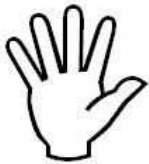


# Instruction Manual



## P/N 30-3311 50-State Legal Water Injection Kit 5-Gallon Tank



### 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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Instruction Part Number: 10-3311  
Document Build 1/7/2021

## INTRODUCTION

Congratulations on your purchase of the AEM Water 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

**30-3311 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)	35-4523EO
1	200 PSI Pump With Integral Fittings	5843-2S0D-B744AM
1	Progressive Injection Module	35-4550-EO
1	12 ft Wiring Harness	35-3451

**Injector Nozzle Kit:**

Description	#	Part #
Jet, Large, Red	1	35-4514-03R
Nylon Washer	1	35-4517
Injector Body	1	35-4515-2
H2O Nozzle	1	35-4545

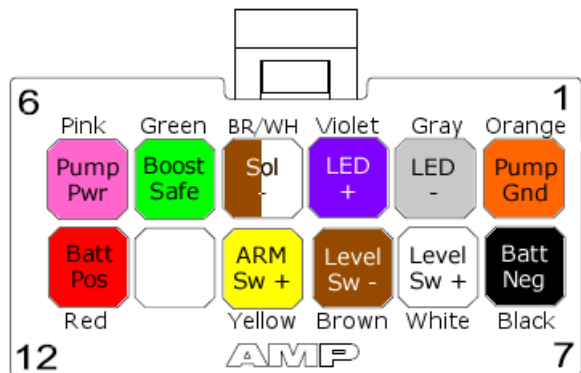
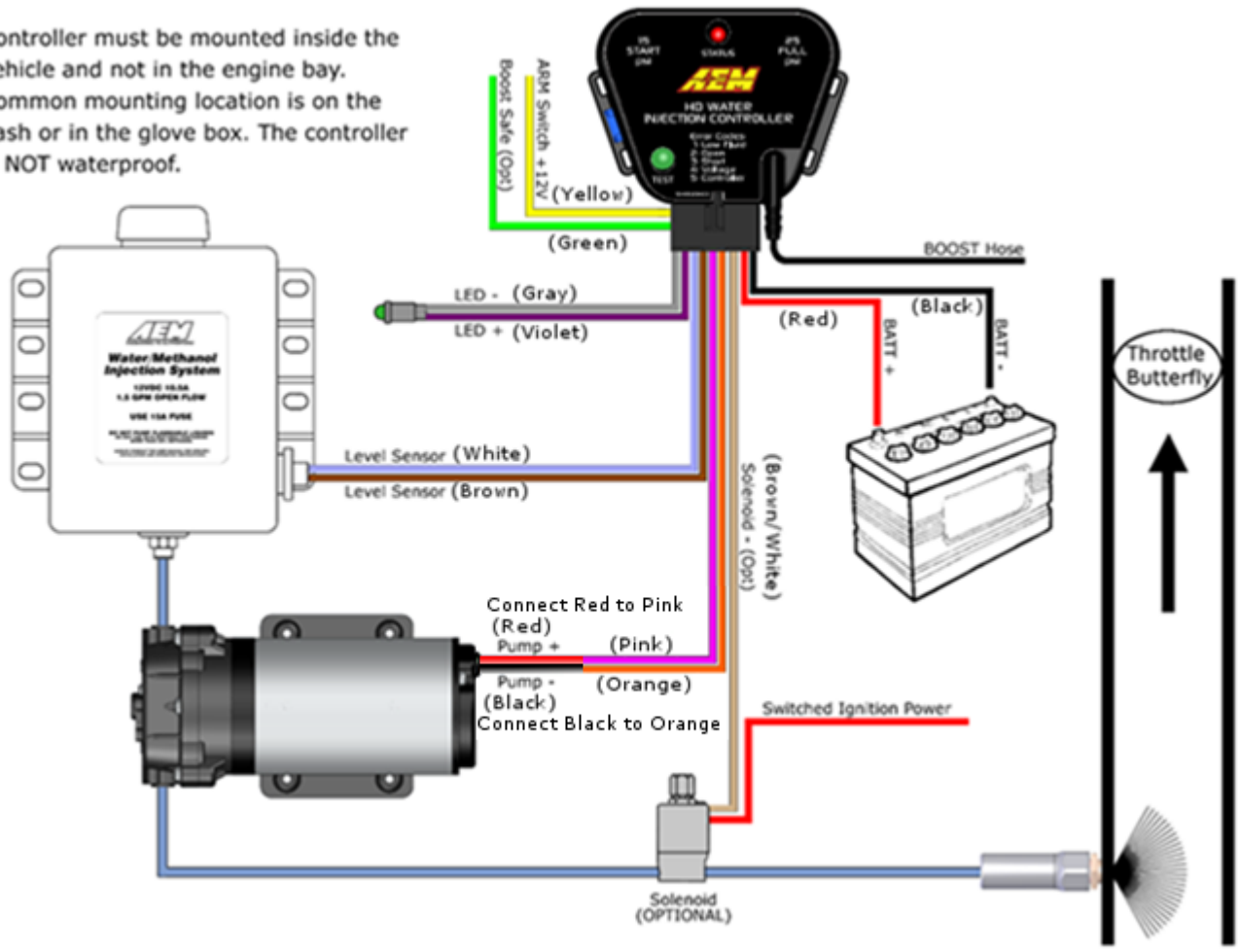
**Hardware Kit:**

Quantity	Description	Part #
60 in	Vacuum Hose (7/64")	8-161-120
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 AWG (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.

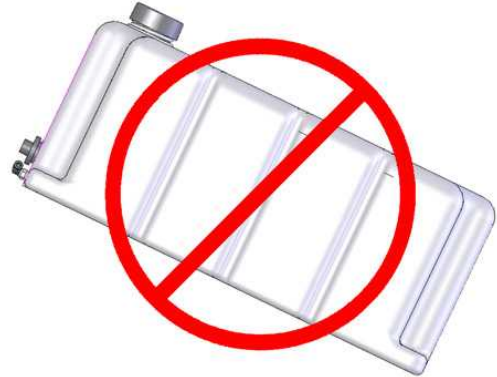
- Install Tank
  - **The tank must be mounted such that it is below the injection point. Failure to do so may lead to fluid leaking into the intake tract due to gravity or siphoning, which may result in engine damage.**
  - Fasten with 4 of the 8 supplied #8 sheet metal screws along with the 4 large 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 boost hose line to both controller and manifold pressure.
- Flush Tank
  - Connect the remainder of hose to pump. (DO NOT CONNECT NOZZLE.)
  - Fill tank with water. (AEM recommends using distilled water.)
  - Turn on ignition power (Arm switch) to power on controller.
  - Use TEST button on controller to flush the tank into a separate container. Press and hold to activate the test function. (Repeat several times to completely flush system.)
  - 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 water.
- Install Nozzle
  - 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 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.

## Pump and 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. **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.** 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. Overtightening will crack the plastic and cause leaks and void the warranty.

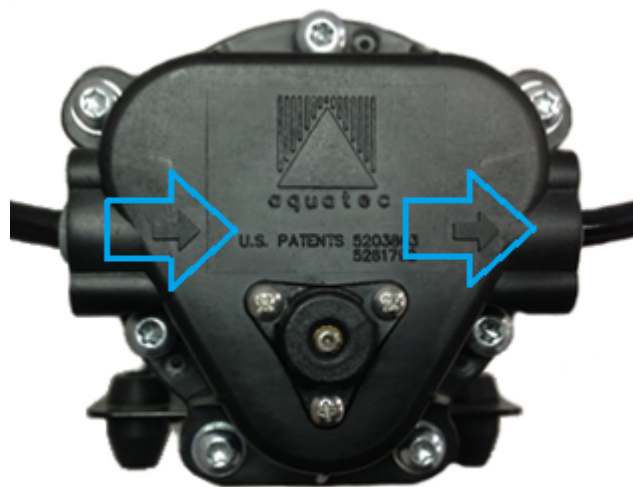


**CORRECT**



Find a suitable location to mount the tank and pump. **The tank should be mounted such that it is below the injection point.** 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.

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.
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	Empty-Not Used			Not Used
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.

## Boost Pressure Hose

Using the supplied vacuum tee and rubber hose, tap into a manifold pressure (vacuum/boost) line.

## Pump/Tank Flush

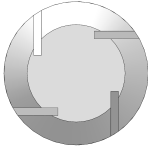


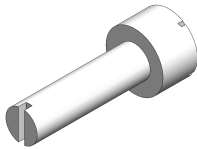
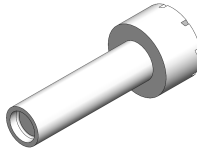
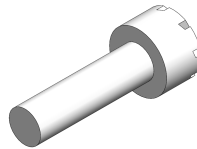
After all wires are hooked up, add water to the tank and, with the hose pointed into a container, press and hold the TEST push button on the controller module. The TEST button can be used to test the system. The pump speed will gradually increase from zero to full speed within 3 seconds and then remain 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 Assembly

The nozzles are serviceable and can be disassembled for cleaning. If you find excessive debris in the screen, check your tank for contamination. NOTE: CARB legal nozzle is red in color. The images below are for demonstration only.

### Assembly Instructions:

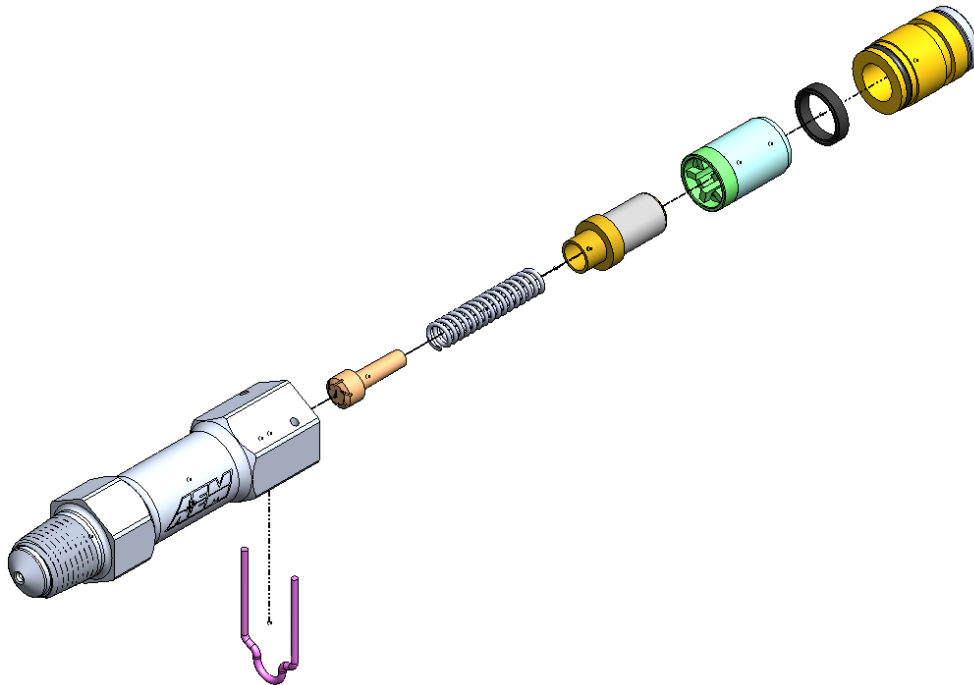
1. Select your atomizing pintle of choice using the nozzle selection table. Once you have decided on the size of the pintle for your application, use the table below to help you identify the correct pintle.

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



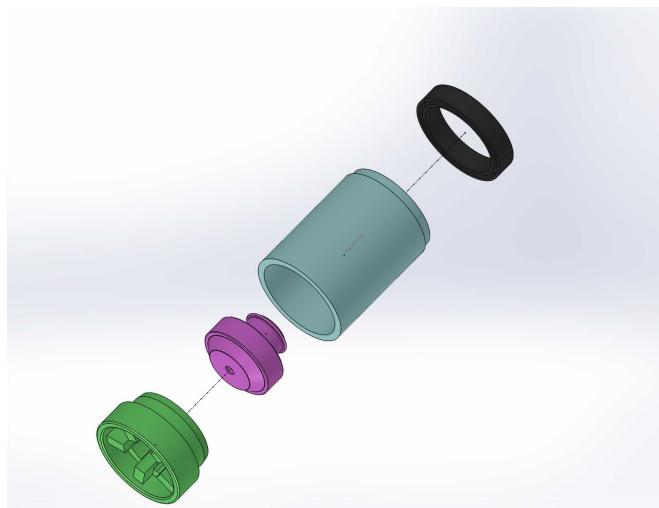
2. The diagram below shows the assembly/disassembly process.

**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.

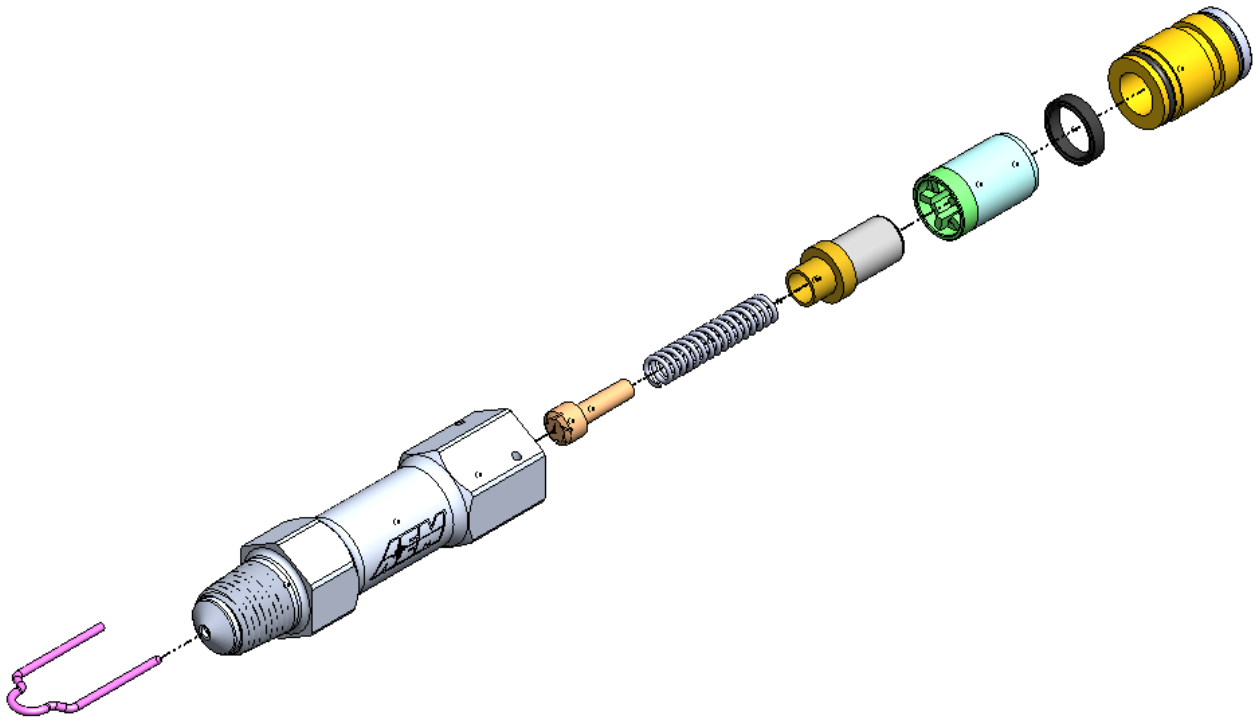


3. In case the check valve comes apart during disassembly, the diagram below shows how the check valve snaps together. No adhesive is required. The actual EPDM valve will not come out of the valve body.

**IMPORTANT:** The orientation of the EPDM o-ring is critical in preventing leaks. The o-ring has a groove on one side, which is meant to slide over the lip of the check valve body. This provides a watertight seal.

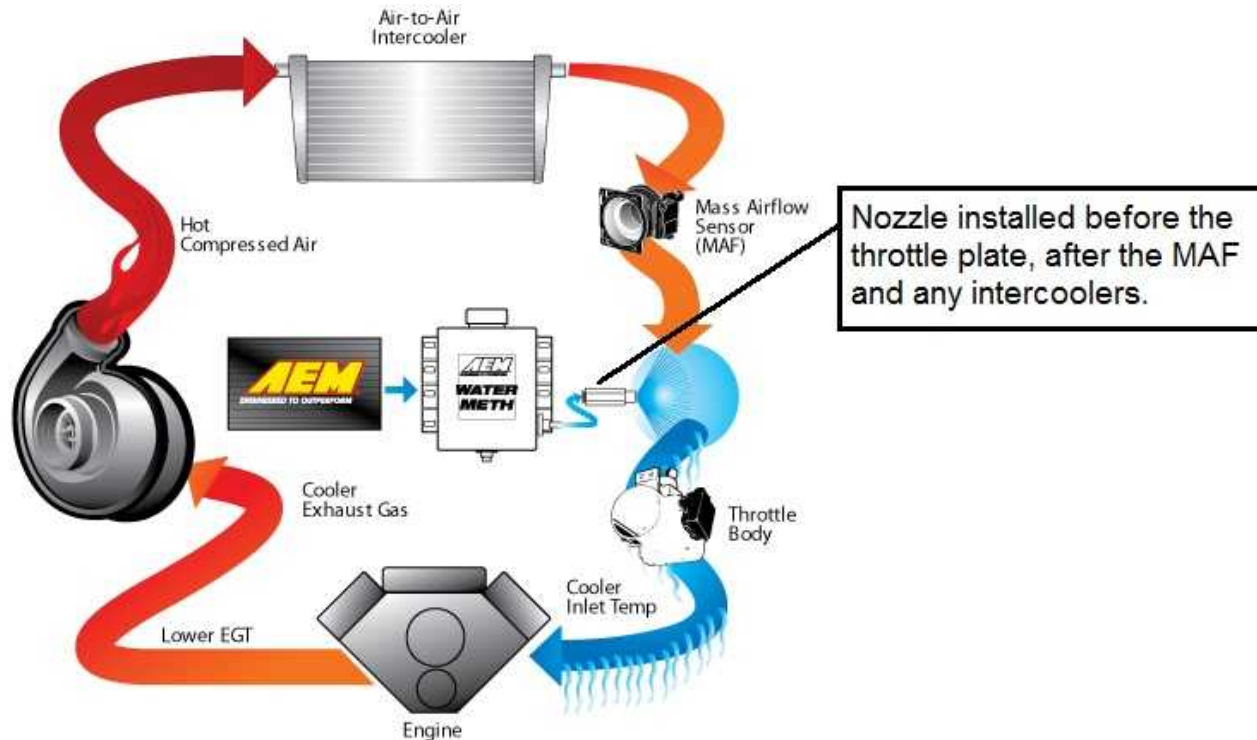


4. If the internal components are stuck inside and cannot be easily removed, use the retaining clip to push against the pintle through the tip of the nozzle.



## 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.

**All Duramax Vehicles**

Disconnect the Mass Air Flow (MAF) sensor and remove the ducting that connects the factory air filter housing to the inlet of the turbocharger. Remove the charge piping that connects the outlet of the intercooler to the cast aluminum inlet pipe on the passenger side of the engine. Disconnect the Manifold Absolute Pressure (MAP) sensor and remove the cast aluminum inlet pipe and heater grid assembly. Remove the second cast aluminum inlet pipe that connects to the engine intake manifold. Drill and tap this inlet pipe on the vertical flat surface that is normally behind the alternator.

**7.3L Power Stroke Vehicles**

Remove the charge pipe that connects the outlet of the intercooler to the cast aluminum "Y" or "spider" pipe on the center of the engine. Drill and tap this charge pipe near the coupler that connects closest towards the engine.

**6.0L Power Stroke Vehicles**

Remove the charge pipe that connects the outlet of the intercooler to the cast aluminum intake elbow on the intake manifold. Drill and tap this charge pipe near the coupler that connects closest towards the engine. Removal of the ducting that connects the air filter housing to the inlet of the turbo may be necessary depending on ducting configuration.

**5.9L Cummins Vehicles**

Remove the charge pipe that connects the outlet of the intercooler to the cast aluminum intake elbow on the intake manifold. Unbolt oil dip stickmount and move out of way without completely removing. Remove the cast aluminum intake elbow from the intake manifold. Drill and tap this intake elbow on either of the vertical flat surfaces (front or rear).

**6.4L Power Stroke, 6.7L Dodge Cummins, 08 and up 6.6L Duramax**

For all vehicles, remove the charge pipe that connects the outlet of the intercooler to the throttle body. Using an 1 1/32" pre-drill, tap the nozzle mounting location with a 1/8"-27 NPT tap approximately 4–6" away from the throttle body. Tap the mounting hole deep enough so that the end of the injection nozzle is at least flush with the interior wall of the intact tract.

**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.

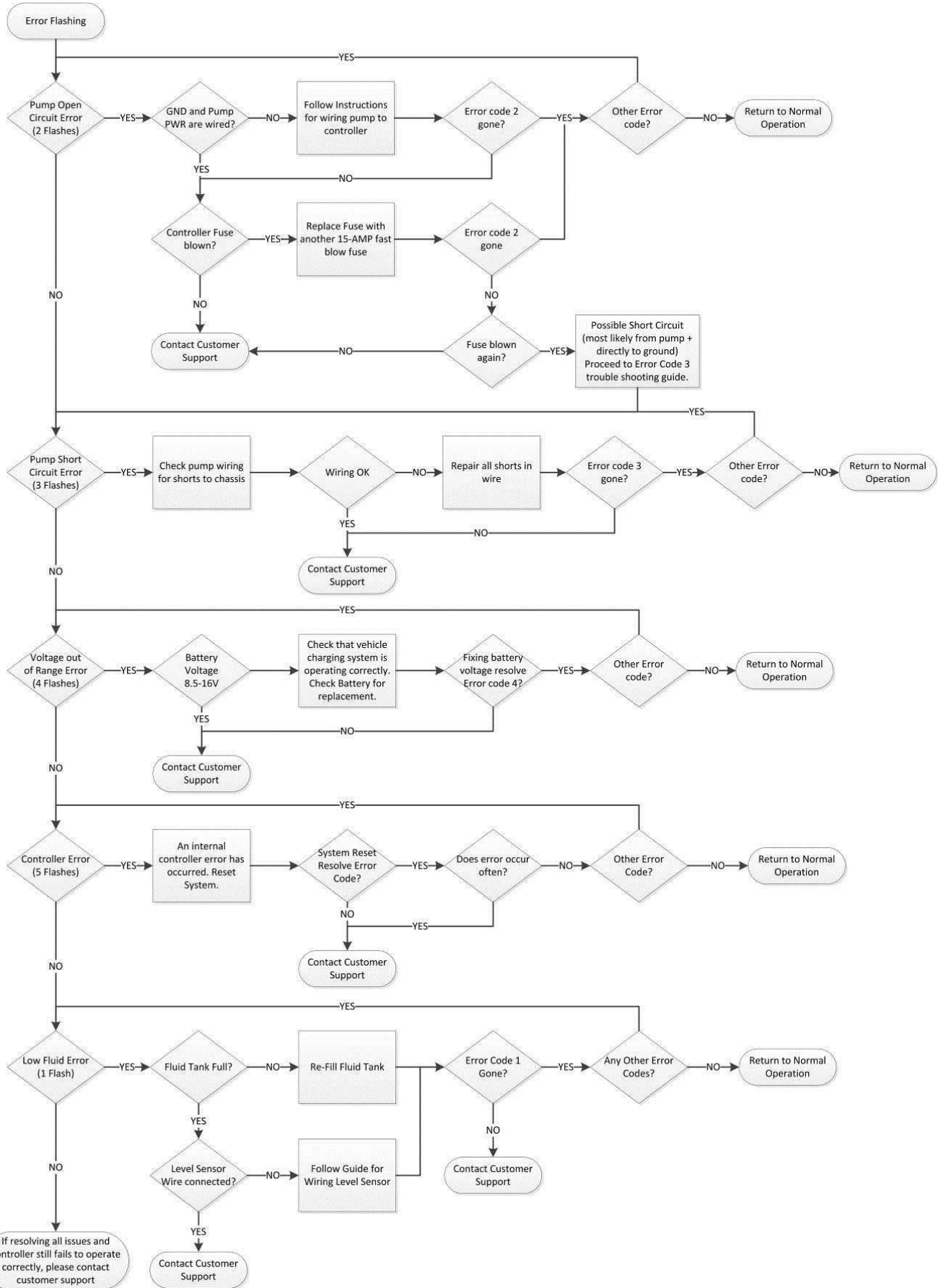
Add water to the tank and, with the nozzle pointed into a container, press and hold the TEST button. The flow will start gradually and increase to a steady amount. If this happens, then your system is connected properly. Check and repair any leaks. Drain the water out of the tank and install the nozzle.

## 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	Controller Error	An internal controller error has been detected.	- BoostSafe Enabled - Pump will NOT continue to run	Call AEM Tech Support @ 1-800-423-0046

# Troubleshooting Diagram



# CONTROLLER

## Settings

The AEM Water 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 internal MAP sensor. In other words, more boost equals more fluid. It is therefore imperative that the vacuum/pressure 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 "Start PSI" is fixed at 15psi. The "Full PSI" is fixed at 25psi. This means injection will begin at 15psi and progressively increase until 25psi is reached, at which point the system will be pumping at full.



## 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

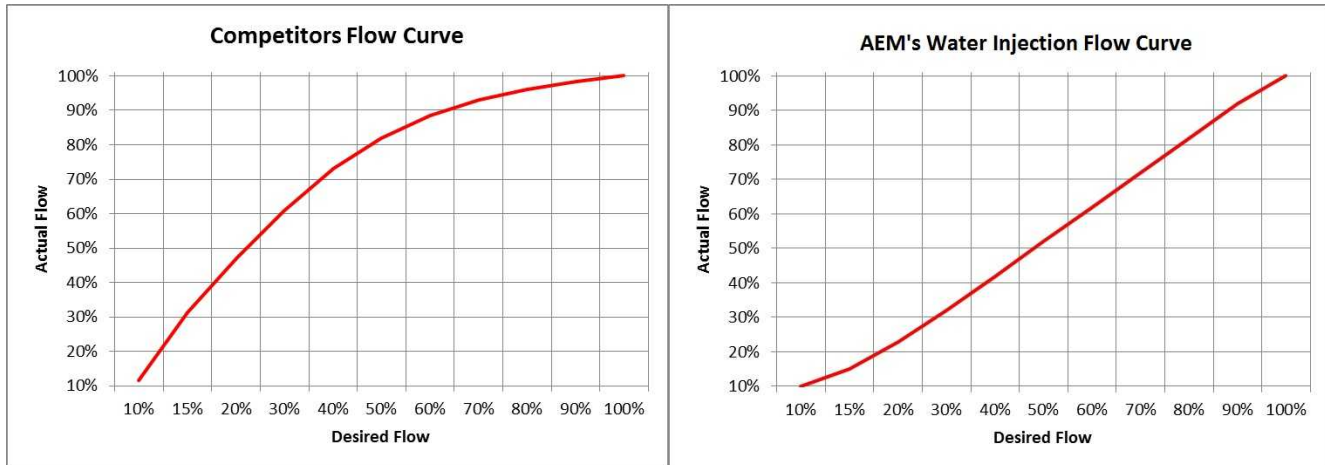
There are two modes of pump-driver short circuit protection available. One can detect a short at any time but produces a slight buzzing in the pump. This should not be noticeable under most conditions but can be turned off if it is objectionable. If turned off, a short circuit can only be detected when 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 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. AEM's system linearizes the flow, giving you better flow control and a more progressive delivery of water.



## 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.

## COLD WEATHER OPERATION

This system should not be exposed to temperatures lower than 40 degrees F (4 degrees C) because freezing water in the lines or pump will cause damage that is not covered under warranty.

## 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

### 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).