

Make	Model	Year	Install	CAN	Lights	BCM	POC1	I/O Changes
DL-NI8					Park / Auto			Green White/Blue
Infiniti	QX50 PTS	2019-21	Type 2	BCM	POC 1	DSD	Hazard 1/2	

Read this stuff before you start the installation...

Firmware:

Covered vehicles use **BLADE-AL(DL)-NI8**, flash module and update the controller firmware before installing.

CAN:

CAN data is acquired from the BCM using the green harness cable. Secure against main harness body, and route safely.

POC1:

Visual status confirmations and diagnostic information are provided by hazard light connections in the harness assembly, POC1 must be configured for either **Hazard1** (POC option #30 (momentary switch) **or** **Hazard2** (POC option #23 (latching switch)).

Vehicle Damage Warning:

Caution should be taken to avoid mixing up the BCM connectors, vehicle damage will result if the connectors are positioned improperly. It is advised that you make the BCM connections one at a time, confirming that each T-harness connection is at the correct BCM position before proceeding to the next connection, attempting to program, or attempting to remote start.

CM Unlock Configuration: Proper unlock control requires configuring the controller disarm output to double-pulse disarm. Set feature option 1-13 to setting 2 (Double Pulse).

Infiniti QX50: This vehicle requires Type B configuration of the door lock configuration jumpers near the black BCM connector of the harness. The type A connections are not required.

Okay, now to work...

- FT-DAS Required for manual transmission.
- BOTH Red & Red/White MUST be connected with high current application.

Jumper Setting			
Parking Light	<input type="checkbox"/>	<input type="checkbox"/>	(+)Door Trigger In
Accessory	<input type="checkbox"/>	<input type="checkbox"/>	(-)Door Trigger In (Default)
Ignition (Default)	<input type="checkbox"/>	<input type="checkbox"/>	
Trunk	<input type="checkbox"/>	<input type="checkbox"/>	Starter
Starter	<input type="checkbox"/>	<input type="checkbox"/>	Ignition
Parking Light (Default)	<input type="checkbox"/>	<input type="checkbox"/>	Accessory (Default)

CM7000/7200 Cut loop for A/T

CM-900S/900AS

CM900AS/900S Jumper	
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
START	IGN1
ACC	

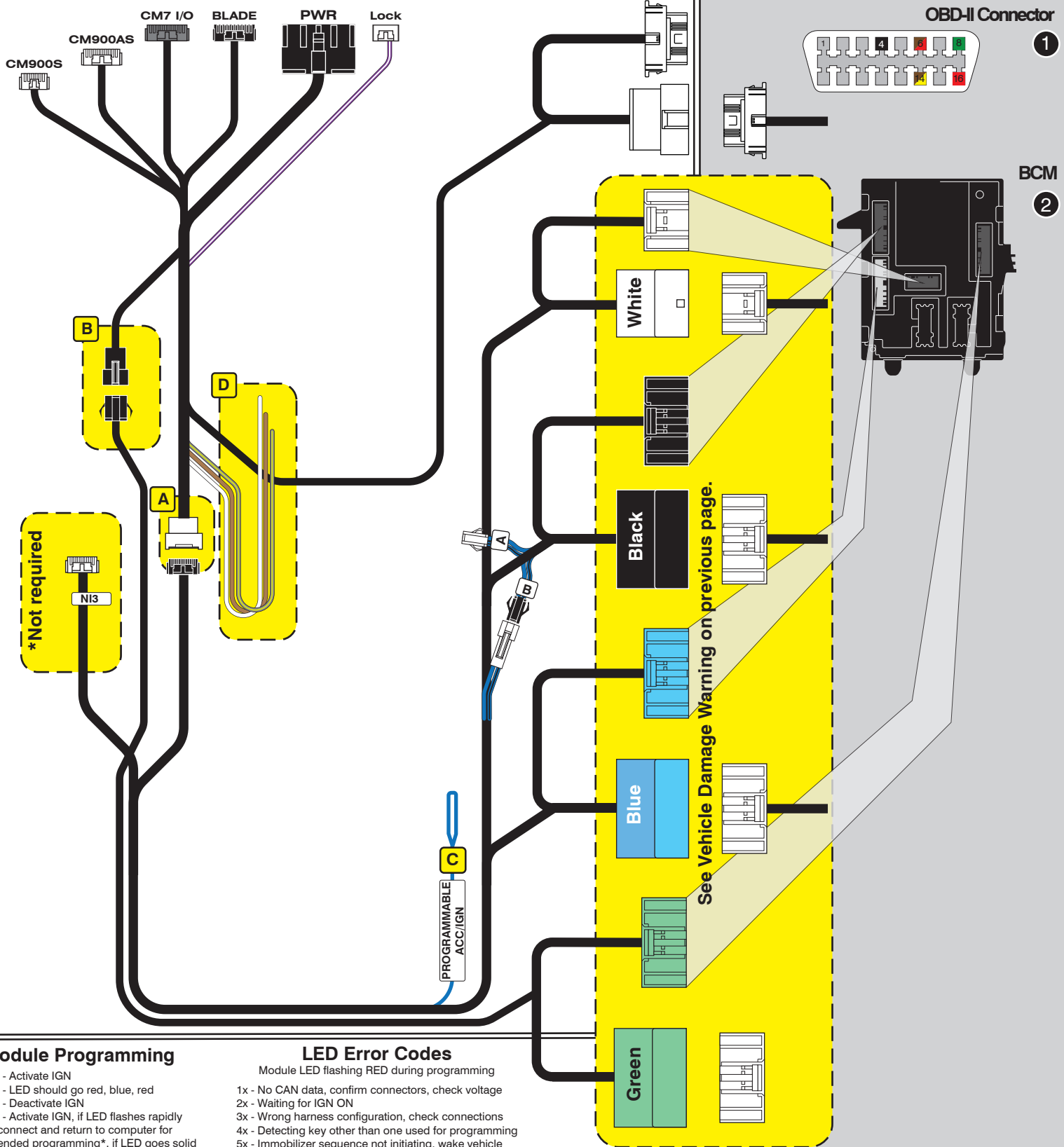


But wait! First check your harness...
The initial production release of the FTI-NSP2 harness has an issue where the green/white POC1 circuit is incorrectly positioned in the CM7 I/O connector. This issue affects only the gray 20-pin CM7 I/O connector illustrated on page 3 of this guide. Please confirm whether you are installing one of the affected harnesses by comparing the CM7 I/O connector to the illustration on page 3. If the green/white wire is as highlighted in Fig.1, proceed with the modification and follow the POC assignments listed on page 3.



FTI-NSP2 Type 2 - Installation Notes & Wiring Diagram

- A** Confirm that NI8 cable connection (BLACK 14-pin male to WHITE 14-PIN female) is selected prior to making connections to vehicle. Secure unused NI3 connector to ensure against short circuits.
- B** Intermediate NI8/9 BCM CAN connector, secure to main harness body and route toward BCM along with main harness.
- C** Programmable ACC/IGN output from CN1 BLUE wire, not used in NI8 applications, either cut short or fold back and insulate using tape. Secure to harness body to ensure against short circuits.
- D** HOOD, SIREN, and HORN connections from CM I/O connector, use as needed



Module Programming

- Step 1 - Activate IGN
- Step 2 - LED should go red, blue, red
- Step 3 - Deactivate IGN
- Step 4 - Activate IGN, if LED flashes rapidly disconnect and return to computer for extended programming*, if LED goes solid blue, programming complete
- Step 5 - *After extended programming, activate IGN, solid blue LED, programming complete

LED Error Codes

- Module LED flashing RED during programming
- 1x - No CAN data, confirm connectors, check voltage
 - 2x - Waiting for IGN ON
 - 3x - Wrong harness configuration, check connections
 - 4x - Detecting key other than one used for programming
 - 5x - Immobilizer sequence not initiating, wake vehicle
 - 6x - Immobilizer sequence not initiating, reset module, wake vehicle and retry programming, if issue persists, restart
 - 7x - Klon data does not match, reset and restart procedure

Overview: The initial production release of the FTI-NSP2 harness has an issue where the POC1 circuit is incorrectly positioned in the CM7 I/O connector. This issue affects only the gray 20-pin CM7 I/O connector illustrated below in figure 1.

Issue: The green/white parking light circuit is positioned in pin position #17, the fixed light output where the green/white wire is typically placed for parking lights, but the harness solution uses the vehicle hazard lights instead, the result when used as supplied is an erratic light display.

Correction:

- 1.) Use a pick tool to depress the locking tab on the terminal connector of the green/white wire
- 2.) Remove wire and prepare to reposition
- 3.) Once removed, reposition the locking tab by using a razor knife to lift the tab into a usable position
- 4.) With locking tab repositioned, relocate to pin position #1 (top right position as illustrated)
- 5.) Push the terminal connector into the I/O connector housing until the locking tab clicks into place and the wire is secure
- 6.) Correction complete, you may now complete the installation, but remember to configure POC1 for Hazards (setting #30)

**POC1 - must be
set for either
HAZARD1
or HAZARD2**

Figure 1: Incorrect placement

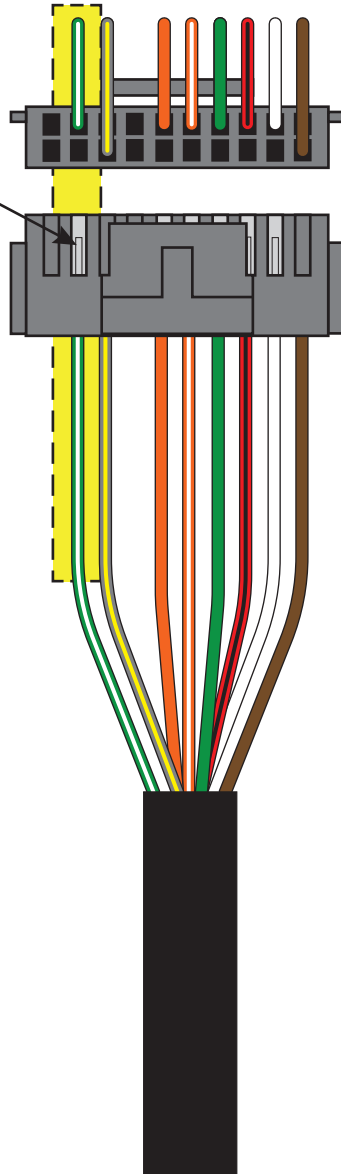


Figure 2: Corrected placement

