



First and foremost, thanks for your continued support of the Dezod Motorsports name and products. We set forth each and every day to out-do ourselves 10 fold with technical innovation and uncompromised quality. We wish you luck in your 2AZFE performance endeavor, and we are here to support you in any way.



This process is merely a step of operations that should be done and performed by a trained tuner/technician. It is not recommended to be done without professional supervision.



Flying Lead Information:

1. **Wideband O2 setup**-This wire can be traced back to the AEM on connector C (31 pins) and is pin 16. It's for an Analog 5V for Wideband O2. This is to be connected to your wideband O2 5V analog output signal. This allows our EMS to use your wideband for data-logging, closed loop control and auto-tune functions.
2. **MAP sensor setup**- These wires can be traced back to the AEM on connector C (17-19 pins). These are three connection wires for your 3 or 5 BAR MAP sensor. This is so your EMS can read some form of load and be tuned for it. AEM C17 in the MAP sensor input. AEM C18 is a sensor ground. AEM C19 is a dedicated 5V source for the MAP sensor.
3. **Intake Air Temp setup**-These wires can be traced back to the AEM on connector C (18 and 25 pins). AEM C25 is the sensor input for your AEM IAT sensor. The ground for this sensor can be shared with your MAP sensor at AEM C18 or any other sensor ground location you may like as there are several available on the unit.
4. **Engine Coolant Temp setup**-These wires can be traced back to the AEM on connector C (18 and 26 pins). AEM C26 is the sensor input for your AEM ECT sensor. The ground for this sensor can be shared with your MAP sensor at AEM C18 or any other sensor ground location you may like as there are several available on the unit.
5. **Boost Control Solenoid setup**-These wires can be traced back to the AEM on connector D (16 pins). D11 is a switched input, which should be wired into a toggle switch with it's own ground. D16 is the boost solenoid output which goes directly to the solenoid. The other wire from the solenoid gets a +12V switched power source and a 5A fuse in-line.



Install directions:

1. Open the hood, and disconnect the negative terminal of the battery.
2. Locate the ECU box behind the glove box. Remove glove box and set aside.
3. Remove the 4-5 stock PCM connectors one after the other (4 from 07-10 and 5 from 05-06)
4. Plug in the matching connectors to the PNP harness into the ECU. The other side, which looks like the connector to the ECU, accepts the stock plugs.
5. Route the longer section of 4 unconnected connectors to the AEM.
6. You will need to connect your IAC kit. Please refer [here](#) to do so.
7. Connect your MAP sensor & [Wideband O2](#) (if applicable) to the flying leads on the harness.
8. Connect a vacuum source to the MAP sensor from the intake manifold or a [vacuum block](#).
9. Please note, your stock MAF is used as an Air Temp Sensor onto your EMS. It's important that this be placed on the intercooler pipes before your throttle body.
9. Download AEM Tuner software from AEM's website. (***for V2 6050 boxes only***) V1.5 1050 boxes use AEM PRO V1.19 which comes in the box.
<http://forum.aempower.com/forum/index.php/topic,27293.0.html>

10. Make sure you have the proper drivers for USB2.0 and/or serial port communications directly OR with a serial to USB connector. If you are using a Serial to USB adapter, we have had excellent success with the IO Gear model one.

11. Load the base calibration which would have been emailed to you when the item shipped from us. If you did not receive the calibration, please email us at sales@dezod.com and have your original order ID handy to verify the purchase.

12. Reconnect the battery, and turn the car to Accessories II. Now this energizes the EMS and allows you to connect to it for uploading of the calibration.

13. Time to connect to the EMS and get the file onto the unit. File open and find the Dezod Base Cal. Once open, we need to set the wizards to accommodate your setup exactly. On the top bar, click wizards>setup wizard.

14. Click on Feedback O2 control, then elect what wideband O2 you connected (if any)

15. Click on Coil Dwell, make sure you have GS/SC300 coils checked.

16. Injectors: Primary, select what injector you have for the proper battery offset.

17. Sensor: Air intake temp: Use supplied custom CAL

18. Sensor: Engine coolant temp: If stock, click Toyo/Lexus ALL, if AEM, click GM

19. Sensor: MAP, Select 3 BAR or 5 BAR (depending on what you ordered)

20. Sensor: O2#1, select the wideband you connected.

21. Next we want to save the calibration we just modified for our setup. File>Save calibration.

22. Ready to connect! ECU>Connect to ECU. You now are connected to the EMS.

23. Next click ECU>Upload Cal.

24. Now that you are live and your new cal is loaded onto the EMS, you now need to set the throttle and timing.

25. Wizards, Set throttle range. Follow directions.

26. Next make a good guess for pulse width and ignition timing and fire up the vehicle. Once you have the car idling, you can now set the timing.

27. Wizards, Set ignition timing. For this part you will need to connect a timing light to the engine. Follow directions on screen. Excellent video if you don't know how to do such a task:

<http://forum.aempower.com/forum/index.php/topic,26184.0.html>

<http://aememstech.com/baseignitiontiming.aspx>

28. Now that all of the parameters have been set, please turn the car over to your tuner can take over and power your 2AZFE to the fullest!