



— 03 / KEEP YOUR CONTROLLER

Water/meth integration

Preserve the existing system. Add evidence and supported permission.



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Keep the system you know. Bring its evidence together.

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This guide adds FusionDrive monitoring and, where the named controller provides a suitable input, a separate permission signal. Your existing controller still owns progressive injection. Its display, load sensor, pump driver and safeguards remain in service. These designs have been checked against published interfaces and the current FD app/firmware, but are not a certification of the combined installation. No combination in this book has been electrically tested on delivered beta hardware.

Choose by exact controller, harness and revision. A product family name is insufficient. A pin described as an output cannot become a control input because it is labelled AUX, failsafe, solenoid or pump.



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Choose the right result

See and log: add calibrated pressure, level and measured flow. No FD output is required. This is the starting point for every retained installation.

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Monitor the controller: add its documented demand/status outputs through a suitable interface. The FD WMI monitor also needs a fresh external-demand source. Flow alone does not satisfy that requirement.

Let FD give permission: use a documented arm/enable input. AEM's named yellow arm input supports a relay-based design. Snow VC-30/VC-50/Stage 3 do not have a separately verified remote-enable input in the reviewed manuals. Do not substitute power interruption or a simulated low-tank condition.



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The FD connections used in this guide

J8 pin 1 = IN1; pin 2 = IN2; pin 3 = IN3; pin 5 = IN4; pin 6 = IN5; pin 7 = IN6. These are conditioned 0-5 V ADC inputs. Pin 8 is sensor ground; pin 4 is the 5 V sensor supply. Do not join FD's 5 V supply to a powered controller's sensor supply.

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J6 pin 2 = AUX1 and pin 8 = AUX2: low-side ground sinks, not positive supplies, isolated contacts or analog voltage outputs. Each is a nominal 1 A-class circuit; the actual interface and assembled board still need electrical qualification. J6 pins 4/7 are ground. Use the specified dedicated fused J6 feed for the installation, particularly any heavy output use.

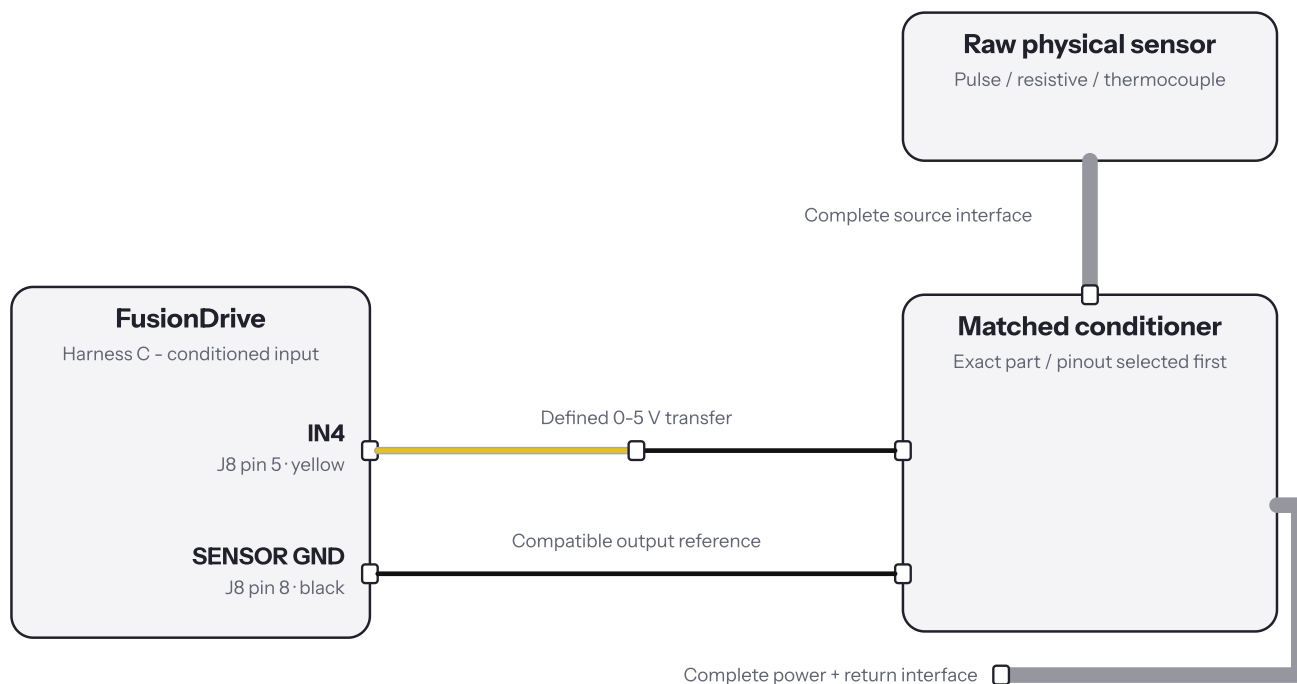
OUT1-4 are high-side outputs on J6 pins 12/11/10/9. They are not used to power a retained controller's pump in this book. Do not connect OUT or AUX to the pump terminals while the original driver is still connected.

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Circuit A: measure without taking control

S-08 | Condition a non-analog sender



Grey bands = complete specified multiwire interfaces, including required excitation and returns.

The conditioner must provide a documented linear transfer, fault behaviour, isolation and supply rating.

Original circuit: original controller → original pump and fluid safeguards → nozzle(s). Leave this circuit intact.

FD measurement branches:

- 1 Add an independent fluid-rated 0-5 V flow transducer or verified CAN flow accessory. Signal → IN1/J8-1; signal return → J8-8. Sensor power follows its specification. A pulse flow meter needs a pulse-to-analog/CAN conditioner; FD's six ADC inputs do not count those pulses directly.
- 2 Add an independent compatible line-pressure transducer. Signal → IN2/J8-2; return → J8-8. Pressure is a separate channel and is not nozzle-flow proof.
- 3 Add an independent compatible tank sensor. Signal → IN3/J8-3; return → J8-8. A dry switch requires a properly biased, bounded 0-5 V interface and verified empty/full polarity. Do not parallel an unfamiliar powered level-sensor circuit.
- 4 If available, connect a controller demand OUTPUT through a buffer/conditioner → IN4/J8-5. Label it **controller demand**, never measured flow. Demand must be zero when injection is not requested and must represent the actual configured percentage or documented on/off demand.

- 5 A controller fault OUTPUT can feed a suitable isolated/conditioned 0-5 V status receiver → IN5/J8-6. Keep the original failsafe path functional. Do not route a 12 V alarm directly to J8.

A signal buffer must not disturb the controller's existing input/output circuit. Confirm voltage range, common-mode range, impedance, transient rating and failure behavior before joining grounds or signals. No generic resistor-divider value in this draft is an approved interface for every controller.

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App setup: start with sensors and logs

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Current app workflow: Configure this installation from its function in Settings. Controls provides live actions and the Dashboard provides glance controls; use a card's edit menu to return to setup. A configured output remains visible even when disabled. Enabled rules operate their assigned enabled outputs automatically; there is no extra output mode to select. Live Off, On or duty takes over a generic output until you choose Resume automation. Setup keeps the electrical limits, calibration and response settings. Assigned boost, WMI and nitrous outputs use their controller-specific actions, preserving sensor protections and any paired fuel/stage logic. Nitrous Arm allows its configured activation conditions to operate; it is not an unconditional spray command.

Setup and vehicle data: Starting presets remain editable; Add Sensor includes calibration and fine tuning before Create. Use dedicated IGN, fresh running-engine OBD evidence, or both for vehicle activity; a dedicated IGN wire is optional when valid OBD evidence is available. If the pressure hose is unused, explicitly select OBD pressure in setup. A valid atmospheric sensor reading cannot identify a disconnected hose. These app choices do not change the product-specific electrical compatibility or limitations described below.

- 1 Connect to the real FD device. In **Sensors**, name each installed source explicitly: `WMI flow`, `WMI line pressure`, `WMI tank`, `External WMI demand`, `External WMI fault`.
- 2 Enter the transducer's actual transfer function and engineering units. Check zero and at least one known working point with the real fluid system. Edit the actual calibration, units and, for switches, threshold/hysteresis/reverse logic. Inspect acquisition age; timing limits are set later in WMI Timing & recovery, not in a generic sensor filter screen.
- 3 For a defined CAN accessory, configure its bus, frame ID, standard/extended form, byte order, bit position, length, scale, offset and update expectation from that accessory's actual definition. Do not enter a PID guessed from a similarly named sensor.
- 4 Save to the ESP. Reload the saved device values and confirm names, calibration and sources before enabling any control.
- 5 Add the new sources, actual ECU/MAP/RPM channels available on this car, relevant output commands and automation state/events to a log selection. Review source age and repeated values. A high recorder request cannot create a fast sensor update.
- 6 If no verified external-demand signal is installed, stop here. You can use sensor dashboards, logs and appropriate generic rules. Do not enable the dedicated **Keep my controller** WMI configuration with an invented demand source.



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App setup: dedicated external monitor

In **WMI Control > Your WMI installation**, set the controller to **Keep my controller**, then **Monitor only**. Confirm **Connection** shows **No WMI output required**.

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Bind **External controller duty / demand** to the qualified source. The bound value is calibrated $\text{source} \times \text{Source scale} + \text{Source offset}$. If the sensor configuration already returns percent, use scale 1 and offset 0. If a verified interface returns volts at 0 V = 0% and 5 V = 100%, use scale 20 and offset 0. Do not apply this mapping to an unverified signal or to a source already converted to percent.

Bind **Measured flow** in mL/min, **Measured line pressure** in psi and **Tank level** in percent only when physically present. Empty/full switches are binary, not a continuous tank-volume measurement. Map a healthy-high 0/1 source with scale 100 and offset 0, or a healthy-low source with scale -100 and offset 100; verify empty/full and open-wire states. Do not bind pump demand as measured flow.

Set minimum/maximum flow and pressure from measured healthy operation. For **Expected flow by duty**, measure and enter the min/max envelope at 0, 10...100% demand, including the real pump ramp and hydraulic delay. Keep an idle maximum to detect unexpected delivery. Do not copy another vehicle's envelope.

Set **Maximum input age**, **Startup low-flow / low-pressure grace**, **Threshold fault debounce** and **Healthy OFF time before manual clear** for the measured system. Stale or missing configured inputs cut immediately. Grace only delays minimum-flow/pressure checks; it does not waive upper limits or tank checks. Faults latch for the powered run. To clear, restore fresh safe readings and demand 0%, wait the OFF recovery interval, then use **Clear WMI Fault** only with engine/injection demand removed and WMI enabled OFF. Clearing does not force the system off: if left enabled, permit or pump operation can resume immediately.

Save WMI Settings, wait for acknowledgement, select **Reload saved values**, and confirm the device values. Enable **WMI enabled** after commissioning. **Prime / Test** is for FD pump mode; use the original controller's procedure when retaining it.



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AEM standard internal-MAP family

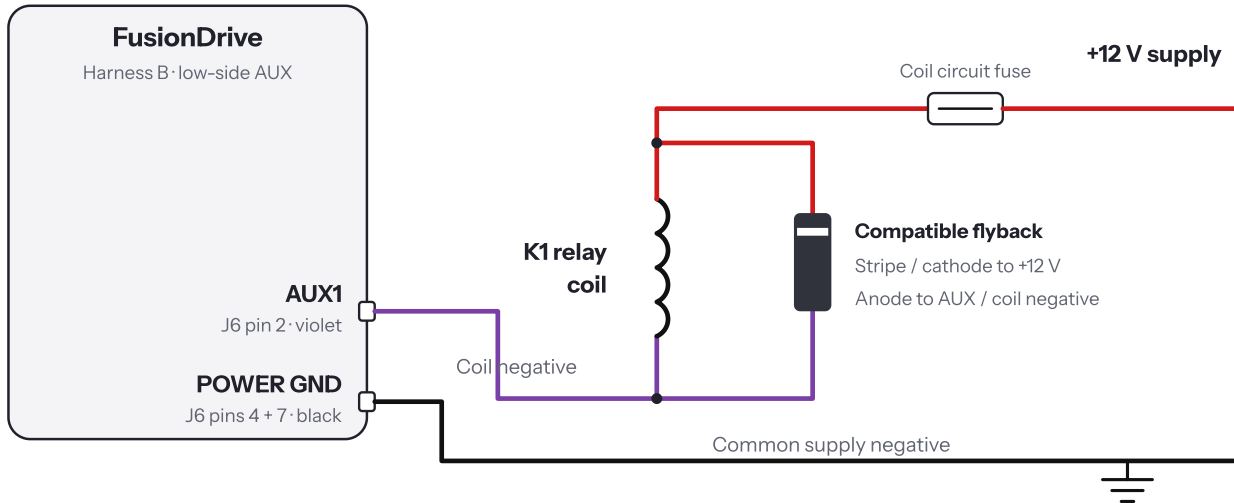
7.1 Identify it first

The reviewed AEM support catalog labels the product V3, but links a V2 instruction PDF. Match the actual 12-way connector and obtain the correct hardware-revision manual before publishing a customer wiring release. This recipe covers the documented interface, not every unit sold under a reused part number.

Manufacturer interface facts [AEM3300]: yellow pin 10 is a +12 V arm input. Green pin 5 is a 1.7 A low-side Boost Safe output, grounded for armed low-fluid/error conditions. Pink pin 6 and orange pin 1 connect to pump positive and negative. Red pin 12 is battery supply; black pin 7 is battery ground. Brown/white pin 4 is the optional 1.5 A low-side solenoid output. White/brown pins 8/9 connect the level sensor. Pin 11 is unused on the standard model. The arm signal is separate from the main pump-power circuit.

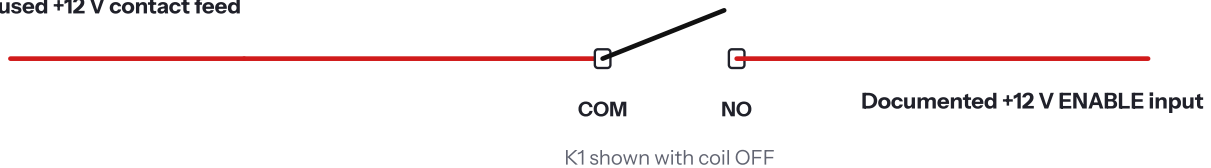
7.2 Circuit B: FD permission to AEM ARM

E-02 | Isolated +12 V permission



K1 CONTACTS • electrically isolated from the coil

Fused +12 V contact feed



Coil and contact circuits remain separate. A mechanical relay is binary only: 0% or 100%.

NO closes only when energized; OFF interrupts the permitted path.

Match coil current, suppression polarity and contact ratings to the selected relay before installation.

Qualified automotive interface only; these labels do not imply an internal connection between coil and contacts.

This is an engineering integration design based on the documented ARM input:

- Fused switched +12 V → retained physical arm switch → relay contact 30/common.
- Relay normally-open contact 87 → **AEM yellow pin 10**.
- A separately fused +12 V branch → relay coil positive/86.
- Relay coil negative/85 → **FD AUX1, J6 pin 2**.
- FD ground and controller/battery reference → intended common ground.
- Coil suppression diode, if required by the selected relay: cathode/stripe to coil positive, anode to AUX side. Use a compatible automotive relay/interface with documented coil current, contact rating and suppression; polarity-marked relays must be wired correctly.
- Leave AEM red main power, orange/pink pump wiring and original safeguards intact.

AUX released → relay open → AEM unarmed. AUX on → relay closed → existing physical arm switch may permit AEM injection. This gives permission; it does not command pump percentage. FD reboot/disconnect/fault behavior must be tested with the nozzle outside the engine. Unplugging the phone should not remove normal ESP-owned control; removing FD power should release the relay.

Do not connect AUX directly to yellow: that is the opposite electrical polarity. Never connect AUX to green Boost Safe. **On a WMI-dependent tune, do not commission this ARM interlock until an independent engine/boost fallback is verified.** AEM Boost Safe is specified for armed errors/low fluid; withdrawing ARM can stop injection without asserting that output. Keeping its green wire connected alone does not cover this failure path.

7.3 FD interlock configuration

First complete Circuit A, including a fresh external-demand source. AEM does not document a clean analog demand output in these manuals. The documented brown/white pin 4 solenoid output is active while pumping and can provide a qualified isolated binary demand indication, preserving any existing valve. Map it to 0/100%, never pump percentage; keep Expected flow by duty disabled and use a healthy flow envelope valid across all pumping levels. Its off-state may be 12 V, so never wire it directly to J8. Alternatively use a qualified isolated pump-waveform-to-0-5 V conditioner if actual percentage is needed; measure across the proper pump terminals, not an assumed chassis-ground return.

Configure AUX1 in **Outputs** as enabled. The WMI output assignment below claims the channel; there is no separate ownership picker. Set maximum 100%, ramp-up 0, and full-command calibration to 100%. The role preset alone is not proof of these fields; inspect and save each.

In **WMI Control**, choose **Keep my controller > Enable interlock** and **Connection > Controller permit output = AUX1**. Reuse the verified demand/measurement bindings and protection settings. Interlock mode supplies continuous 100% permit when healthy, and 0% on fault/off. It never sends progressive pump PWM.

Without a qualified demand interface, Circuit B may instead be a separately named, commissioned binary permission output/rule, but it must not be represented as the dedicated measured WMI interlock. No automation should issue a conflicting command to an output already owned by WMI.

7.4 AEM multi-input family

Manufacturer interface facts [AEM3305]: the 30-3305 uses blue pin 11 as a selected external load INPUT (0-5 V, injector duty or MAF frequency). Its yellow pin 10 remains the +12 V arm input. The remaining pump/level/supply interface is shown in its own pin table. Preserve the existing selected input and controller mode; blue is not an FD status output. FD AUX cannot reproduce an analog load voltage.

The permission design above applies only after the actual harness matches the respective AEM manual. Do not select a different AEM load mode merely to create an FD enable feature.

Level-sensor note [AEMLEVEL]: AEM 30-3322 is a controller-specific conductive sensor, not a documented dry contact or generic 0-5 V tank sender. Keep it on AEM. Fit a separate compatible FD measurement or an independently qualified interface.

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Snow Stage 2, Stage 2.5 and Stage 3

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8.1 VC-30, 2019 and later

Manufacturer interface facts [SNOWVC30]: the 20010/212 VC-30 manual uses a three-wire power harness with white to switched +12 V capable of an additional 15 A, black to battery ground, and pump black to battery ground. Its external sensor/display connectors differ from VC-50. The controller sets start/full boost and can purge locally. The supply requirement is not a measured current limit or FD driver rating.

Use Circuit A. The reviewed manual does not establish an independent remote-enable input. Do not present a ground-sink AUX connection as supported. Keep factory plugs intact; do not transfer VC-50 wire colors to this harness.

8.2 VC-50, 210/210-BRD New Style

Manufacturer interface facts [SNOWVC50]: green drives pump red; red receives key-on +12 V; black is battery ground. Purple goes to the level switch with the other switch lead grounded. Pink/brown/blue connect to pressure-sensor red/black/white. Yellow is associated with the second stage and is unused in single-stage installations. The display provides start/full boost, second-stage setting, priming and warnings. None of those colored wires is documented here as a general external arm input.

Leave the gauge/controller active and add Circuit A. Do not connect AUX to green or yellow. Do not short purple to manufacture a false low-tank state; a warning input is not a permission circuit. No pressure-sensor transfer function/load limit has been established for a parallel FD tap: use an independent sensor or a qualified buffer with the matching sensor data sheet.

8.3 Stage 3, 310/310-BRD

Manufacturer interface facts [SNOW3]: white drives pump positive; green handles the optional second stage; red is key-on power and black/grey are grounds. The blue pair reads a conventional injector. The controller can use injector pulse width, boost or both. [SNOW3DI] The 320/320-BRD DI manual instead connects one blue lead to the fuel-rail-pressure sensor output and leaves the other unused. It can reference fuel-pressure voltage, boost or both; this is not the conventional injector-pulse connection.

Use Circuit A. The blue pair must not connect to FD IN1-6. Those ADC inputs cannot safely or accurately acquire an injector waveform. FD does not remotely edit the Snow injection curve or reproduce its display controls in this retained installation.



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Aquamist HFS3/HFS4

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Manufacturer interface facts [HFS3]: HFS3-v3.2 is a constant-pressure-pump system with a PWM fast-acting fluid valve. The grey-harness green input reads the conventional injector; blue is optional MAP. The documented orange failsafe output has configurable 0/5/8 V behavior. [HFS4] HFS4-v3.2 supports direct-injection sensing and a separate DI harness. Both require their own flow/valve/controller commissioning procedure.

Keep the complete Aquamist system, including its pump relay, FAV, flow monitor, gauge and engine-protection path. Add independent FD pressure/flow/temperature channels with Circuit A. Do not connect injector wiring to FD ADC. Do not connect an orange output without verifying its actual voltage configuration and the exact current manual.

The current Aquamist PDFs were partly readable through the manufacturer's indexed documentation, but complete local downloads and pin-page verification were unavailable. Legacy HFS4 manuals describe conditioned-flow and pulse outputs; this draft intentionally does not transfer those colors/transfer maps to v3.2. A model-specific conditioned-flow/failsafe adapter page remains **pending verified current pinout**, not customer-install ready. No AUX remote-on/off or complete replacement claim is made.



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Coolingmist CMGS System X

The technical documents below are hosted by authorized dealer Coolingmist UK; the US manufacturer site was unavailable. Match the System X/FCB hardware and displayed firmware version before using this recipe.

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Documented interface facts [CMGS]: the small orange output is 0–5 V controller demand, with 0 V = 0% and 5 V = 100%. It drops to zero during a flow/pump error. Parameter 3 selects this output; parameter 5 configures the yellow ground-switching failsafe polarity/function. Several versions are described. [CMGSWIRE] The FCB diagram already connects small orange to the FCB, and places pump black on the large-green controller path. Retain this wiring; do not ground pump black independently.

A qualified high-impedance buffer on the documented small-orange branch can feed **IN4/J8-5**. Preserve its FCB connection. Confirm buffered 0/2.5/5 V readings against displayed 0/50/100% duty, then configure FD demand conversion. Log a separately conditioned yellow alarm signal; zero demand alone cannot distinguish idle from a controller fault.

Keep CMGS and FCB in charge of the pump. Choose **Keep my controller > Monitor only**, with no output assigned, once a verified demand source and any desired independent measurements are present. No separate CMGS permit input was established, so AUX remains unused for controller permission.

10.1 Cool Boost Stage II V2 is a different product

Documented interface facts [COOLBOOSTAUX]: on the boost-based variant, white is a ground-active clutch/shift-pause input. On the voltage-based variant the same wire is the load-reference input and cannot simultaneously provide clutch pause. The published example is for WOTBOX/flat-foot-shift installations. [COOLBOOSTV2] The V2 controller also has pre-pressurization behavior; pause is not necessarily complete pump-power shutdown.

This is a potential limited pause integration, not a verified general sustained enable. Do not connect AUX to a shared ECU clutch circuit, and do not use this page to override the vehicle's clutch signal. Before a wiring recipe is released, confirm the exact variant, independent input wiring, maximum allowed pause duration and pressure/solenoid behavior with the supplier. Retain Circuit A in the meantime.



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DevilsOwn DVC-30: identification pending

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No trustworthy current manufacturer DVC-30 manual was retrieved. The manufacturer site was unavailable; search results mixed older external-MAP Stage 2 units with DVC-30. Use independent FD sensors/logging only. The controller's AUX, pump, status and sensor wires remain unchanged until the exact manufacturer's pinout and pump specification are obtained. This is an explicit coverage gap, not a generic pinout disguised as a supported model.

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Useful local automations

Use **Automations** to select actual configured sensors or controller state. Conditions can include signal validity/age, measured thresholds and available ECU/CAN signals. Use meaningful names and explain the action in the rule's name.

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- A separately measured external-controller fault can set **Boost Enable = OFF** only where FD actually owns the boost output and that output's OFF state has been verified to give the intended mechanical fallback. It does not command an untouched third-party EBC automatically.
- In a commissioned FD WMI interlock installation, a protective rule can set **WMI Enable = OFF**. Use an explicit recovery procedure; do not set automatic reverse/re-enable on the fault rule merely because the threshold becomes healthy briefly.
- Temperature or run-state rules can permit an already commissioned installation; they must never waive missing flow/level protection or force injection during an invalid reading.

For FD's built-in **Reduce boost when WMI faults**, confirm the linked boost controller and enable **Boost Protection. Cut linked boost output on fault** uses an OFF path; otherwise the existing target-reduction behavior applies. Neither proves a safe manifold pressure on an untested wastegate installation.

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Commission before connecting the nozzle to the engine

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- 1 Record exact part numbers, revisions, firmware and all original settings. Keep a copy of the original manufacturer manual.
- 2 Verify the original WMI system separately. Retain its physical arming control and existing engine safeguards.
- 3 Remove the nozzle from the intake and secure it into a safe collection setup. Use the manufacturer's flushing/test procedure and appropriate test fluid.
- 4 Check every FD source against independent readings. Compare controller demand, actual flow and actual pressure as separate channels.
- 5 With injection demand zero, test FD power-off, startup, software-disable, phone disconnect and reboot. Confirm the actual permit state; app graphics alone are not evidence.
- 6 Simulate an empty-tank condition and disconnected/stale input safely. Prove the intended alarm and physical response, including the retained controller's own protection.
- 7 Test blocked/restricted and unexpected-flow indications using a controlled bench procedure that does not dead-head unqualified hardware or inject into the engine. Record grace/debounce and recovery behavior.
- 8 Reconnect the nozzle only after leak, spray and permission checks pass. A qualified tuner validates the vehicle's WMI-dependent operating envelope and recovery behavior under controlled load.
- 9 Save/reload FD configuration, disconnect the phone and power-cycle the device. Confirm ESP-owned configuration persists and controls behave as documented.



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Source register

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Integration diagrams and FD setup instructions in this guide are newly authored FD engineering designs; manufacturer documentation does not itself approve the combined installation. Source PDFs, hashes and download records are saved with the review package.

[AEM3300] [AEM 30-3300 Water/Methanol Injection V2, instruction 10-3300](#). Document Build 2/1/2017; currently linked from AEM V3 support catalog. Relevant pages: 10 (pin table), 18 (Boost Safe and solenoid).

[AEM3305] [AEM 30-3305 Water/Methanol Injection V2 Multi-Input Controller, instruction 10-3305](#). Document Build 2/1/2017; currently linked from V3 catalog. Relevant pages: 3 (pin table), 4-8 (input modes), 10 (testing).

[AEMLEVEL] [AEM 30-3322 conductive fluid-level sensor, instruction 10-3322](#). Document Build 1/7/2021. Relevant pages: 1, 4.

[AEMPUMP] [AEM 30-3018 pump, instruction 10-3018](#). Undated downloaded manual. Relevant pages: 1.

[SNOWVC30] [Snow Boost Cooler 20010/20010-BRD and 212/212-BRD](#). Version 1.0, Sno-20010r3.pdf; support catalog says 2019 and later. Relevant pages: 8-10.

[SNOWVC50] [Snow Boost Cooler 210/210-BRD \(New Style\)](#). Version 1.0, sno210v3new.pdf. Relevant pages: 7-11.

[SNOW3] [Snow Boost Cooler 310/310-BRD](#). Version 1.0, Sno310r.pdf. Relevant pages: 8-12.

[SNOW3DI] [Snow Boost Cooler 320/320-BRD direct-injected kit](#). Version 1.0; filename sno-310Dlr.pdf, cover identifies 320/320-BRD. Relevant pages: 8-12.

[HFS3] [Aquamist HFS3-v3.2, SN104004 onward](#). August 2022, HFS3-v3.2w1.pdf. Relevant pages: Printed 2, 7, 11-12; two printed pages per PDF sheet.

[HFS4] [Aquamist HFS4-v3.2](#). HFS4-v3.2w.pdf. Relevant pages: Printed 11-12; two printed pages per PDF sheet.

[CMGS] [CMGS System X setup / configuration notes](#). Includes versions 1.10, 1.11, 4.11 and 5.11; no publication date. Relevant pages: 2-3. Technical document hosted by authorized dealer Coolingmist UK, not the unavailable US manufacturer domain.

[CMGSWIRE] [CMGS System X with FCB solenoid wiring](#). Undated single-sheet diagram. Relevant pages: 1. Authorized UK dealer technical diagram; model-specific review required.

[COOLBOOSTAUX] [Cool Boost Water-Methanol Systems Auxiliary Input Wiring](#). Stage II V2 auxiliary-input supplement, undated. Relevant pages: 1. Authorized UK dealer original technical supplement.

[COOLBOOSTV2] [Cool Boost Stage II V2 controller operation manual](#). V2, 5 pages, undated. Relevant pages: 2-5. Authorized UK dealer-hosted technical manual; visually readable, text encoding broken.



Questions?

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FusionDrive switches real current to real loads and can control boost, water/methanol injection and nitrous. Fuse every feed and every load, respect the ratings in the specifications, and set failsafes before you drive. Configure and tune with the vehicle stationary. The installer is responsible for compliance with local vehicle regulations. Local review draft. These accessory installations have not received physical compatibility sign-off or manufacturer approval. Follow the exact-model qualification and commissioning steps in this guide before use. Match the exact model, generation, connector and manual revision. Terminal labels identify electrical connections, not connector mating-face or cavity order. Follow cavity markings and the official harness view; do not wire by colour alone. Manufacturer names identify equipment only. These independent FD instructions do not replace the manufacturer's manual.