

Make	Model	Year	Install	CAN	Lights	BCM	POC	I/O Changes
DL-NI3					Park / Auto			Green White/Blue
Infiniti	JX35	2013	Type 1	OBD-II	CM I/O	BIC	See note	None/ACC
Infiniti	Q50 PTS	2014-19	Type 1	OBD-II	CM I/O	PKP	See note	None/ACC
Infiniti	Q60 PTS	2017-18	Type 1	OBD-II	CM I/O	PKP	See note	None/ACC
Infiniti	QX60 PTS	2014-19	Type 1	OBD-II	CM I/O	BIC	See note	None/ACC
Nissan	Altima PTS	2013-18	Type 1	OBD-II	CM I/O	BIC	See note	
Nissan	Maxima PTS	2016-19	Type 1	OBD-II	CM I/O	BIC	See note	
Nissan	Murano PTS	2015-19	Type 1	OBD-II	CM I/O	BIC	See note	
Nissan	Pathfinder PTS	2013-20	Type 1	OBD-II	CM I/O	BIC	See note	None/ACC
Nissan	Titan PTS	2016-17	Type 1	OBD-II	CM I/O	RSC	See note	None/IGN

Hey! Read this stuff before you start the installation...

Firmware:

Covered vehicles use **BLADE-AL(DL)-NI3** firmware, flash module and update the controller firmware before installing.

BCM:

BIC - BCM is located behind the instrument cluster

PKP - BCM is located behind the passenger kick panel (harness modification required)

RSC - BCM is located to the right of the steering column, behind dash

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.

POC changes are as follows:

POC1 (lights) : Visual status confirmations and diagnostic information are provided by hazard light connections in the harness assembly, POC1 must be configured for either of the following:

* **Hazard1** (POC option #30 (momentary switch)

* **Hazard2** (POC option #23 (latching switch).

POC2 (-) START

POC3 (-) IGNITION

I/O Changes: CM7x00 (Jumper #2), CM900 (Highlander - there can only be one)

Jumper configuration for **CN1 BLUE** output in the **JX35, Q50, Q60, QX60, Pathfinder**, and

For the Titan (2016-17) set jumper to **IGNITION (IGN)**

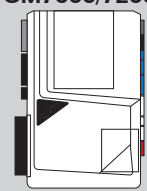
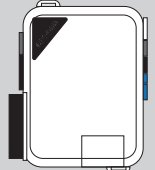
No connection required in the **Altima, Maxima, and Murano**

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	<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

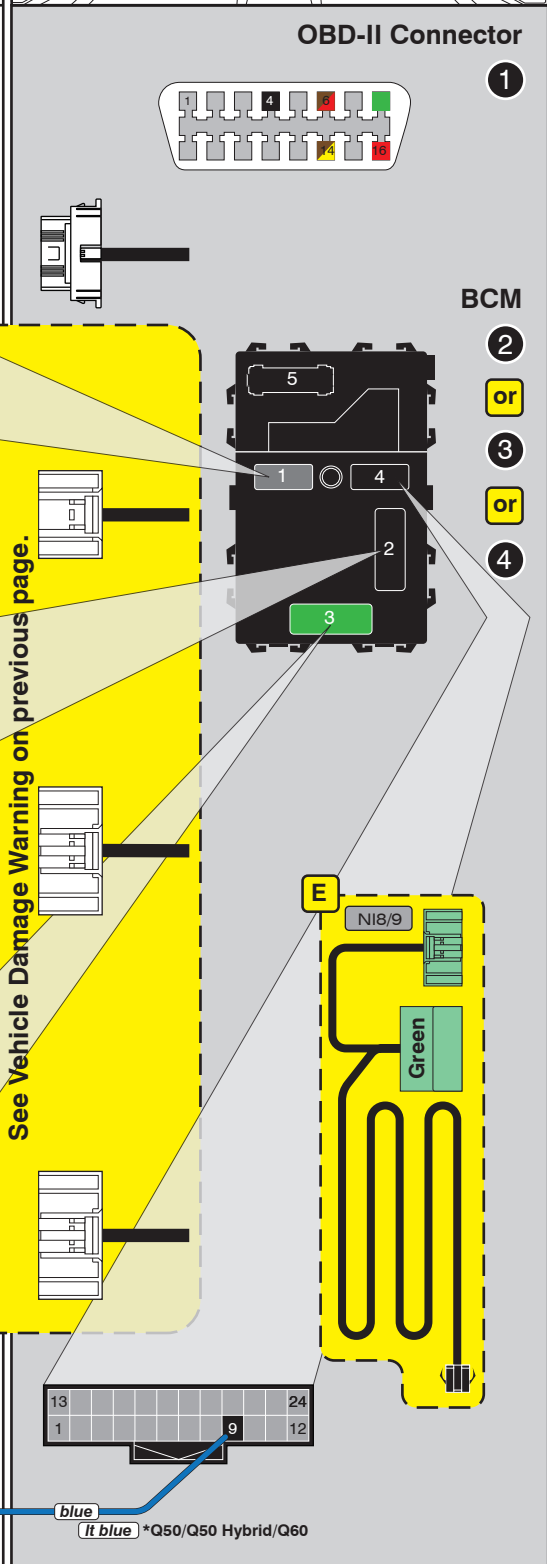
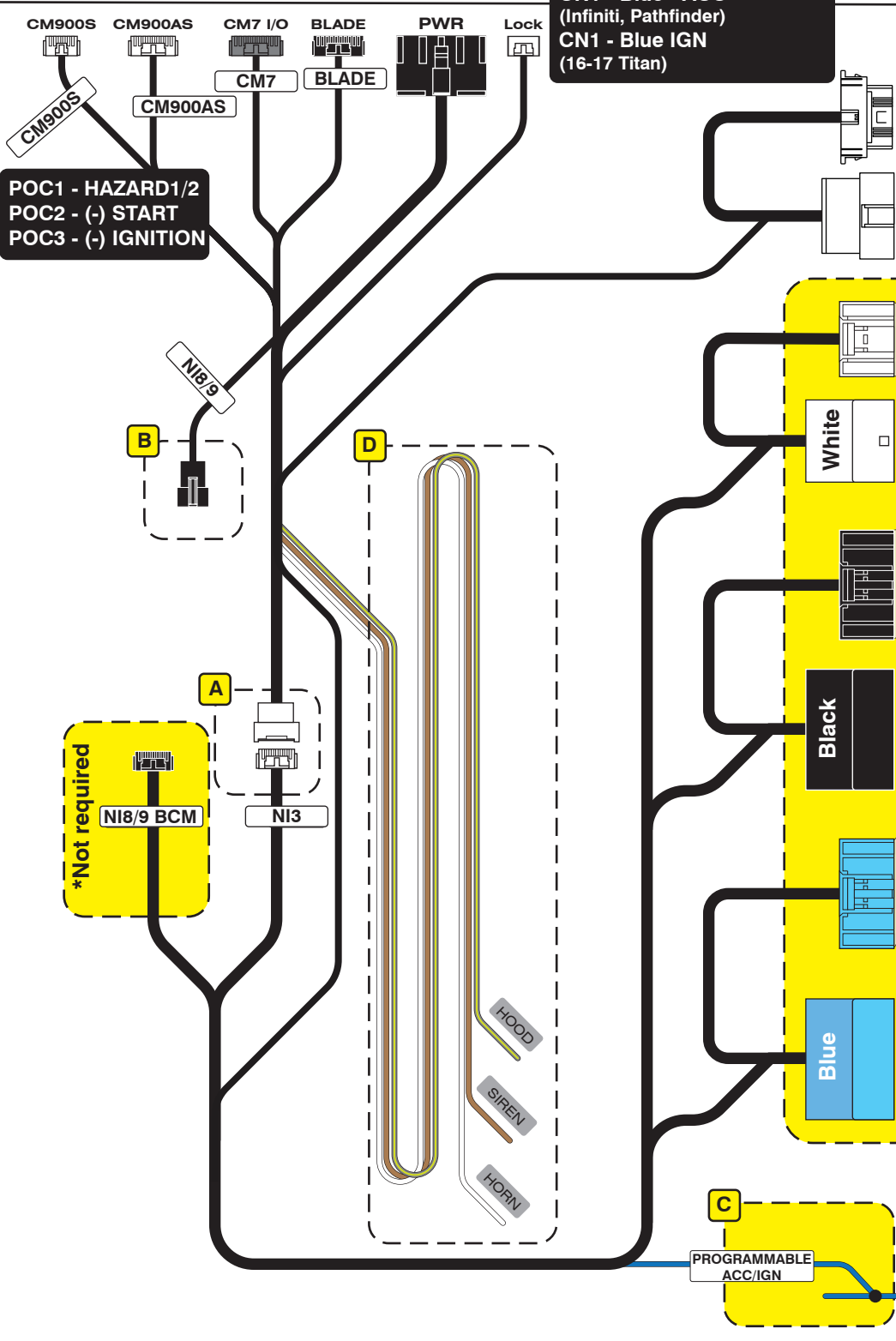


**START
ACC
IGN1**



FTI-NSP2 Type 1 - Installation Notes & Wiring Diagram

- A** Confirm NI3 configuration (**white** 14-pin male to **white** 14-pin female) is selected prior to making any vehicle connections. Secure unused NI8/9 connector (**black** 14-pin male) to harness body for safety.
- B** NI8/9 BCM CAN connector is not required for the NI3 group of vehicles, secure unused connector to harness body for safety.
- C** Programmable ACC/IGN output from CN1 connector, see notes on coverage page for proper jumper configuration settings. Improper configuration will result in malfunction or poor performance.
- D** HOOD, SIREN, AND HORN connections from CM I/O connectors, use as needed/
- E** The NSP2 harness kit includes an NI8/9 BCM CAN extension that is not required in this install, DO NOT attempt to use for any NI3 vehicle, BCM damage will result.



Module Programming Procedure

- Step 1 - Press start button 2x to activate IGN
- Step 2 - Wait for module LED to go solid blue
- Step 3 - Programming complete

LED Programming Error Codes NI3

- Module LED flashing RED during programming
- 1x - No CAN activity, check connectors, check CAN voltages
 - 2x - No immobilizer data, confirm connectors used
 - 3x - VIN detection error, contact support
 - 4x - No ignition, confirm connection and voltage

FTI-NSP2 Type 1

SUPPORT - 1(888) 820-3690, EXT. 203

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

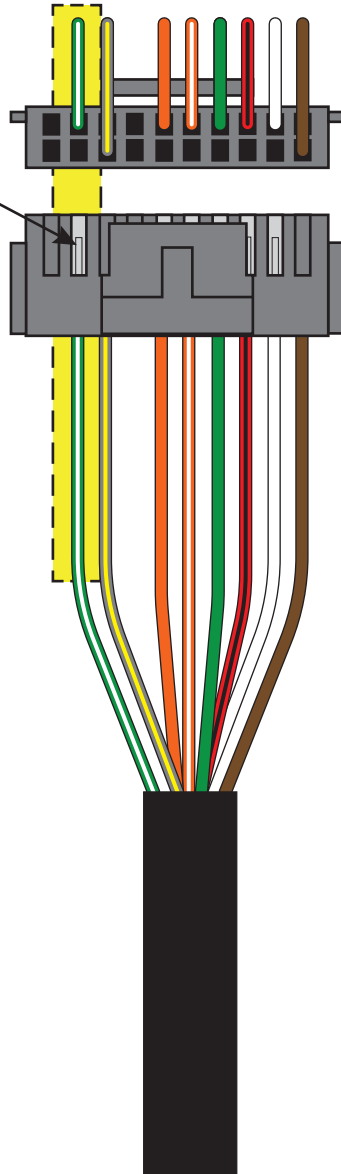


Figure 2: Corrected placement

