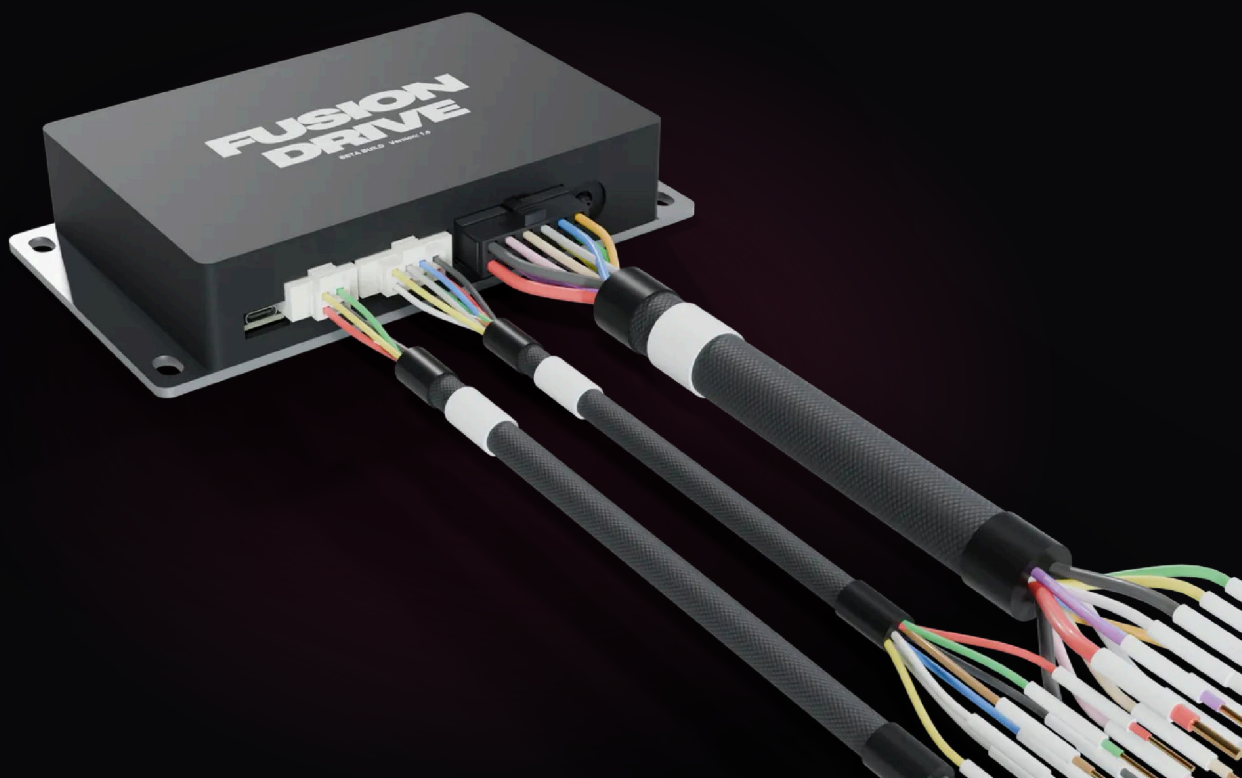




— EXACT-MODEL INSTALLATION GUIDE

# Tru-BoostX 30-0352

Keep your boost controller, or plan an FD-controlled valve.  
Exact-model wiring, app setup and commissioning.



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1

— TRU-BOOSTX 30-0352

# Identify the 30-0352 and choose your route

This book is for **Tru-BoostX 30-0352**, the X-Series boost controller/gauge. It is not a wiring recipe for every AEM gauge. Keeping this unit gives FD two separate interfaces: a ground request for scramble and AEMnet data for logging. Replacing it gives FD valve ownership but removes AEM-specific diagnostics and requires a new qualified control installation.



AEM Tru-BoostX gauge controller 30-0352 · Image: manufacturer, via cited official product page.

Record the gauge part, loom revision and fitted solenoid. Use AEM document **10-4352, 22 January 2021** as the baseline. The CAN map and connector references below are tied to that source, not inferred from another X-Series gauge. [M1, M2]

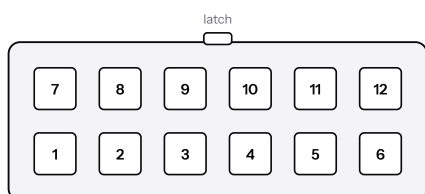
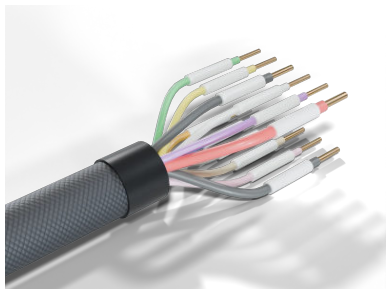
## 2

— TRU-BOOSTX 30-0352

# Wiring diagrams

Start here for the actual wire connections. First locate the FD leads, then choose the drawing for the route you are installing.

## Harness B • J6 • 12-way

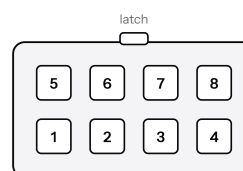
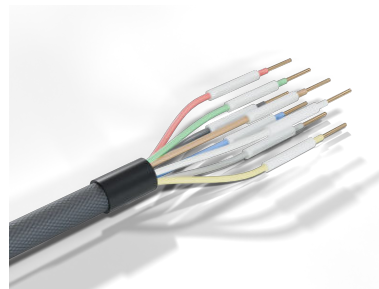


Bottom row, left to right: 1 BATT+ · 2 AUX1 · 3 IGN · 4 GND · 5 CAN2 H · 6 CAN2 L  
Top row, left to right: 7 GND · 8 AUX2 · 9 OUT4 · 10 OUT3 · 11 OUT2 · 12 OUT1

Looking into the plug's mating face with the latch at the top

Original FusionDrive harness reference. Look into the plug mating face with the latch at the top. Wire drawings show logical terminal positions.

## Harness C • J8 • 8-way



Bottom row, left to right: 1 IN1 · 2 IN2 · 3 IN3 · 4 +5V OUT  
Top row, left to right: 5 IN4 · 6 IN5 · 7 IN6 · 8 GND

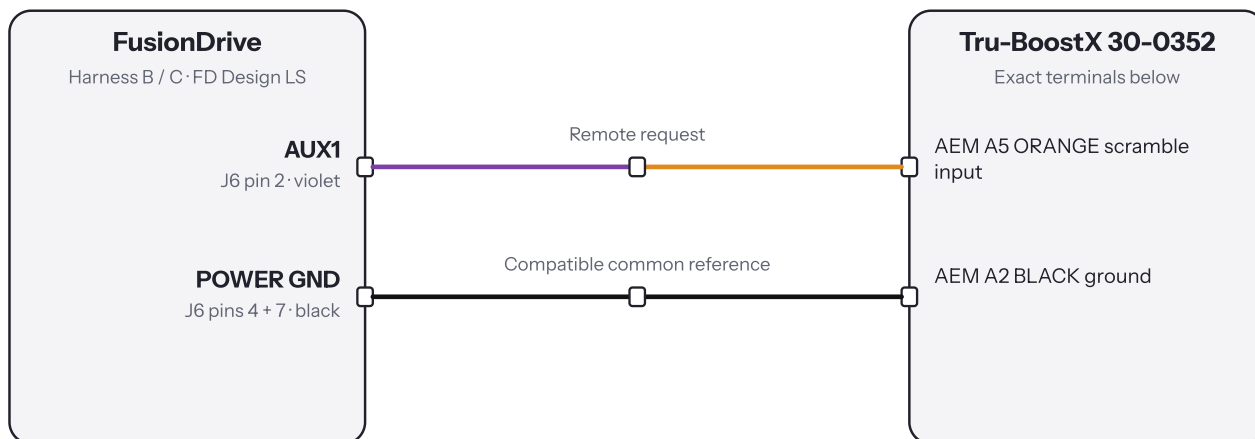
Looking into the plug's mating face with the latch at the top

Original FusionDrive harness reference. Look into the plug mating face with the latch at the top. Wire drawings show logical terminal positions.

Wire colours match the FD flying leads; the accessory segment uses its documented colour where known. A small sleeve marks an insulated splice. Match the lead label and cavity number. Harness B AUX1/AUX2 are low-side ground sinks. OUT1–4 supply positive voltage from the dedicated feed. Harness C inputs accept conditioned 0–5 V signals. Never join competing supplies or output drivers.

1. **W1 • AEM Tru-BoostX — ground request circuit**
2. **W2 • AEMnet into FD CAN2 — telemetry only**
3. **W3 • Tru-BoostX 30-0352 • direct FD valve wiring**
4. **W4 • AEM Tru-BoostX 30-0352 — external power interface — only if required**

## 2.1 W1 • AEM Tru-BoostX — ground request circuit



Wire colours: FD loom at left; documented accessory wire at right. Small sleeve = insulated splice.

Connector positions here are logical; use the mating-face drawings to locate FD cavities.

Retain the manufacturer controller, fused power, valve driver and pressure sensing. The extra wire reaches its documented remote input only.

### Terminal-to-terminal wiring schedule

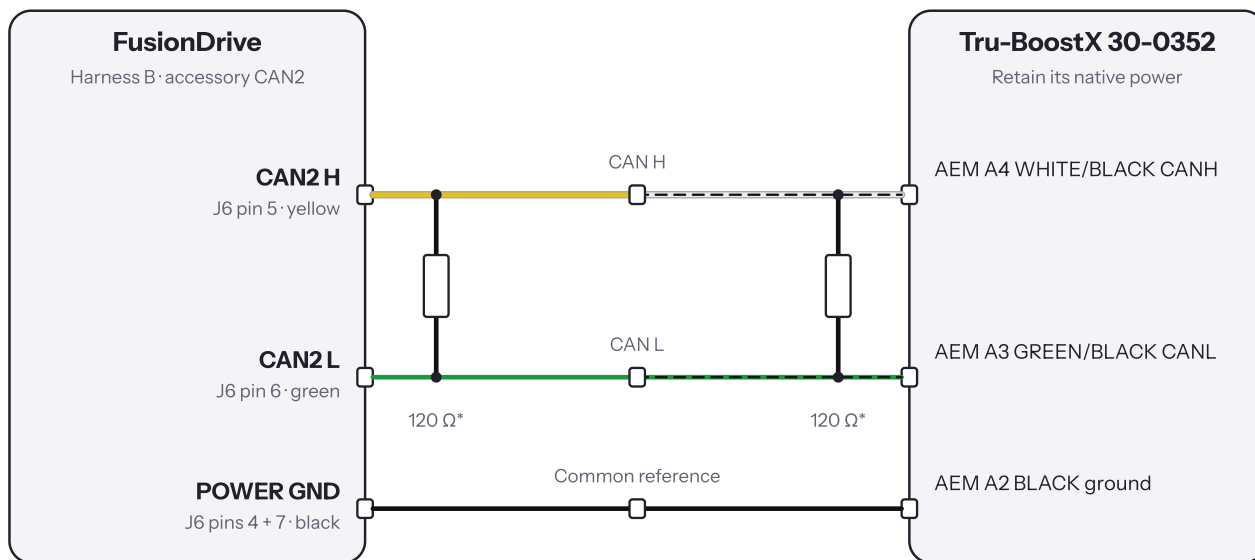
| From                | To                           | Signal / electrical condition                 |
|---------------------|------------------------------|-----------------------------------------------|
| FD AUX1 / J6 pin 2  | AEM A5 ORANGE scramble input | Remote request<br>Active low / ground closure |
| FD ground reference | AEM A2 BLACK ground          | Compatible common reference<br>Ground         |

**OFF / released:** AUX1 open; no request from FD. The controller maintains its own configured mode/timer logic.

**ON / active:** Ground request invokes the AEM-configured scramble duty/time; does not cycle A/B/Off.

**Qualification:** Measure open-circuit voltage/current and pulse or held-input acceptance on the exact revision. No +12 V is injected into this ground-request input. Independent controller protections remain active.

## 2.2 W2 • AEMnet into FD CAN2 — telemetry only



\*Exactly two end terminations in the complete bus. Use existing resistors; add only missing ones.

Keep H/L twisted. The reference conductor is separate from the CAN pair. Match bitrate and frame format.

Preserve AEM power, ground and controller wiring. Twisted CAN pair. Terminate only network ends; no internal AEM termination. Do not draw resistor at every node.

### Terminal-to-terminal wiring schedule

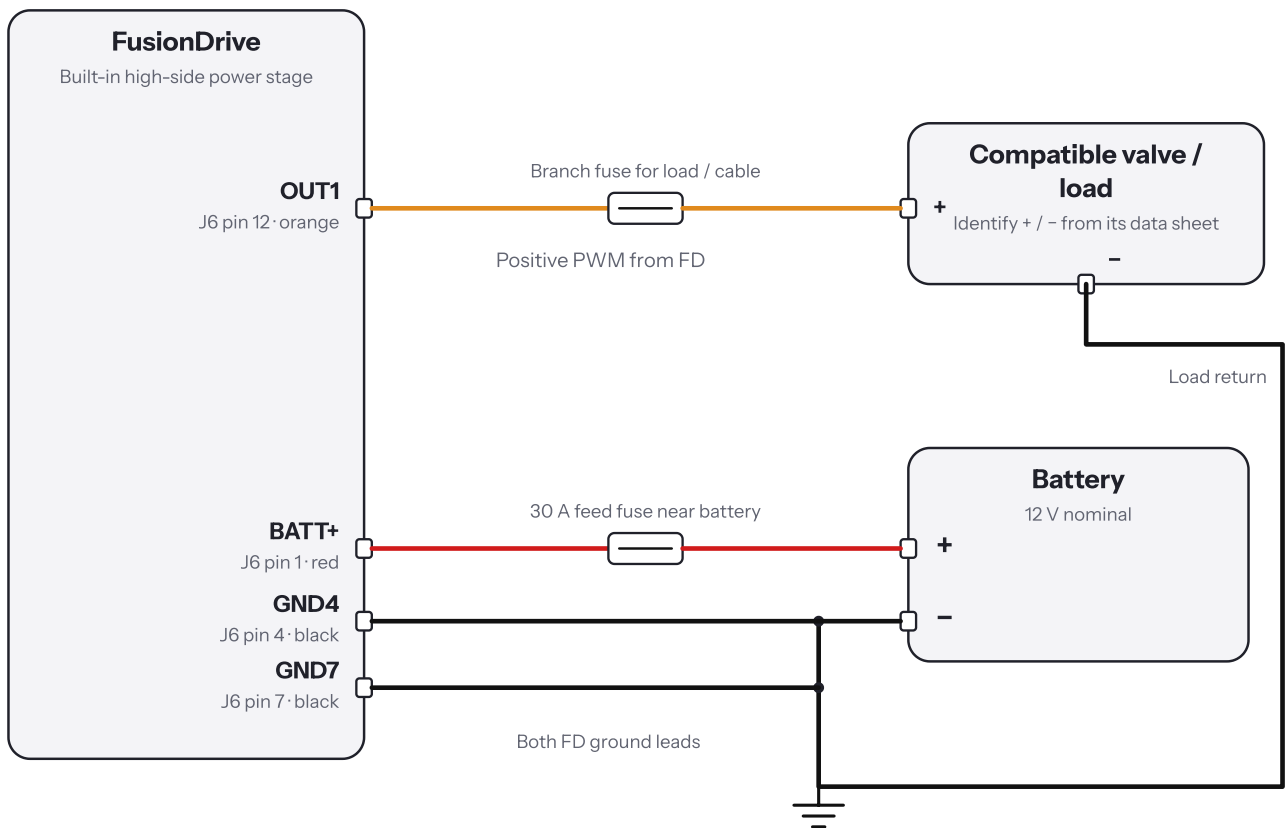
| From                 | To                      | Signal / electrical condition      |
|----------------------|-------------------------|------------------------------------|
| FD CAN2 H / J6 pin 5 | AEM A4 WHITE/BLACK CANH | CAN high<br>Differential bus       |
| FD CAN2 L / J6 pin 6 | AEM A3 GREEN/BLACK CANL | CAN low<br>Differential bus        |
| FD ground reference  | AEM A2 BLACK ground     | Compatible bus reference<br>Ground |

**OFF / released:** No frames means unavailable telemetry; never hold stale pressure as current.

**ON / active:** 500 kbps, 29-bit extended IDs 0x000A0310 / 0x000A0311, 8-byte frames, 20 Hz broadcast, big endian.

**Qualification:** Observe first. End termination and acknowledgement depend on actual network. A listen-only receiver cannot acknowledge on a two-node bench. No invented CAN command transmission.

## 2.3 W3 • Tru-BoostX 30-0352 • direct FD valve wiring



OUT1-4: designed 10 A each, shared 30 A fused feed. Verify actual running / start current and heat.

Disconnect both old controller/load wires. Use the load maker's required suppression and PWM frequency.

Remove and individually insulate BOTH old controller-to-coil conductors before connecting the new driver. Draw the old driver as disconnected, not joined to the load. A separately documented valve is the alternative if original coil limits are unknown.

## Terminal-to-terminal wiring schedule

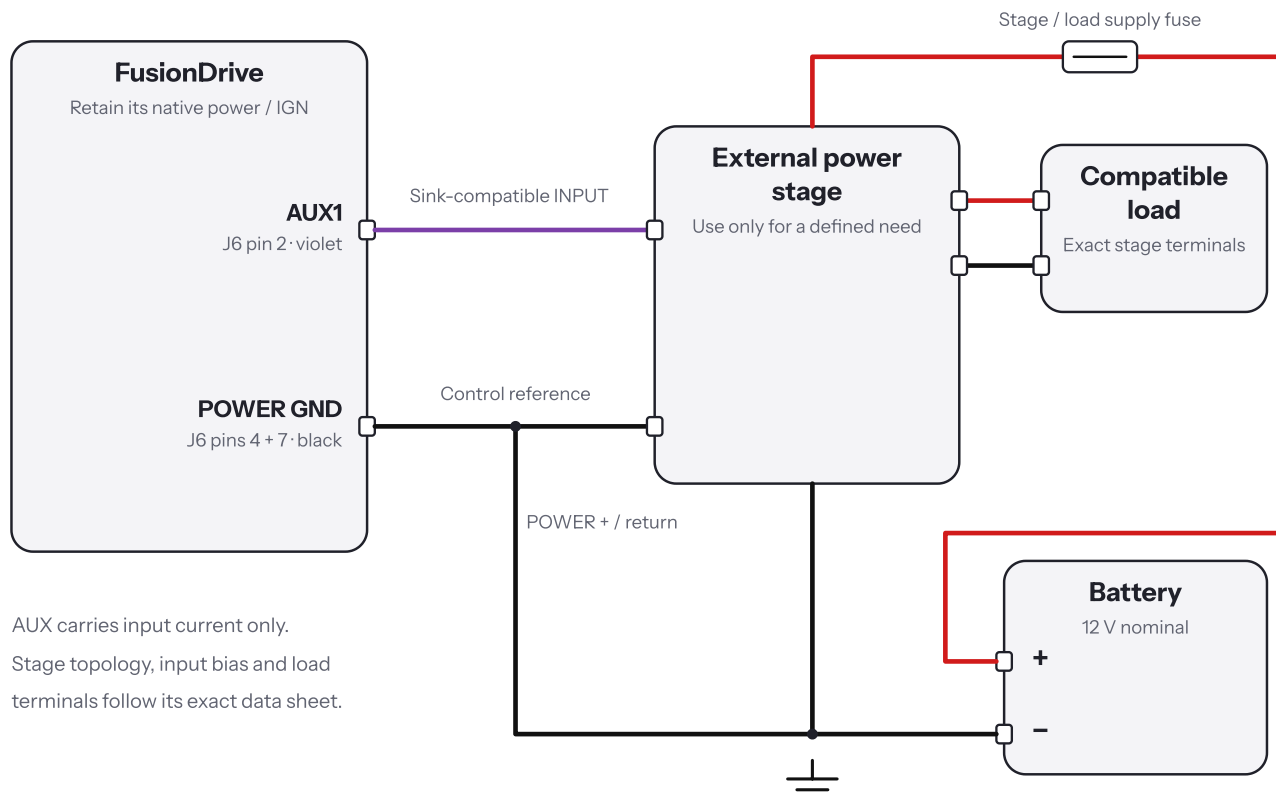
| From                                             | To                       | Signal / electrical condition         |
|--------------------------------------------------|--------------------------|---------------------------------------|
| Battery positive through installation-sized fuse | FD J6 pin 1              | Heavy power feed<br>+12 V supply      |
| FD OUT1 / J6 pin 12                              | Qualified valve positive | Switched load supply<br>High-side PWM |
| Qualified valve negative                         | Suitable power return    | Load return<br>Ground                 |
| FD J6 pins 4 and 7                               | Power ground reference   | Controller return<br>Ground           |

**OFF / released:** OUT1 de-energized; valve must return to its tested base-pressure pneumatic routing.

**ON / active:** OUT1 supplies PWM to the qualified valve; actual frequency/current/flyback limits come from the installed components.

**Qualification:** Not a universal compatibility declaration. Confirm coil part/current, frequency, suppression, driver thermal limits, fuse/wire sizing and de-energized plumbing. Never parallel old and FD drivers.

## 2.4 W4 · AEM Tru-BoostX 30-0352 — external power interface — only if required



Use this alternative only when direct OUT drive cannot meet the load current/inrush or electrical requirements. Match a documented ground-sink PWM input to AUX and record the exact driver terminal names and complete power/return path.

## Terminal-to-terminal wiring schedule

| From                              | To                               | Signal / electrical condition               |
|-----------------------------------|----------------------------------|---------------------------------------------|
| FD AUX1 / J6 pin 2                | external driver active-low input | Logic request<br>Active low                 |
| FD ground reference               | Driver signal reference          | Reference<br>Ground                         |
| Separately fused battery positive | Driver power supply              | Load supply, not AUX power<br>+12 V         |
| Driver load output                | Qualified valve                  | Load drive<br>As exact driver specification |

**OFF / released:** Open AUX input must produce verified driver OFF and tested valve base-pressure routing.

**ON / active:** Driver switches its own fused supply in response to a qualified FD signal.

**Qualification:** AUX supplies a ground-sink command only. Select this external interface for a specific capacity or electrical mismatch; verify input voltage/current, frequency, release behaviour, load rating, suppression and both power-up sequences.

3

— TRU-BOOSTX 30-0352

## Before connecting this installation

Work with power isolated. Photograph the exact controller label, connectors, present wiring and pneumatic layout. Save the existing tune and list each function currently depending on this controller. A matching display photograph identifies the product; it does not establish connector orientation, valve compatibility or the firmware revision inside it.

The drawings identify electrical nodes rather than a connector mating-face view. Match FD cavity numbers against the supplied loom drawing before terminating a wire. FD Design LS has **AUX1 on J6 pin 2** and **AUX2 on J6 pin 8**, both low-side switches in the nominal 1 A class. They pull a compatible circuit toward ground; they do not supply +12 V, generate analog sensor voltage or provide an isolated dry contact. **J6 pins 4 and 7 are ground**, **pin 1 is the separately fused heavy feed**, and **pin 3 is ignition sense**. OUT1/2/3/4 are high-side channels on J6 pins **12/11/10/9**. The board's shared 30 A feed is not a 30 A allowance for each output. [FD1]

Before a direct trigger connection, establish the controller input's open-circuit voltage, expected current, polarity and reference with appropriate instruments. Compare those measurements with the FD channel's actual electrical limits. If an isolated interface is required, use a documented, qualified interface; the drawing does not qualify an arbitrary relay. Keep sensor returns out of high-current load-return paths. Label every new conductor at both ends, protect joints and preserve service access.

## 4

— TRU-BOOSTX 30-0352

## Set up an independent view of boost

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The retained-controller request and measured boost are different channels. Where this guide does not provide a documented controller telemetry route, use a separately calibrated pressure source. A control wire is not a pressure-data output.

In FD, connect to the real device, then configure the chosen input with a descriptive name, physical unit and its documented calibration. J8 IN1/2/3 occupy pins 1/2/3; IN4/5/6 occupy pins 5/6/7. J8 pin 4 is +5 V and pin 8 is ground. A sensor output must suit FD's conditioned 0–5 V input; do not join two 5 V supplies when sharing a sensor. Shared loading and ground error must preserve the original ECU/controller measurement. Use an appropriate buffer or independent sensor when required. [FD1]

For vehicle data, open **More → OBD Settings**, enable the supported signals needed for the installation and verify live values. Absolute manifold pressure and gauge boost are different: configure the correct source/reference, then compare engine-off and known-pressure readings with an independent instrument. Log source validity and age where available. A visible PID or a fast recorder setting does not establish an adequate pressure-update rate for closed-loop control. [FD2]

## 5

— TRU-BOOSTX 30-0352

# Keep route — scramble wire and AEMnet pair

Keep the gauge, its original power, pressure hose and valve driver installed. FD must not drive the AEM valve circuit in this route. The orange input is a scramble request, not a general selector for A/B/Off. [M1 pp4,6–7,10]

| FD terminal            | AEM connector A     | Purpose                                        |
|------------------------|---------------------|------------------------------------------------|
| AUX1 / J6 pin 2        | A5 orange           | Ground-triggered scramble request              |
| Ground reference       | A2 black            | Compatible controller reference                |
| CAN2 H / J6 pin 5      | A4 white/black      | AEMnet CAN high                                |
| CAN2 L / J6 pin 6      | A3 green/black      | AEMnet CAN low                                 |
| No FD drive connection | A9 black / A10 grey | Valve-negative / alarm outputs remain separate |

Use wiring diagram W1 in the Wiring diagrams chapter for the exact connections. Return here for the installation and app setup steps.

Use wiring diagram W2 in the Wiring diagrams chapter for the exact connections. Return here for the installation and app setup steps.

## 5.1 Configure a bounded request

On AEM, hold **A+B** for three seconds to enter **PRG**, then again for three seconds for **UNIT** / full setup. Advance using a one-second A+B press; A decreases and B increases a value. Establish conservative measured **SCb** and nonzero **SCt** scramble settings. These stay in AEM. FD's AUX duty is a switch command and does not edit AEM's configured scramble duty. [M1 pp6–7]

- 1 In **FD More** → **Boost Control** → **Third-party EBC** → **Controller setup**, select **Not Configured** and tap **Save EBC setup**. Do not use the named multi-group preset for this interface.
- 2 Open **More** → **Outputs** → **AUX1 (Config)**. Name it **AEM scramble request**, enable the dedicated channel, select the operating mode appropriate to manual/automation control and start at duty 0%. Confirm no internal controller or EBC engine owns it.
- 3 Create a disabled **Automations** rule using a configured test input. Select the named **AUX1 Duty** action, request 100%, and set finite **Hold duration**. Baseline must be 0% so the captured previous value restores to released.
- 4 Save/read back, then activate without boost-producing load. Observe gauge response, measured AUX pulse, controller timer expiry, release and retrigger. Keep the controller's protection intact. [FD4]

## 5.2 Decode AEMnet in FD

Open **More** → **OBD Settings** → **Accessories** · **CAN2** and use **500 kbps**. Under **Accessory signals & decoders**, **Decode** a received extended frame. Add named signals with **Motorola / big endian ON**, **Signed integer OFF**, zero offset and the definitions below. Bytes are zero-based. The AEM stream uses eight-byte, 29-bit extended frames at 20 Hz; AEM has no internal termination. [M1 pp13–15]

| Extended ID | Field                              | Bytes / bit     | Multiply | Unit    |
|-------------|------------------------------------|-----------------|----------|---------|
| 0x000A0310  | Measured boost                     | 0–1 u16         | 0.01     | PSIg    |
| 0x000A0310  | Alarm threshold                    | 2–3 u16         | 0.01     | PSIg    |
| 0x000A0310  | Peak boost                         | 4–5 u16         | 0.01     | PSIg    |
| 0x000A0310  | Crack pressure                     | 6–7 u16         | 0.01     | PSIg    |
| 0x000A0311  | Output duty                        | 0 u8            | 1        | %       |
| 0x000A0311  | Scramble duty                      | 1 u8            | 1        | %       |
| 0x000A0311  | A duty / B duty                    | 2 / 3 u8        | 1        | %       |
| 0x000A0311  | Scramble time                      | 4 u8            | 0.1      | s       |
| 0x000A0311  | Valve fault / overboost / shutdown | Byte5 bits3/2/1 | 1        | boolean |

For individual flags use **Packed bit layout (DBC)** with start bits 43/42/41 and length1. Validate each against a known safe controller state. The source's scramble-input bit mask is inconsistent; that field remains excluded. Unsigned PSIg encoding also requires real measurement before assuming useful vacuum values.

Start by observing the bus. A listen-only FD cannot acknowledge frames; an isolated two-node bench may need an active receiver after network qualification. Use suitable end termination and do not enable cyclic transmit: this is telemetry, not a published AEM command protocol. Preserve the source frame and a decoded sample in the commissioning log. The companion research file `aem-can-map.json` is a map record, not an app-import promise.

## 5.3 What the tuner should see

Show **FD scramble requested**, **AEM output duty reported**, **AEM measured boost** and **independent reference boost** as separate traces. An active request can coincide with zero AEM duty because the original controller inhibited output. A reported duty is not measured coil current. An example bench rule uses a configured request switch to apply a finite scramble command, then compares the event, AEM duty and pressure response; it does not seek extra boost until the tune is qualified.

| Event                               | Acceptance / interpretation                                            |
|-------------------------------------|------------------------------------------------------------------------|
| AUX released                        | No FD scramble request; AEM's own timer may still govern its state     |
| AUX active then released            | Timer and retrigger behaviour match observed installed unit            |
| CAN stream stops                    | Decoded data becomes unavailable/stale, not an assumed unchanged value |
| AEM reports valve fault or shutdown | Log the actual state; do not retry requests to conceal it              |
| FD restarts                         | No unintended request during boot; saved baseline remains released     |
| Controller removed/replaced         | Requalify loom, CAN definition and timing before reusing setup         |



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# Replace route — diagnostics are part of the migration

Disconnect the AEM valve driver before connecting FD's OUT power driver. The reviewed specification does not establish a universal reuse approval for every coil's frequency, clamp and current with FD. Identify the actual valve or use a documented replacement. Do not interpret the complete gauge's current specification as a coil specification.

Use wiring diagram W3 in the Wiring diagrams chapter for the exact connections. Return here for the installation and app setup steps.

Use wiring diagram W4 in the Wiring diagrams chapter for the exact connections. Return here for the installation and app setup steps.

AEM has original valve-short/disconnection reporting. FD Design LS does not provide equivalent per-output coil-current feedback, so that diagnostic is lost unless separately implemented with appropriate hardware. Keeping the AEM gauge powered with its valve disconnected does not automatically make it a qualified standalone pressure sensor; fault behaviour and telemetry validity would need proving. Use an independent pressure source for the initial FD conversion.

Rebuild the A/B/scramble intentions as new FD profiles and schedules. They do not import, and the old AEM output-duty CAN field cannot describe the FD output after migration. Keep the old tune and trace as a comparison record, not as transferable PID parameters.



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# Replacement route — configure FD's controller

**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.

Start with the original controller's valve driver physically disconnected and the FD controller disabled. Confirm the assigned channel is free of other owners. Existing saved settings must be inspected even when the channel appears unused.

- 1 Open **More → Boost Control → Third-party EBC → Controller setup** and choose **Not Configured** and tap **Save EBC setup**. The original remote-input pulse engine is unnecessary after this migration and must not reserve AUX outputs.
- 2 Open **More → Outputs**, select the installed channel, name it **Boost solenoid**, and inspect **Enabled**, **Switching frequency**, and minimum/maximum duty. Enter the frequency and limits qualified for the actual valve or driver. A selectable 0–100% range is not approval to use either extreme under load.
- 3 Assign the output from the controller connection settings. Review **Turn off on ignition off** with the selected dedicated IGN and/or fresh running-engine OBD source and tested power sequencing.
- 4 Open **More → Boost Control → Fusion Boost → Configure Fusion Boost → Connection** and select the same **Solenoid output**. Keep the controller disabled while configuring measurements and protections.
- 5 In **Connection → Shared boost pressure**, select the pressure source. Choose the required RPM, throttle and coolant inputs in **Connection → Feedback & load inputs**. Prove each source's calibration, units and freshness. An explicit failed source does not silently switch to a different sensor.
- 6 Set the installation's professionally established **Max Boost Limit**. In **Configure Fusion Boost → Protection**, configure the overboost margin, sensor timeout and initially **Invalid MAP feedback → Cut output**. Test the actual de-energized pneumatic result. Use **Require warm coolant** only with a valid temperature source.

- 7 Keep **Learn duty corrections** OFF initially. Under **Configure Fusion Boost → Profiles**, name the installed profiles (three by default, up to eight on supported firmware), set conservative measured targets and deliberately set **Profile can drive the output** for each profile. Defaults are not a tune.
- 8 Build **Base Duty by Boost Target** from controlled measurements. This eleven-point, 5 PSI-spaced table relates requested pressure to duty; it is not sensor calibration. Use **Save Fusion Boost settings**, wait for acknowledgement and reread the device. Repeat read-back after restart before engine-load testing. [FD3]

## 7.1 Choose the control mode deliberately

**Manual** requests duty directly for qualified commissioning and ignores target scheduling. Establish electrical polarity, frequency and off-state first. **Open Loop** uses the calibrated base-duty map without correcting measured pressure error. **Closed Loop** adds PID correction around that map. Begin closed loop only after a stable base map and fresh pressure measurement exist. Open **Configure Fusion Boost → PID** to configure **PID Tuning**, **Correction limit (%)**, and **Derivative filter** with the tuner; a zero correction limit disables PID duty correction. Numbers from the removed controller do not translate into FD PID gains.

Choose one appropriate schedule. **Profile / existing RPM curve** provides the baseline; the optional **Boost Target by RPM** curve applies in Closed Loop with fresh RPM. **Gear × RPM grid** requires a valid whole-number gear 1–8; unavailable gear, neutral and reverse cut output. **Vehicle speed curve** uses km/h and holds its last target beyond its final point. **Time after load request** starts from valid RPM and throttle conditions and resets on release or missing data. These options need their own source and transition tests; do not enable them simply because the editor offers them.

Gear/speed/time schedules are capped by the active profile target and Max Boost Limit. Configure activation/release thresholds and **Maximum target rise**; zero rise limit means immediate changes. Keep intended exit behaviour explicit. Current fallback options are constrained: reduced open-loop or held-duty fallback is only offered for AUTO pressure with the Profile/existing-RPM strategy. Explicit pressure and schedules requiring missing data cut output. Do not disguise a missing measurement with positive-duty fallback. [FD3]

## 7.2 Add automation after the base installation works

Use **Automations** to create a disabled rule with named, configured inputs. Use the controller's **Boost Enable**, **Boost Profile** or **Boost Target** actions where applicable; do not fight an internally owned channel with generic PWM rules. Choose thresholds and an exit action appropriate to the measured installation. Prove entry, exit, stale-source behaviour and interruption with a non-boosting bench setup before engine-load operation. Rules and controller settings are stored on FD after acknowledged save/read-back; the phone is a viewport, not the runtime controller. [FD4]

## 8

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# Record the installation and logging result

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Create a log with measured boost, source validity/age, RPM, throttle, relevant temperatures and the configured FD inputs. Add the retained-controller group estimate or request channel, or internal mode/profile/target/base duty/final duty after replacement. Include automation entry/exit events and any available independent lambda, fuel-pressure or WMI measurements that matter to the tune. Use names that distinguish **FD requested**, **controller reported** and **physically measured**. FD Design LS has no per-output coil-current measurement.

Keep the phone connected and recording when local phone logs are required; enable Cloud upload separately if wanted. The saved controller and automation logic can run without the phone, while phone/cloud logging depends on its own connectivity. Inspect timestamps, repeated samples and gaps. A controller broadcast, sensor or ECU cannot update faster merely because the recorder is configured for a higher rate.

Record controller and FD firmware versions, valve and sensor part numbers, source manual revisions, exact wire endpoints, fuse/driver selection, trigger measurements, measured PWM, pressure calibration and the observed OFF state. Repeat tests for phone disconnect, FD-only restart, controller-only restart when retained, ignition cycling, lost pressure and every required schedule source. Check read-back against the intended configuration after each restart. Store the tune, schematic, photographs and logs together.

This is an illustrated local review manual, not a report of a physical conversion. Electrical qualification, pulse acceptance, fault response, pneumatic operation and controlled-load validation remain installation acceptance tasks. A firmware simulation does not demonstrate the installed valve's current, clamp behaviour or a controller's real pulse timing.



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# Sources and review basis

**M1** — AEM Tru-BoostX 30-0352 manual, document10-4352,22 January2021. Printed/PDF pp4 wiring,6-7 settings,10 operation,13-14 CAN,15 specifications. [AEM Tru-BoostX 30-0352 manual, document10-4352,22 January2021](#)

**M2** — AEM Tru-BoostX 30-0352 official product page. Product identification, hardware function and image. [AEM Tru-BoostX 30-0352 official product page](#)

**FD1** — FD Design LS hardware limitation and connector evidence. J6 / J8 / shared heavy-feed sections. docs/V1\_LS\_HARDWARE\_LIMITATIONS.md

**FD2** — FD iOS input and CAN configuration. OBD/CAN settings; input configuration and CANDecodeEditorView.swift. iOS/FusionDrive/Features/OBD/OBDSettingsView.swift

**FD3** — FD iOS internal boost and schedule editors. Output Assignment, Safety, profiles, tables; BoostScheduleEditor.swift. iOS/FusionDrive/Features/Boost/BoostControlView.swift

**FD4** — FD iOS automations and external EBC implementation. Action catalog; SettingsView.swift; ESP modules/control/EBCController.h and BLECmd\_EBCDevice.inc. iOS/FusionDrive/Features/Automations/AutomationEditorView.swift

Manufacturer names and product photographs identify equipment; they do not imply endorsement. Source access and FD source review: 12 September 2026. These drawings are original FD circuit explanations, not copied manufacturer connector-face drawings.



# Questions?

**Documentation** · [fusiondrive.io/docs](https://fusiondrive.io/docs)

**Support** · in the app: [More](#) → [Settings](#) → [Device & firmware](#) → [Report an Issue](#)

**Review library** · [Local FD V3](#) / [accessory-integration](#) / [model-guides](#)

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. Independent local review draft. Exact-model electrical compatibility and the commissioning tests in this guide have not received physical sign-off. Product photographs and manufacturer names identify equipment only; no manufacturer endorsement is implied. Follow the matching original manual and the qualification requirements for each proposed interface. No universal replacement or load-rating approval is given.