

| Make | Model | Year | Install | CAN | Lights | BCM | POC1 | I/O Changes |
|----------|----------|------|---------|-----|-------------|-----|-----------|------------------|
| DL-NI8 | | | | | Park / Auto | | | Green White/Blue |
| Infiniti | QX50 PTS | 2019 | Type 2 | BCM | CM I/O | DSD | Hazard1/2 | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

Hey! 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 BCM CAN connector cable, connect, secure against main harness body, and route securely.

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: Covered vehicles require configuring the controller unlock output to double-pulse unlock. Set feature option 1-04 to setting 2 (unlock).

2019 Infiniti QX50: This vehicle has been removed from normal coverage while the harnesses are being revised to properly interface with the vehicle door locks. The install can be completed using the NSP2 harness, but requires additional wiring to control the door locks, and disconnecting lock provisions currently included in the harness. If you wish to complete this install, contact our technical support department for additional information.

Okay, now get to work...

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

| Jumper Setting | |
|-------------------------|------------------------------|
| Parking Light | (+)Door Trigger In |
| Accessory | (-)Door Trigger In (Default) |
| Ignition (Default) | |
| Trunk | Starter |
| Starter | Ignition |
| Parking Light (Default) | Accessory (Default) |

CM7000/7200 Cut loop for A/T

CM-900S/900AS

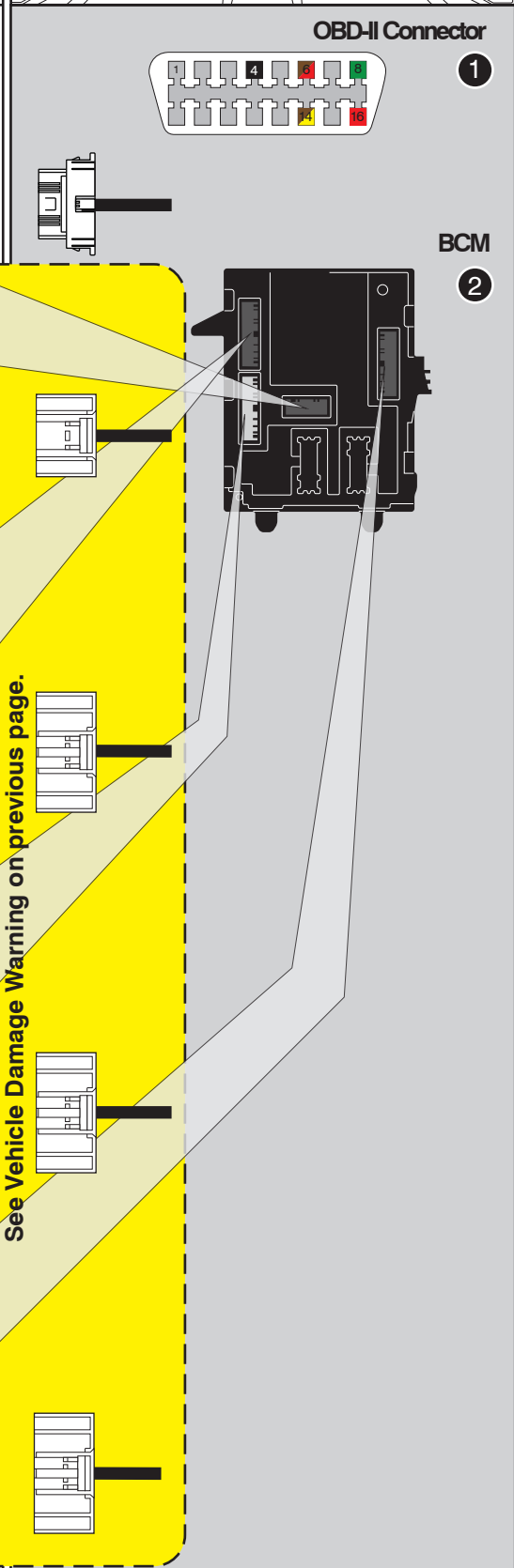
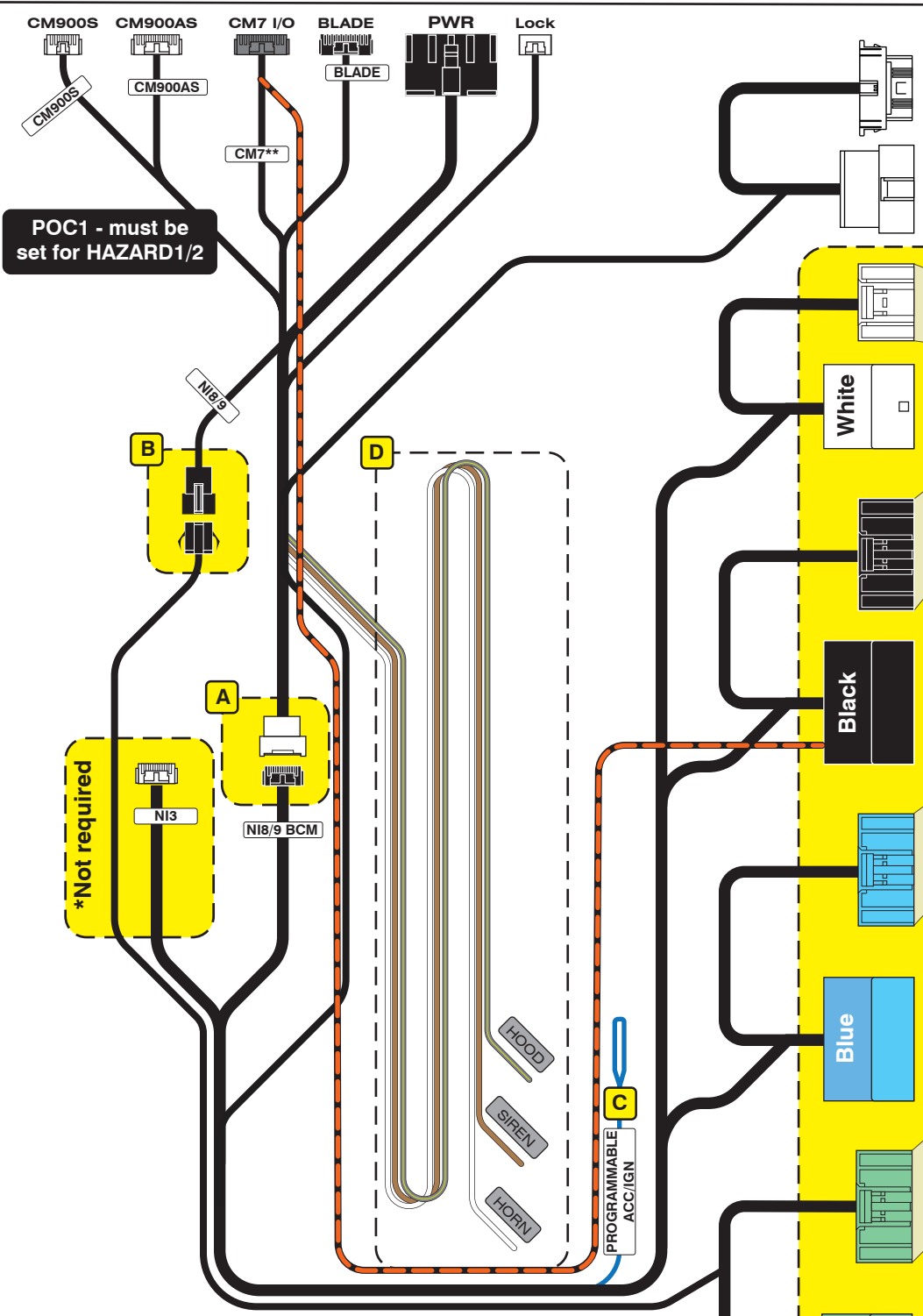
CM900AS/900S Jumper

**START
ACC
IGN1**



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)

Figure 1: Incorrect placement

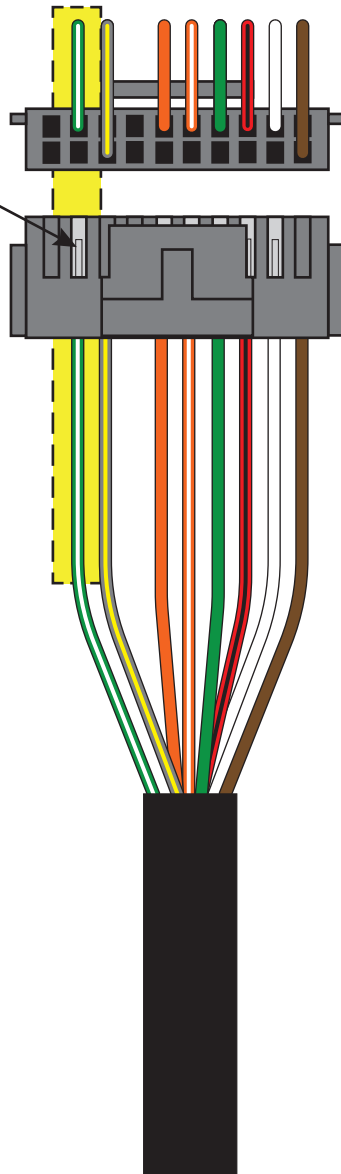
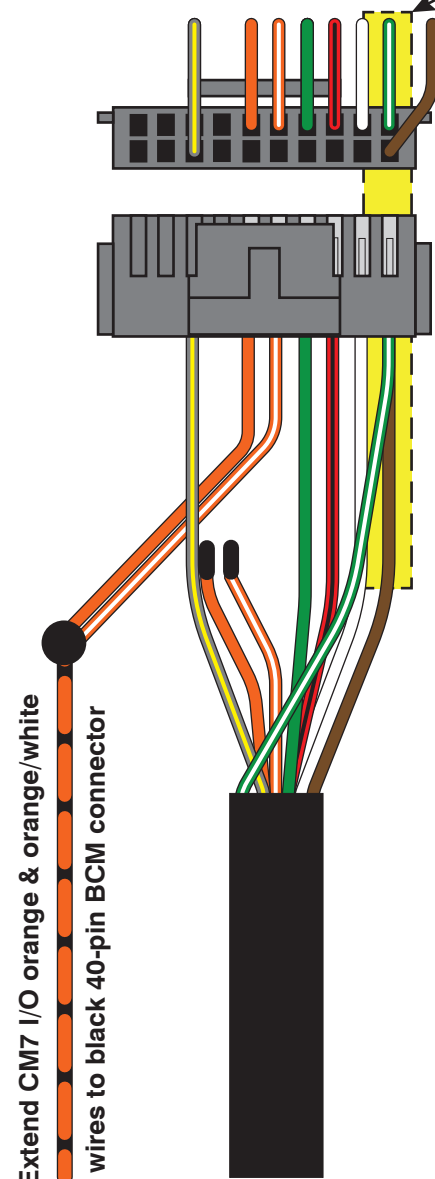


Figure 2: Corrected placement



****2019 Infiniti QX50
Door Lock Modification:**

Disconnect arm/disarm wires from the CM7 I/O connector (org, lock/arm & org/wht, unlock/disarm).

Insulate harness side of wires and extend wires from the connector side to the 40-pin black BCM connector, pin 1 (lock) & pin 21 (unlock).

Please consult the BLADE installation document for an image detailing the lock and unlock pin positions.

