devices, such as dashboards, data loggers, etc. to easily communicate with one another through two twisted cables (CAN+/CAN-).

The 2 pin Flash Enable connector is used as a secondary hardware flashing option by jumping the two wires together using the included shunt connector. Note: Flashing will normally be performed in the software not using this connector.

Integrated in the 1.8T adapter harness is an "auxiliary" connector. This is a Deutsch DTM 12P connector and is used to adapt many common ancillary inputs and outputs easily. Included in the kit are a DTM 12P mating connector, 12 DTM terminals, and a DTM 12P wedgelock. If used, these components will need to be terminated by the installer or end user with 16-22awg wire (not included). Note: the pin numbering is based on the numbers molded into the connector.

Deutsch Pin	Infinity Pin	Pin Description	Default Pin Function	Notes
1	C1-53	Analog 9	Fuel Pressure	Can be used to monitor fuel pressure for fuel delivery calculation. Use AEM stainless steel 100psig or 150psig sensor. Connect directly to signal wire of pressure sensor. See Setup Wizard. Analog input NOT reassignable.
2	C1-75	Analog 10	Baro	Can be used to monitor barometric pressure. Use AEM stainless steel MAP sensor. Connect directly to signal wire of MAP sensor. See Setup Wizard. Analog input is also reassignable to other functions.
3	C1-74	Analog 11	Shift Sw itch	Can be used to activate Shift Cut for 'no-lift-shifting'. See Setup Wizard. Analog input is also reassignable to other functions.
4	C1-73	Analog 13	Oil Pressure	Can be used to monitor oil pressure for Engine Protection. See Setup Wizard. Analog input is also reassignable to other functions.
5	C1-40	Temp 3	Oil Temp	Can be used to monitor oil temperature. See Setup Wizard. Can also be used to monitor other temp input.

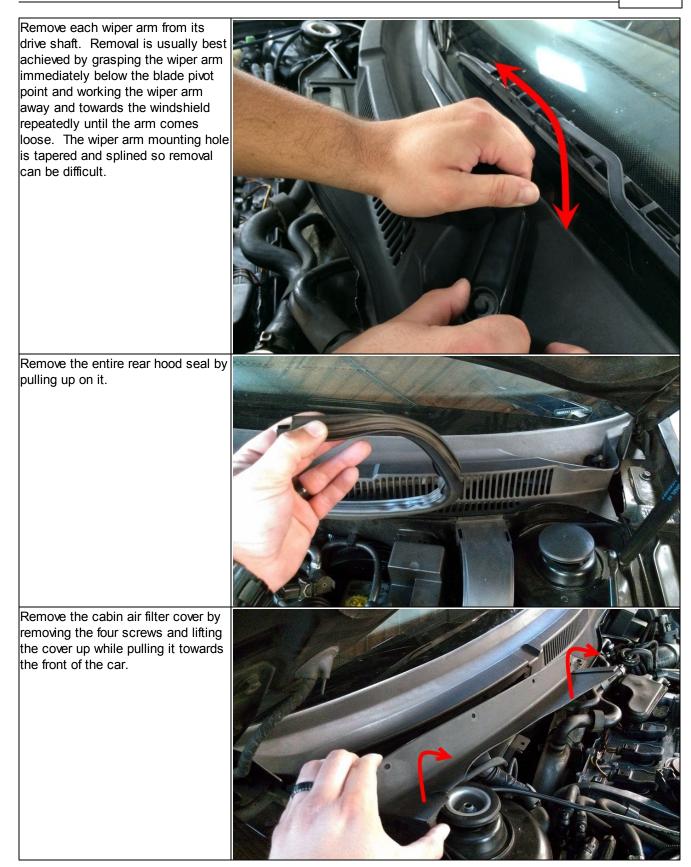
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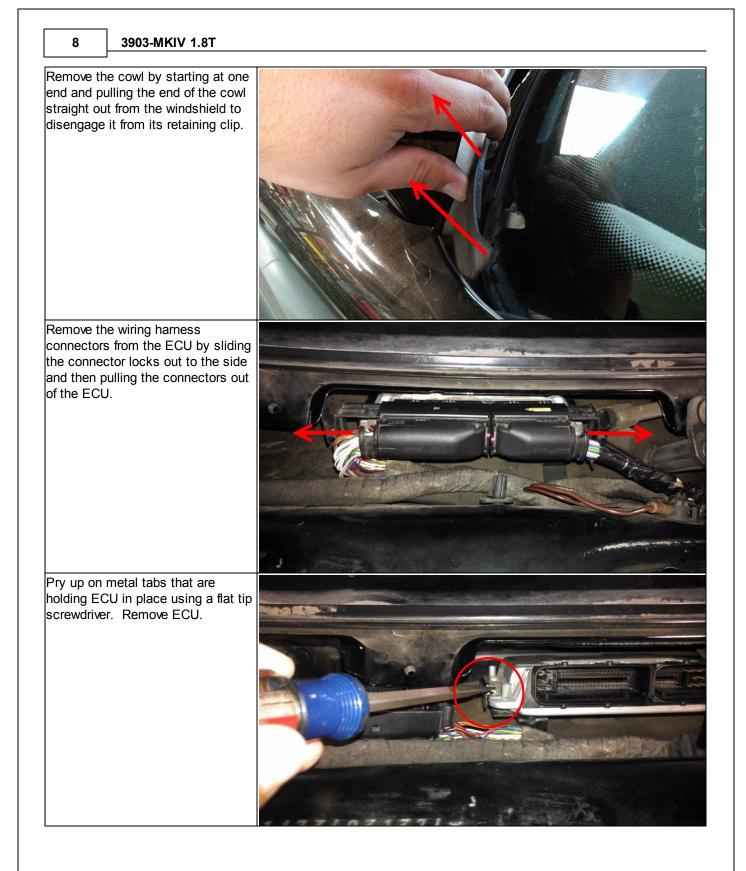
6	3903	-MKIV 1.8T		
6	C1-29	Digital 4	Spare Freq Input	Can be used to measure frequency input such as Flex Fuel Sensor or turbo speed or w heel speed, etc. See Setup Wizard.
7	C1-31	Digital 6	Spare Freq Input	Can be used to measure frequency input such as Flex Fuel Sensor or turbo speed or w heel speed, etc. See Setup Wizard.
8	C1-1	LS 4	Low Side Output	Can be used as a configurable low side output to control a variety of functions. Output is pulled up to 12v and rated to 1.7A. Do not use to PWM high current loads.
9	C1-2	LS 5	Low Side Output	Can be used as a configurable low side output to control a variety of functions. Output is pulled up to 12v and rated to 6A. Ok to PWM high current loads.
10	C1-23	Sensor Ground	Sensor Ground	Used as 0v reference for sensors. Do NOT use as pow er or chassis ground. Connect to sensor ground pins on auxiliary sensors.
11	C1-49	5v	Sensor Pow er	Used as 5v reference for sensors. Do NOT use to pow er any high current loads. Connect to sensor pow er pins on auxiliary sensor.
12	C1-63	12v	+12v Power	Used as 12v pow er for auxiliary devices.

Infinity EMS Installation

The following procedure describes how to remove the plastic cowl that's below the bottom of the windshield and then install the Infinity EMS using the provided adapter harness.

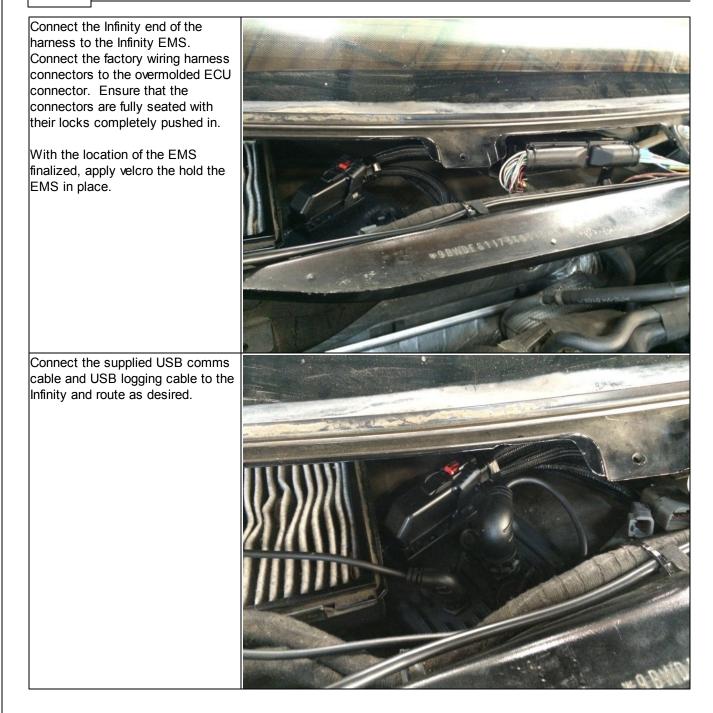
First, raise the hood and disconnect the ground cable from the battery. Remove the plastic cap from the pivot end of each wiper arm. Remove the 13mm nut that secures each wiper arm to its drive shaft.



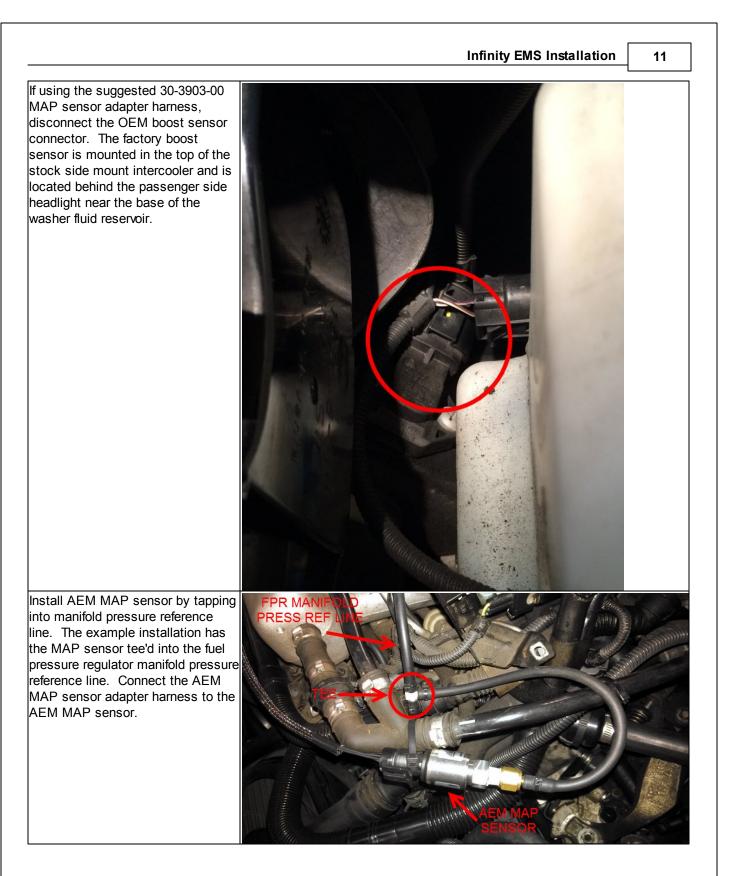


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The Infinity is to be placed into the cowl cavity as shown. Thoroughly clean the area below the EMS to allow for the velcro to be applied and then install the EMS. Do not apply velcro to bottom of EMS or to the cowl sheet metal until the adapter harness has been installed and the location of the EMS has been finalized. Carefully install the Infinity adapter harness. This is most easily done by inserting the Infinity connector end of the harness into the cowl cavity first and then rotating the harness to the right while passing under the sheet metal tab that sticks out. Place the enclosed ECU connector into the spot where the stock ECU was originally located being mindful of metal tabs that may be sticking up.



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Connect the OEM boost sensor connector to the AEM MAP sensor adapter harness.



Installation complete. It is suggested to re-connect the battery ground cable and test that the Infinity turns on and is able to be comm'ed up with with a PC before replacing the plastic cowl. The software should indicate that the EMS firmware needs to be updated if this is the first time the EMS has been powered on and comm'd up with with a PC.

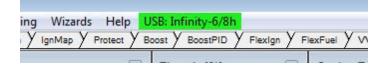
Target Layout Logging Wizards Help Not connected Page 3 Y Page 4 Y Page 5
Version Mismatch
Firmware upgrade required. Upgrade now?
Yes No

Re-installation of plastic cowl is the reverse of removal.

Loading Base Session

There is a provided base session that must be loaded into the Infinity EMS before attempting to start or run the engine. Before the base session can be loaded, the EMS firmware must be updated (section 3.3 in QSG). Once the process of updating the firmware and loading the base cal has been completed, the setup wizards will need to be reviewed and the ignition timing will need to be synced.

- 1. Connect USB comms cable between ECU and PC.
- 2. Turn ignition switch on.
- 3. Open InfinityTuner; connection status should be green and indicate ECU type.



- 4. Open an Infinity layout: Layout>Open Layout. Layout located in My Documents>AEM>Infinity Tuner>Layouts.
- 5. Upload base session: File>Import Calibration Data. Base session located in My Documents>AEM>Infinity Tuner>Sessions.
- 6. After session has loaded, turn ignition switch off, wait for main relay to click off and then turn ignition switch back on.
- 7. After comms have been reestablished, review Setup Wizard: Plug-ins>Wizard>Setup Wizard.

Setup Wizard

The follow is an overview of the basic wizard settings that need to be checked before attempting to start and run an engine. Please refer to the main Infinity user guide for information about the advanced wizard settings.

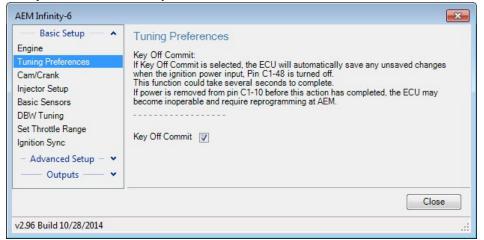
Basic

Adjust engine displacement is engine is different than stock 1.8L. Not other changes should be necessary.

Basic Setup A		
Cam/Crank Injector Setup Basic Sensors DBW/Tuning Set Throttle Range Ignition Sync - Advanced Setup - * Outputs - *	Jers, and firing order will be used for basic se lock sensor assignment. I or Frequency MAF (digital) for Airflow Calcu ng VE for Airflow Calculation Method disabler 1.80 4 4 4 Stroke Sequential (Coil On Plug) 1-3-4-2 VE MAP [kPa] MAP [kPa]	lation Method disables VE Table
v2.96 Build 10/28/2014		Close

Tuning Preferences

If Key Off Commit is selected, the ECU will automatically save any unsaved changes when the ignition power input (pin C1-48) is turned off. This function could take several seconds to complete. If battery permanent power (pin C1-10) is removed before this action has completed, the ECU may become inoperable and require reprogramming at AEM. It is generally recommend that Key Off Commit be used.



Cam/Crank

The correct cam/crank wizard selection is set for VW 1.8T in the base session.

AEM Infinity-6	
— Basic Setup — ▲ Engine Tuning Preferences Can/Crank Injector Setup Basic Sensors DBW Tuning Set Throttle Range Ignition Sync - Advanced Setup - ▼ — Outputs — ▼	Cam/Crank Use the Cam/Crank wizard to select the sensor type, trigger pattern, and noise filter settings for the Cam and Crankshaft sensor inputs. "The Cam/Crank wizard will also set the CamSyncAdjust, TriggerOffset, and VR PWM table specific to your engine type. WARNING: After making changes to Cam/Crank input settings, the Ignition Timing Sync Wizard MUST be used to verify the ignition timing displayed by the ECU matches the ignition timing measured at the crankshaft with a timing light. Failure to do so may result in engine damage! Sensor Selection: Volkwagen MKIV 1.8T (2002-2005) * deviates from the selection default values Show Details
v2.96 Build 10/28/2014	Close

Injector Setup/Flow

Verify number of injectors (saturated secondary injectors supported with Infinity-8h) and select Primary Injector Fuel Type (gasoline, ethanol, methanol, E85, or flex fuel). Injector phasing values are automatically set based on the firing order selected in the Basic wizard and should not need adjusting. Select the primary injectors being used in the Primary Injector Flow Wizard. Primary Fuel Pressure Regulator Reference is set to manifold in the base session.

AEM Infinity-6					—			
- Basic Setup - 🔺	Injector S	etup						
Engine Tuning Preferences Cam/Crank Injector Setup Basic Sensors DBW Tuning Set Throttle Range Ignition Sync	The Injector selection, ar that Injector be less than	ectors, fuel types, 02 feedback s for each injector, meaning ing for each injector needs to p-down list for each injector xondary. Use the O2 Feedback						
- Advanced Setup - V	Has Second	ary Injectors	S					
Outputs ¥	Primary Inje	ctor Fuel Ty	/pe	Gasoline	•			
	Injector	Туре	Phasing	02 Feedback				
	Injector 1	Primary	540.00	Lambda1				
	Injector 2	Primary	360.00	Lambda 1				
	Injector 3	Primary	0.00	Lambda1				
	Injector 4	Primary	180.00	Lambda1				
	Injector Flow Setup							
	Primary Fuel Pressure Regulator Reference Manifold Vacuum Reference 💌							
	Primary Inje	ctor Flow W	izard Selection	n:				
	Injector Dynamics ID1000 1015cc (97 lb)							
					Close			
v2.96 Build 10/28/2014								

Basic Sensors

Set the basic sensors. The stock VW air and coolant temp sensor are set in the base session. The base session is configured to use an AEM 3.5Bar MAP sensor and 150psi fuel pressure sensor. If using different sensors, select the appropriate settings.

Basic Setup A Engine Tuning Preferences Cam/Crank Injector Setup	Basic Sensors Use the selections below to configure har Basic Sensors	dware inputs			
Basic Sensors	Function	Channel	Pin	Raw	Scaled
DBW Tuning	Air Temp Sensor Setup	AIT_sens [ohms]	C1-39	0.00	0.00
Set Throttle Range	Coolant Temp Sensor Setup	CLT_sens [ohms]	C1-38	0.00	0.00
gnition Sync	MAP Sensor Setup	Analog8 [V]	C1-52	0.00	0.00
- Advanced Setup - 💌	Fuel Pressure Sensor Setup	Analog9 [V]	C1-53	0.00	0.00
- Outputs - v	Oil Pressure Sensor Setup	Analog13 [V]	C1-73	0.00	0.00
	Throttle Postion Sensor Setup	Analog7 [V]	C1-51	0.00	0.00
2.96 Build 10/28/2014	Pin Out				Close

Idle

The idle activation criteria is set in the base session.

Advanced Setup 🔺 🔺	Idle Activation C	Criteria			A
Accel and Decel Fuel Boost Control Engine Protection Fuel Trims	Idle On Below TPS When using drive-by	7.0 -wire, note that	this will disable idle fee	dback based on the APP1 signal.	E
Idle EInput Function Assignm	Idle On Below RPM	2000	rpm		
Lambda Control	Idle Feedback Min	-10.0	× %		
Launch Antilag Launch Timer 🚽 👻	Idle Feedback Max	10.0	<u>*</u> <u>%</u>		
					Close

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Main Rev Limiter

Set desired main rev limiter settings.

Lambda Control Launch Antilag Launch Timer Nitrous N2O	*	Main Rev Limiter The Main Rev Limit settings can be above a safe value.	e used to cut fuel	or spark	when the Engine Speed [RPM] is	-
Main Rev Limiter Rev Limit 2 Step Rev Limit 3 Step Shift Cut Traction Control USB Logging VVC Diagnostics	T III	Rev Limit: Fuel Cut Rev Limit: Spark Cut Rev Limit: Ignition Retard Rev Limit: Ignition Retard Amount	7000 7100 10000 10.0		rpm rpm rpm degrees BTDC	E
v2.96 Build 10/28/20	14				Clos	e

Set Throttle Range

DO NOT use the Set Throttle Range wizard! The throttle range is established when the Drive By Wire Wizard is used.

A. 1 Infinity-6		
Base Setup A A Constraints of the setup A A A A A A A A A A A A A A A A A A A	Set Throttle Range wizard correlates the TPS Volts channel to actual threats position. Run this wizard any time the Throttle Stop is adjusted or the Throttle Position Sensor is removed or aligned. SNOT USE the 'Set TPS Volts Min' or 'Set TPS Volts Max' bus nts if using an electronic dreated by Wire wizard instead. Live TPS VCE Steps 1. Release elected and click to set the value. Tor Win Volts: 0.48 Set TPS Volts Min' 2. Hold full throttle and click to set the value.	E
Lambda Control Launch Antilag	TPS Max Volts: 4.66 Set TPS Volts Max	+
	bse	

Lambda Control

It is generally recommend that lambda feedback not be used during initial VE table tuning. Uncheck Lambda Feedback Enable.

AEM Infinity-6						-	ĸ
Advanced Setup Accel and Decel Fuel Boost Control	^ Į	JEGO 1 Sensor Installed					*
Engine Protection	1	ambda Enable					7
Fuel Trims Idle	-	.ambda Feedback Enable					н
Input Function Assign	L	.ambda Feedback Rich Limit	5.0	*	<u>%</u>		Ц
Knock Setup Lambda Control	ι	ambda Feedback Lean Limit	-5.0	-	<u>%</u>		
Launch Antilag Launch Timer	= L	ambda Activation Crite	ria				
Nitrous N2O	L	ambda Feedback Min Speed	600	-	<u>rpm</u>		
Main Rev Limiter Rev Limit 2 Step	L	.ambda Feedback Max Speed	10000	*	<u>rpm</u>		
Rev Limit 3 Step	l	ambda Feedback Min Load	5	-	<u>kPa</u>		
Shift Cut Traction Control	+ L	.ambda Feedback Max Load	700	•	<u>kPa</u>		Ŧ
						Close	
v2.96 Build 10/28/2014							

Drive By Wire Wizard

The base calibration will set most of the Drive-By-Wire (DBW) channels for the stock VW 1.8T throttle body. If a different throttle body is used (R32, Hemi, etc) then further adjustments to the DBW channels may be required. To complete the DBW setup the Drive By Wire Wizard must be ran.

Select Calibrate sensor data only and follow the DBW Setup steps.

DBW Setup					
Steps Throttle Body Selection Brake Throttle Override Depress Pedal 100% Release Pedal 0% Depress Pedal 25% Throttle Body Calibration	Drive by Wire Step 1 of 6 The Drive by Wire Wizard is used calibrate the Pedal and Throttle Body(s) of your system. The process takes a total of 6 steps: Step 1: Select your throttle body Step 2: Configure Brake Throttle Override Step 3: Depress the pedal to 100% Step 4: Release the pedal to 00% Step 5: Depress the pedal to roughly 25% Step 6: Auto Calibration of Throttle Body(s) If you wish to calibrate only the sensors (APP, TPS, Bias breakpoints), check the Calibrate sensor data only. Please select your throttle body. If your throttle body is not listed select "Custom". Once you are finished ensure the pedal is fully released and press Start				
Finished	Calibrate sensor data of DBW Throttle Body Description: Default VW 1.81 system.	T tuning values. Adjust the PID values after completion to stabilize			
		Start			

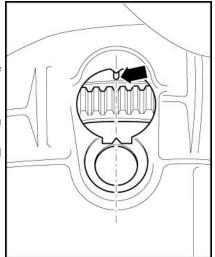
Note: There are a few integrated DBW fail safes incorporated into the Infinity system. For instance, if the accelerator pedal and throttle position sensors do not track each other, or if the maximum DBW current is exceeded, there will be a fatal error which will enable the DBW Error Rev Limit (the rev limit is adjustable in the DBW Tuning section of the Setup Wizard) for safety purposes. This error will reset when the ignition key is cycled or if the problem is fixed. Additionally, the 1.8T base session is setup with brake override enabled. The Brake Throttle Override kills the engine if the accelerator and brake pedals are pressed at the same time under certain conditions.

Ignition Sync

Proper ignition sync ensures that the commanded timing in the software is actually the ignition timing value delivered to the engine. For example, when commanding 10° of timing advance in the software, there should be 10° of timing advance at the engine when checked with a timing light. The ignition sync has already been set in the VW 1.8T base session and should not require adjustment, however, it is always good practice to verify proper ignition sync.

The 1.8T engine has its ignition timing checked on the flywheel instead of on the crank pulley. Locate the timing mark viewing hole in the top of the bellhousing near the back of the cylinder block and remove the access plug. The air intake tract may need to be temporarily removed in order to gain line of sight to the timing mark with a timing light.

The correct way to trigger a timing light is to put the inductive pickup on a high voltage secondary ignition wire. On a coil-on-plug arrangement, this means removing coil #1 from its well and using a spark plug wire between the coil and the spark plug. Do not attempt to trigger the timing light off of the low voltage trigger wires going into the coil. Doing so may cause incorrect readings with the timing light which may ultimately result in an incorrect ignition sync adjustment.



Once the Drive By Wire Wizard has been completed, the engine can be started and idled. In the Setup Wizard, go to the Ignition Sync Wizard. Lock

the timing at a value that can be easily verified. If using a non-dial back timing light, lock the timing at 0°; if using a dial back timing light, set the timing to a value that will allow the engine to idle easily (10° or 15°, etc) and set the dial back to the same amount. Check that the timing mark on the flywheel lines up with the pointer in the bellhousing. If the indicated timing is off from the pointer, use the Advance or Retard Timing buttons in the until the ignition sync is correct. Unlock the timing once the ignition sync has been verified.

Pinout

	Infinity-6/8H, P/N 30-7106/7108					
Infinity Pin	Hardware Reference	VW 1.8T Function	VW 1.8T Pin Destination	Hardware Specification	Notes	
C1-1	LowsideSwitch_4	Spare LS Out	Aux 8	Lowside switch, 1.7A max, NO internal flyback diode. 12v pullup.	See Setup Wizard LowSide Assignment Tables page for output assignment.	
C1-2	LowsideSwitch_5	Spare LS Out	Aux 9	Lowside switch, 6A max with internal flyback diode. Inductive load should NOT have full time power. 12v pullup.	See Setup Wizard LowSide Assignment Tables page for output assignment.	
C1-3	LowsideSwitch_6 (Infinity-6 Only)	Not used	No connect	Lowside switch, 6A max with internal flyback diode. Inductive load should NOT have full time power. No pullup.	Not used.	
C1-3	Injector 7 (Infinity-8h Only)	Not used	No connect	For use with high impedance (10- 15ohms) injectors only, 1.7A max.	Not used.	
C1-4	LowsideSwitch_7 (Infinity -6 Only)	Not used	No connect	Lowside switch, 6A max, NO internal flyback diode. No pullup.	Not used.	
C1-4	Injector 8 (Infinity -8h Only)	Not used	No connect	For use with high impedance (10- 15ohms) injectors only, 1.7A max.	Not used.	
C1-5	UEGO 1 Heat	UEGO 1 Heat	5		For on-board wideband Bosch O2 sensor.	
C1-6	UEGO 1 IA	UEGO 1 IA	71		For on-board wideband Bosch O2 sensor.	
C1-7	UEGO 1 IP	UEGO 1 IP	52	Bosch UEGO controller	For on-board wideband Bosch O2 sensor.	
C1-8	UEGO 1 UN	UEGO 1 UN	70		For on-board wideband Bosch O2 sensor.	
C1-9	UEGO 1 VM	UEGO 1 VM	51	-	For on-board wideband Bosch O2 sensor.	
C1-10	Batt Perm Power	Permanent Power	62	Dedicated power management CPU	Full time battery power. MUST be powered before the ignition switch input is triggered (See C1-48).	
C1-11	Coil 4	Coil 4	94	25 mA max source current	Triggers factory "smart" coils with 5v falling edge trigge	
					DO NOT connect directly to coil primary.	
C1-12	Coil 3	Coil 3	103	25 mA max source current	Triggers factory "smart" coils with 5v falling edge trigge	
					DO NOT connect directly to coil primary. Triggers factory "smart" coils with 5v falling edge trigge	
C1-13	Coil 2	Coil 2	95	25 mA max source current	DO NOT connect directly to coil primary.	
C1-14	Coil 1	Coil 1	102	25 mA max source current	Triggers factory "smart" coils with 5v falling edge trigge	
					DO NOT connect directly to coil primary.	
C1-15	Coil 6	Not used	No connect	25 mA max source current	Not used	
C1-16	Coil 5	Not used	No connect	25 mA max source current	Not used	
C1-17	Crank Position Sensor VR+	Crank Position Sensor VR+	82	Differential Variable Reluctance	See Setup Wizard Cam/Crank page for options.	
C1-18	Crank Position Sensor VR-	Crank Position Sensor VR-	90	Zero Cross Detection See Si		
C1-19	Cam Position Sensor 1 VR-	Cam Position Sensor 1 VR-	No connect	Differential Variable Reluctance	Netwood	
C1-20	Cam Position Sensor 1 VR+	Cam Position Sensor 1 VR+	No connect	Zero Cross Detection	Not used.	
C1-21	LowsideSwitch_2	A/C Compressor WOT Cut	41	Lowside switch, 1.7A max, NO internal fly back diode. No pullup.	Disables A/C compressor above 80% throttle. See LS2_Duty % table to adjust.	
C1-22	LowsideSwitch_3	Intake Cam VVC	115	Lowside switch, 6A max with internal flyback diode. Inductive load should NOT have full time power. No pullup.	Intake cam VVC supported however base session is no configured for activation. See full Infinity instruction manual for more information.	
C1-23	AGND	Sensor Ground	33, 36	Dedicated analog ground	Sensor ground for 0-5v analog inputs.	

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C1-24	AGND	Sensor Ground	91, 99, 108	Dedicated analog ground	Sensor ground for 0-5v analog inputs.
C1-25	Crank Position Sensor 1 Hall	Not used	No connect	10K pullup to 12V. Will work with ground or floating switches. Frequency input only.	Not used.
C1-26	Cam Position Sensor 1 Hall	Cam Position Sensor	86	10K pullup to 12V. Will work with ground or floating switches. Frequency input only.	See Setup Wizard Cam/Crank page for options.
C1-27	Digital_In_2	Not used	No connect	10K pullup to 12V. Will work with ground or floating switches. Frequency input only.	Not used.
C1-28	Digital_In_3	Vehicle Speed Sensor	54	10K pullup to 12V. Will work with ground or floating switches. Frequency input only.	See Setup Wizard Vehicle Speed page.
C1-29	Digital_In_4	Spare Frequency Input	Aux 6	10K pullup to 12V. Will work with ground or floating switches. Frequency input only.	Can be used for Flex Fuel or Turbo Speed or other frequency input. See Setup Wizard to configure input.
C1-30	Digital_In_5	Brake Switch	55	10K pullup to 12V. Will work with ground or floating switches. Switch input only.	Brake switch input for DBW Brake Throttle Override. See Drive By Wire Wizard to configure.
C1-31	Digital_In_6	Spare Frequency Input	Aux 7	10K pullup to 12V. Will work with ground or floating switches. Frequency input only.	Can be used for Flex Fuel or Turbo Speed or other frequency input. See Setup Wizard to configure input.
C1-31	Coil 7 (Infinity-8h Only)	Not used	Not used	25 mA max source current	Not used. Spare Frequency input lost if using Infinity- 8h. MUST remove pin from Infinity 80 pin connector.
C1-32	Digital_In_7	A/C Request Switch	40	10K pullup to 12V. Will work with ground or floating switches. Switch input only.	Used to activate Idle A/C Offset. See Setup Wizard Idle page for options.
C1-32	Coil 8 (Infinity-8h Only)	Not used	Not used	25 mA max source current	Not used. Idle A/C Offset function lost if using Infinity 8h. MUST remove pin from Infinity 80 pin connector.
C1-33	Power Ground	Ground	2	Power ground	Power ground.
C1-34	CAN A-	AEMNet CAN-	AEMNet	Dedicated high speed CAN transceiver	Four pin DTM connector in AEM adapter harness. Contact AEM for additional information.
C1-35	CAN A+	AEMNet CAN +	AEMNet	Dedicated high speed CAN transceiver	Four pin DTM connector in AEM adapter harness. Contact AEM for additional information.
C1-36	CAN B-	Chassis CAN- CAN-	58	Dedicated high speed CAN transceiver	Used for VW CAN bus.
C1-37	CAN B+	Chassis CAN+	60	Dedicated high speed CAN transceiver	Used for VW CAN bus.
C1-38	Temp 1	Coolant Temp Sensor	93	2.49k pullup to 5v	See Setup Wizard Coolant Temperature page for options
C1-39	Temp 2	Air Temp Sensor	85	2.49k pullup to 5v	See Setup Wizard Air Temperature page for options.
C1-40	Temp 3	Spare Temp Input	Aux 5	2.49k pullup to 5v	Can be used for Oil Temperature input. See Setup Wizard Oil Temperature page.
C1-41	LowsideSwitch_0	Fuel Pump	65	Lowside switch, 4A max, NO internal flyback diode. No pullup.	Switched ground. Will prime for 2 seconds at key on and activate if RPM > 0.
C1-42	LowsideSwitch_1	Boost Control	104		See Setup Wizard Boost Control page for options. Monitor BoostControl [%] channel for output state. Base session configured to drive stock N75 boost control solenoid.
C1-43	Power Ground	Ground	1	Power ground	Power ground.
C1-44	Knock Sensor 1	Knock Sensor 1	106	Dedicated knock signal processor	See Setup Wizard Knock Setup page for options.
C1-45	Knock Sensor 2	Knock Sensor 2	107	Dedicated knock signal processor	See Setup Wizard Knock Setup page for options.
C1-46	Power Ground	Ground	1	Power ground	Power ground.
C1-47	Main Relay Control	Ground out to main relay	21	0.7A max ground sink for external relay control	Will activate at key on and at key off according to the configuration settings.
C1-48	Ign Switch	Ignition Switch	3	10k pulldown	Full time battery power must be available at C1-10 before this input is triggered.

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Pinout

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C1-49	+5V_Out	+5V Sensor Power	72, 73	Regulated, fused +5V supply for sensor power	Analog sensor power.
C1-50	+5V_Out	+5V Sensor Power	83, 98	Regulated, fused +5V supply for sensor power	Analog sensor power.
C1-51	Analog_In_7	DBW TPS1	84	12 bit A/D, 100K pullup to 5V	PnP for TPS1 input from DBW throttle body.
C1-52	Analog_In_8	Boost/MAP Sensor	101	12 bit A/D, 100K pullup to 5V	MAP input. Use included Boost/MAP sensor adapter harness.
C1-53	Analog_In_9	Fuel Pressure	Aux 1	12 bit A/D, 100K pullup to 5V	Can be used as a Fuel Pressure input for fuel delivery calculation. See the Setup Wizard Fuel Pressure page for setup and calibration. Monitor the FuelPressure [psig] channel.
C1-54	VR+_In_2	Not used	No connect	Differential Variable Reluctance	
C1-55	VRIn_2	Not used	No connect	Zero Cross Detection	Not used.
C1-56	VRIn_3	Not used	No connect	Differential Variable Reluctance	
C1-57	VR+_In_3	Not used	No connect	Zero Cross Detection	Not used.
C1-58	HighsideSwitch_0	Not used	No connect	2.6A max, High Side Solid State Relay	Not used.
C1-59	Stepper_1B	Not used	No connect	Automotive, Programmable Stepper Driver, up to 28V and ±1.4A	Not used.
C1-60	Stepper_2B	Not used	No connect	Automotive, Programmable Stepper Driver, up to 28V and ±1.4A	Not used.
C1-61	DBW1 Motor-	DBW Throttle Close	118	5.0A max Throttle Control Hbridge Drive	PnP DBW throttle control. Base session is configured for stock DBW TB. Other TB's may be used but will require setup and characterization. See Drive By Wire Wizard.
C1-62	DBW1 Motor+	DBW Throttle Open	117	5.0A max Throttle Control Hbridge Drive	PnP DBW throttle control. Base session is configured for stock DBW TB. Other TB's may be used but will require setup and characterization. See Drive By Wire Wizard.
C1-63	+12v	+12v	121	12v power from main relay	12v power from main relay.
C1-64	Injector 6	Not used	No connect	Peak and hold, 3A max for Infinity- 6. Saturated injector driver for Infinity-8h.	Not used.
C1-65	Injector 5	Not used	No connect	Peak and hold, 3A max for Infinity- 6. Saturated injector driver for Infinity-8h.	Not used.
C1-66	Injector 4	Injector 4	88	Peak and hold, 3A max for Infinity- 6. Saturated injector driver for Infinity-8h.	Injector 4.
C1-67	Power Ground	Ground	2	Power ground	Power ground.
C1-68	+12v	Not used	No connect	12v power from main relay	Not used.
C1-69	Analog_In_19	DBW APP2	34	12 bit A/D, 100K pullup to 5V	PnP for Accelerator Pedal Position Sensor 2.
C1-70	Analog_In_18	DBW APP1	35	12 bit A/D, 100K pullup to 5V	PnP for Accelerator Pedal Position Sensor 1.
C1-71	Analog_In_16	DBW TPS2	92	12 bit A/D, 100K pullup to 5V	PnP for TPS2 input from DBW throttle body.
C1-72	Flash Enable	Flash Enable	Flash Enable Connector	10k pulldown	Two pin DTM connector in AEM adapter harness. Use only to force EMS into flash mode if normal firmware update procedure does not work.
C1-73	Analog_In_13	Spare Analog Input	Aux 4	12 bit A/D, 100K pullup to 5V	Can be used as Oil Pressure, Mode Switch, 3-Step or other analog input. See Oil Pressure or Input Function Assignments in Setup Wizard.
C1-74	Analog_In_11	Spare Analog Input	Aux 3	12 bit A/D, 100K pullup to 5V	Can be used as ShiftSwitch, Mode Switch, 3-Step or other analog input. See Shift Cut or Input Function Assignments in Setup Wizard.
C1-75	Analog_In_10	Spare Analog Input	Aux 2	12 bit A/D, 100K pullup to 5V	Can be used as Barometric Pressure, Mode Switch, 3- Step or other analog input. See Barometric Pressure or Input Function Assignments in Setup Wizard.

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C1-76	Injector 3	Injector 3	97	Peak and hold, 3A max for Infinity- 6. Saturated injector driver for Infinity-8h.	Injector 3.
C1-77	Injector 2	Injector 2	89	Peak and hold, 3A max for Infinity- 6. Saturated injector driver for Infinity-8h.	Injector 2.
C1-78	Injector 1	Injector 1	96	Peak and hold, 3A max for Infinity- 6. Saturated injector driver for Infinity-8h.	Injector 1.
C1-79	Stepper_2A	Not used	No connect	Automotive, Programmable Stepper Driver, up to 28V and ±1.4A	Not used.
C1-80	Stepper_1A	Not used	No connect	Automotive, Programmable Stepper Driver, up to 28V and ±1.4A	Not used.

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