

Instruction Manual



P/N 30-0334

X-Series Wideband UEGO AFR Gauge w/ OBD CAN Integration



STOP! - READ THIS BEFORE INSTALL OR USE!

WARNING:

THIS INSTALLATION MAY REQUIRE WELDING OR INTEGRATION INTO A VEHICLE'S ELECTRICAL SYSTEM. DAMAGE TO SENSITIVE ELECTRONICS, FIRE, OR EXPLOSION MAY OCCUR IF PROPER PRECAUTION IS NOT TAKEN. IF THERE IS ANY DOUBT, **DO NOT** ATTEMPT THE INSTALLATION AND CONSULT A PROFESSIONAL.

NOTE: IT IS THE RESPONSIBILITY OF THE ENGINE TUNER TO ULTIMATELY CONFIRM THE CALIBRATION USE FOR ANY PARTICULAR ENGINE IS SAFE FOR ITS INTENDED USE. AEM HOLDS NO RESPONSIBILITY FOR ANY ENGINE DAMAGE THAT RESULTS FROM THE MISUSE OF THIS PRODUCT.

The 52mm (2-1/16") AEM X-Series Universal Exhaust Gas Oxygen (UEGO) Gauge features a four digit central readout and sweeping 24-color-coded LED display, providing immediate reference to the engine air fuel ratio (or lambda) in real-time. The AEM gauge is ideal for all vehicles including carbureted applications and engine dynamometers. An OBD-II output can be used in conjunction with CAN based OBD-II ports found in 2008 and newer vehicles to replace or supplement stock O2 sensors with the fast LSU4.9 sensor for more accurate mixture control. An EFILive Flashscan V2 output is also available via the OBD-II connection. A 0-5V analog output and serial output is included and can be used with data loggers or aftermarket ECUs including the AEM Infinity Engine Management System.

The X-Series Digital Wideband technology is US Patent #9,575,030.

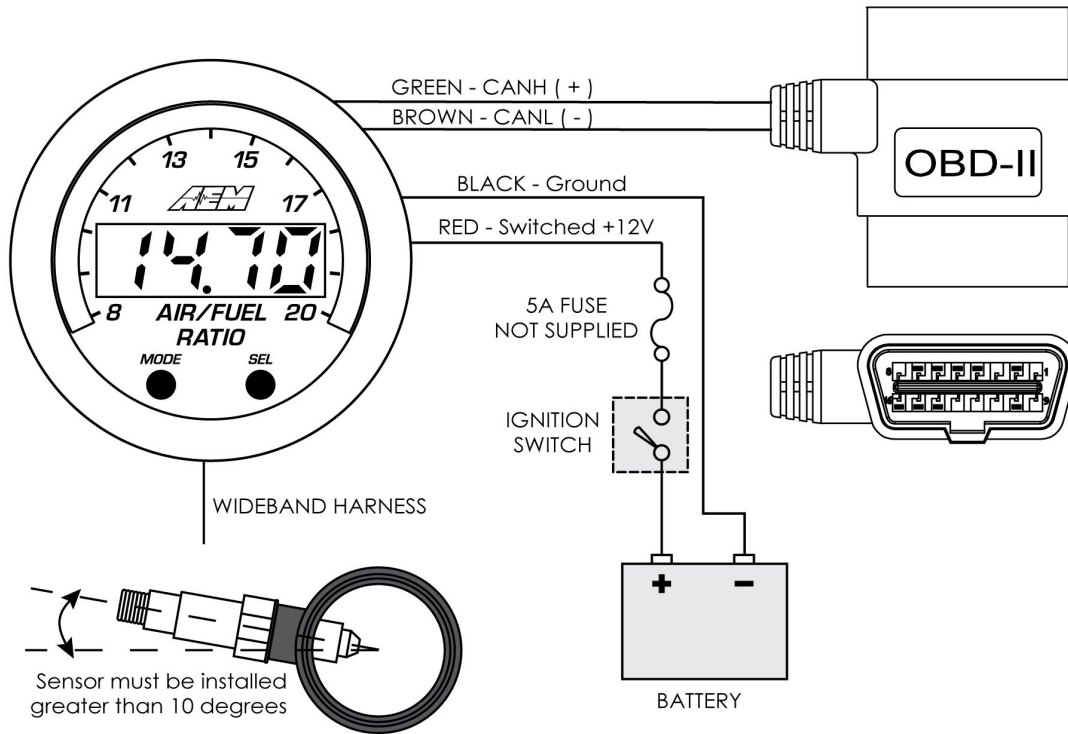
Features

- X-Digital Technology
- Free air or resistor trim calibration modes
- Fast response, 20ms typical
- 2-1/16" / 52mm outer diameter mounting
- 8.0:1 to 20.0:1 AFR / 0.55 to 2.00 Lambda
- Configurable 3 or 4 digit precision display mode
- Lambda, AFR, O2 % display modes with reversible faceplate
- Black bezel/faceplate supplied; Silver/white available as optional purchase
- Locking connectors
- Supports vehicle/system voltages up to 16V
- Supports Bosch LSU4.9 Sensor
- OBD-II Output; CAN based compatible with 2008 or newer vehicles
 - Daisy-chain up to eight (8) 30-0334 gauges
- EFILive Flashscan V2 Output (V8 Software: V8.2.5, Build 316 or newer)
 - Daisy-chain up to two (2) 30-0334 gauges
- 0-5V Analog Output
- Serial RS-232 Output

KIT CONTENTS	
PN	Description
10-0334	INST, X-SERIES UEGO GAUGE
35-0334	GAUGE ASSY, X-SERIES AFR GAUGE
-	RED INSULATED BUTT CONNECTORS (4)
35-4005	WELD-IN BUNG, O2 SENSOR 1214 MILD STEEL
35-8618	NUT, KNURLED, M4x0.7 (2)
35-8614	BRACKET, X-SERIES GAUGE
35-3459	Cable, X Gauge OBD2 Pass THRU
35-3427	SENSOR CABLE, X-SERIES GAUGE LSU4.9
35-8617	RUBBER BAND, X-SERIES GAUGE
35-2003	SENSOR, WIDEBAND UEGO BOSCH LSU 4.9

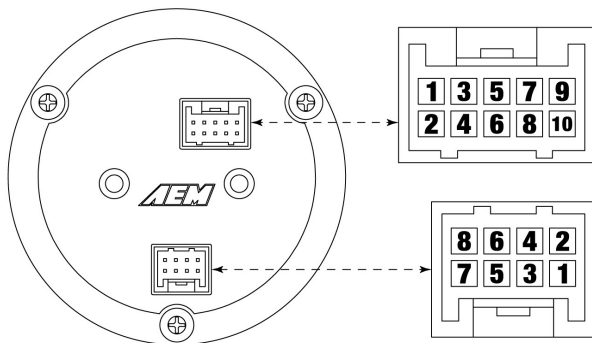
OPTIONAL ACCESSORIES	
PN	Description
30-0300-ACC	BEZEL, X-SERIES GAUGE SILVER FACEPLATE, X-SERIES AFR WHITE
30-2355-200	NO WELD UEGO CLAMP KIT, 1.75" to 2.00"
30-2355-250	NO WELD UEGO CLAMP KIT, 2.25" to 2.50"
30-2355-300	NO WELD UEGO CLAMP KIT, 2.75" to 3.00"
30-2355-350	NO WELD UEGO CLAMP KIT, 3.25" to 3.50"
30-4008	WELD-IN FINNED BUNG, O2 LONG, STAINLESS STEEL
35-4001	BUNG PLUG, O2 SENSOR

Wiring Installation Diagram



Gauge Connections

The X-Series UEGO gauge is supplied with a Power/IO wiring harness (A) and a UEGO sensor harness (B); the harnesses are connected to the gauge as shown below. The UEGO sensor harness simply needs to be routed to the UEGO sensor whereas the Power/IO harness will require further integration into the vehicle. The minimum Power/IO connections required to operate the gauge are switched 12V (5A fuse) and ground. Please reference the diagrams and information on the provided for further detail.



Connector A - Power / IO

A

B

Pin	Color	Description
1	RED	Switched 12V Power (5A Fuse)
2	BLACK	Power Ground
3	BROWN/WHITE	AEMnet- / CANL
4	GREEN	AEMnet+ / CANH
5	BLUE	Serial / RS-232 Output (Optional-Not populated)
6-8	-	Not Used
9	WHITE	0-5V Analog Output Positive+ (Optional-Not populated)
10	BROWN	0-5V Analog Output Negative- (Optional-Not populated)

Important Notes on Wiring

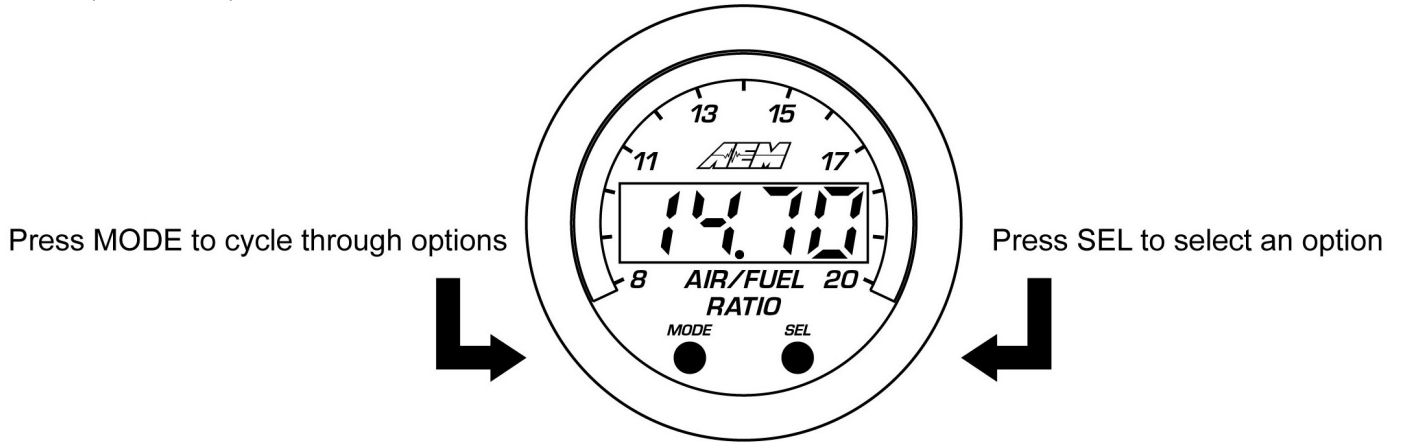
- Route harnesses carefully to avoid chafing or undue strain.
- Secure wiring to vehicle with wire ties paying special attention to the sensor harness routing beneath the vehicle and/or in the engine compartment.
- Take care when routing sensor harness near hot exhaust components.
- Apply strain reliefs and wire coverings as necessary.
- Use a 5A inline fuse on the switched 12V power supply line (Pin 1 - Power/IO).
- Avoid cutting or extending the sensor harness.
- Use appropriate gauge wire (20 AWG or thicker) when extending wires, especially Pins 1(Switched 12V) or 2(Ground) of the Power/IO harness.
- Ensure all connections are secure and insulated from shorts to adjacent wires and the vehicle structure. Utilize proper crimping and solder/heatshrink techniques.
- To populate optional extras, use P/N: SPUD-001T-P0.5 terminals for 22-26 AWG wire.

Connector B - Bosch LSU4.9 UEGO Sensor

Pin	Color	Description
1	GREEN	Trim Resistor
2	WHITE	Heater Negative-
3	ORANGE	COM
4	-	Not Used
5	RED	Pump Current
6	BLACK	Sense
7	-	Not Used
8	BROWN	Heater Positive+

Operation

Mode (MODE) and select (SEL) buttons are located on the face of the gauge for configuration; refer to the diagram below for the available options and their function. Note that the faceplate is two-sided and reversible. If the display mode is changed to lambda, the faceplate may be flipped to display the corresponding lambda scaling. Please reference the Faceplate/Bezel Installation section in this manual for instruction on this process. The oxygen percentage display mode may be selected but the outer "needle" LEDs will be non-functional and, thus, there is no corresponding faceplate for this mode. The center display will indicate the current sensor reading numerically or four dashes "----" if the current mixture is full lean (> 20:1 AFR).



3d 10

Change to 3 digit display mode, e.g. 12.4

4d 10

Change to 4 digit display mode, e.g. 12.43

ALAL

Perform a free air calibration; sensor must be removed from exhaust

rCAL

Change to resistor trim calibration mode

AFr

Change to Air Fuel Ratio (AFR) display mode; 14.65 = 1.00 Lambda

LA

Change to Lambda display mode

O2

Change to Oxygen % display mode; rich mixtures displayed as 0.0

obd2

Change OBD-II settings; see OBD-II Output section

OBD-II (CAN Bus) Output

The OBD-II output functions by simulating an auxiliary ECU when plugged into the vehicle's OBD-II port. As such, the gauge requires its own address that is different than any of the other ECUs that are already on the vehicle's network. The default settings have been chosen such that most users should not have to adjust the following settings; just plug it in and go.

The available settings under the 'obd2' menu are:

ECU

This is the unique address the gauge should be set to for scanners to be able to accurately detect O2 readings. The actual hex address used will change depending on the 'bitS' option (below.) The default value is ECU #6 and if using another 30-0334 the second gauge should be set to ECU #7.

ECU #	11-bit	29-bit
1	0x7E1	0x18DA14F1
2	0x7E2	0x18DA18F1
3	0x7E3	0x18DA1CF1
4	0x7E4	0x18DA20F1
5	0x7E5	0x18DA24F1
6 (default)	0x7E6	0x18DA28F1
7	0x7E7	0x18DA2CF1

PID

This is the hexadecimal value for the PID that the gauge should emulate. The default value should be listed as O2 #1 and if a second gauge is used then O2 #2 should be selected. If your vehicle is equipped with OEM widebands and the factory powertrain ECU already outputs some of the PIDs in the following table then you may need to select a different PID. This will highly depend on your vehicle and scanner type. Listed below are the available options.

O2 #	Location	PID
1 (default)	Bank 1 Sensor 1	0x24
2	Bank 1 Sensor 2	0x25
3	Bank 2 Sensor 1	0x26
4	Bank 2 Sensor 2	0x27
5	Bank 3 Sensor 1	0x28
6	Bank 3 Sensor 2	0x29
7	Bank 4 Sensor 1	0x2A
8	Bank 4 Sensor 2	0x2B
EF1	Bank 1 Sensor 1	0x24
EF2	Bank 2 Sensor 2	0x25

'EF1' and 'EF2' should only be selected for use with EFLive Flashscan V2 functionality

bitS

This is the size of the CAN bus message identifier used. The available values are 11 and 29 with the default value being 11. Most vehicles will have an 11 bit identifier.

rate

This is the bitrate of the CAN bus. The available values are: 250 and 500 kbps. The default value is 500 kbps and is correct for most vehicles.

EFILive Flashscan V2 Output

The EFILive output functions by simulating an auxiliary transmission controller ECU when plugged into the vehicle's OBD-II port. The 30-0334 supports both single and dual gauge installations. Configuring the gauge to operate with EFILive requires changing settings on both the gauge itself and configuring the EFILive software via your PC. Please refer to the section below for details.

Configuring the 30-0334 for EFILive functionality

The available settings under the 'obd2' menu are:

ECU

This must be set to **ECU #6** for EFILive installations. The default value is ECU #6 which is the correct setting for both single and dual gauge installations.

ECU #	11-bit	29-bit
1	0x7E1	0x18DA14F1
2	0x7E2	0x18DA18F1
3	0x7E3	0x18DA1CF1
4	0x7E4	0x18DA20F1
5	0x7E5	0x18DA24F1
6 (default)	0x7E6	0x18DA28F1
7	0x7E7	0x18DA2CF1

PID

Single gauge installations: '1' should be selected.

Dual gauge installations: 'EF1' should be selected for the first gauge and 'EF2' for the second.

O2 #	Location	PID
1 (default)	Bank 1 Sensor 1	0x24
2	Bank 1 Sensor 2	0x25
3	Bank 2 Sensor 1	0x26
4	Bank 2 Sensor 2	0x27
5	Bank 3 Sensor 1	0x28
6	Bank 3 Sensor 2	0x29
7	Bank 4 Sensor 1	0x2A
8	Bank 4 Sensor 2	0x2B
EF1	Bank 1 Sensor 1	0x24
EF2	Bank 2 Sensor 2	0x25

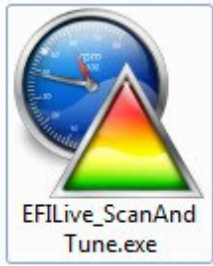

'EF1' and 'EF2' should only be selected for use with EFILive Flashscan V2 functionality

bits rate

This must be set to **11** for all EFILive installations. 11 is the default value.

This must be set to **500** kbps for all EFILive installations. 500 kbps is the default value.

Configuring the EFILive Software





- Connect the AEM gauge and Flashscan V2 to the OBD-II port and launch EFILive Scan and Tune software.
Click **F2: Scan** to configure the gauges
- Click **Auto Detect**
or
Manually Right-Click the transmission controller box on the right side and select **AEM UEGO Bank 1**
NOTE: This procedure is the same for both single and dual gauge installations

Available PIDs			
Name	Description	Units	Group
GPM - Generic SAE Defined PIDs			
W02S11	Wide Band Oxygen Sensor - Bank 1, Sensor 1		GPM - Generic
W02S12	Wide Band Oxygen Sensor - Bank 1, Sensor 2		GPM - Generic
W02S13	Wide Band Oxygen Sensor - Bank 1, Sensor 3		GPM - Generic
W02S14	Wide Band Oxygen Sensor - Bank 1, Sensor 4		GPM - Generic
W02S21	Wide Band Oxygen Sensor - Bank 2, Sensor 1		GPM - Generic
W02S22	Wide Band Oxygen Sensor - Bank 2, Sensor 2		GPM - Generic
W02S23	Wide Band Oxygen Sensor - Bank 2, Sensor 3		GPM - Generic
W02S24	Wide Band Oxygen Sensor - Bank 2, Sensor 4		GPM - Generic
Calculated PIDs			

Single gauge install → W02S11

Dual gauge install Gauge #2 → W02S21



- The following "GPM - Generic SAE Defined PIDs"s group should now be available.
Single gauge installations: Right-Click **W02S11 Wide Band Oxygen Sensor - Bank 1, Sensor 1** and select **Add**
Dual gauge installations: Right-Click **W02S21 Wide Band Oxygen Sensor - Bank 2, Sensor 1** and select **Add**
- Please refer to the EFILive documentation for further information regarding it's operation at www.efilive.com

Calibration

Calibration

The supplied UEGO sensor is factory calibrated via a trim resistor, integral to the sensor connector, and requires no further calibration. The ability to perform a free air calibration is provided for users that wish to do so. A free air calibration can be used as a sensor ages, however, new sensors should use the resistor calibration for best accuracy.

Resistor Trim Calibration Mode (rCAL)

This is the X-Series UEGO controller's default mode as shipped from the factory. It is the recommended calibration mode and, for most users, no further action or calibration is required.

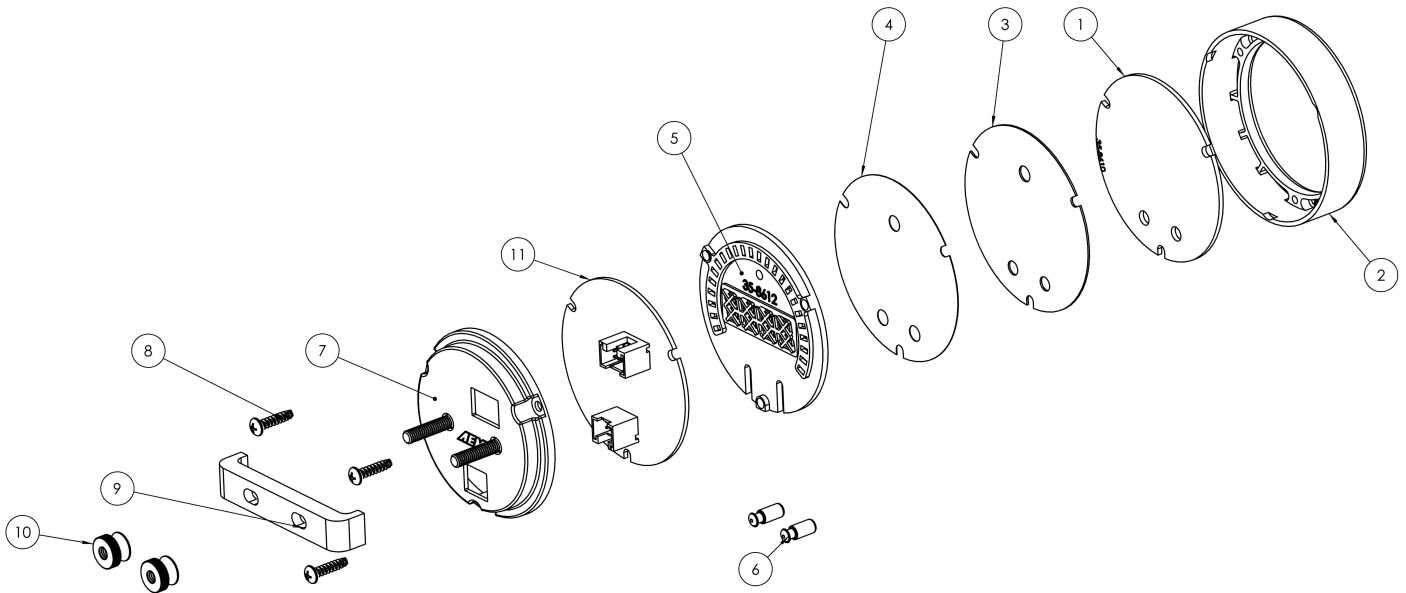
Free Air Calibration Mode (ACAL)

Refer to the Operation section of this manual for instruction on how to navigate to the menu selection ACAL. The sensor **MUST** be removed from the exhaust for this procedure. The free air calibration process begins once the ACAL menu option selection is confirmed. The calibration will take approximately ten to fifteen seconds during which the sensor must be placed in a "fresh" air environment, i.e. an area without lingering exhaust or chemical fumes. The process will complete and the gauge will report PASS or FAIL on the display. If the gauge reports FAIL then the sensor detected too low a level of oxygen; this is typically indicative of a sensor being left in the exhaust pipe or in an environment with excess exhaust/chemical fumes.

Faceplate / Bezel Installation

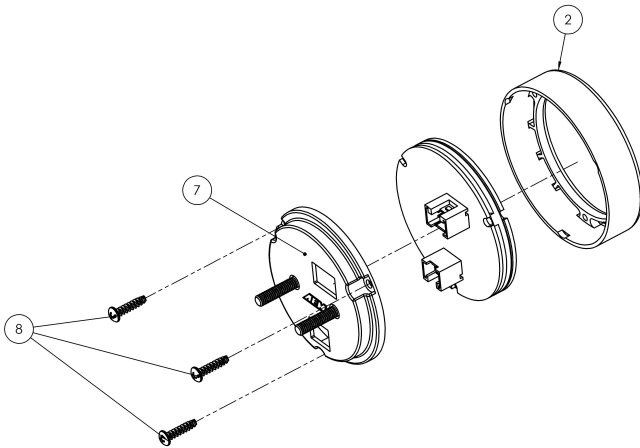
The gauge kit is supplied assembled with a black faceplate and black bezel. An accessory kit is available (for purchase through AEM dealers) which includes an optional silver bezel and white faceplate. Please reference the Optional Accessories section earlier in the document for the appropriate part numbers. Contact your dealer or visit www.aemelectronics.com for more information.

The faceplate may be reversible, displaying alternative scalings on either side. Reference the Operation section of this manual for details on how to switch the display mode when reversing the faceplate. Disassembly is required to change the faceplate, flip/reverse the faceplate, or change the bezel of the gauge. The following diagram will provide familiarization with the major components of the gauge prior to beginning the procedure.

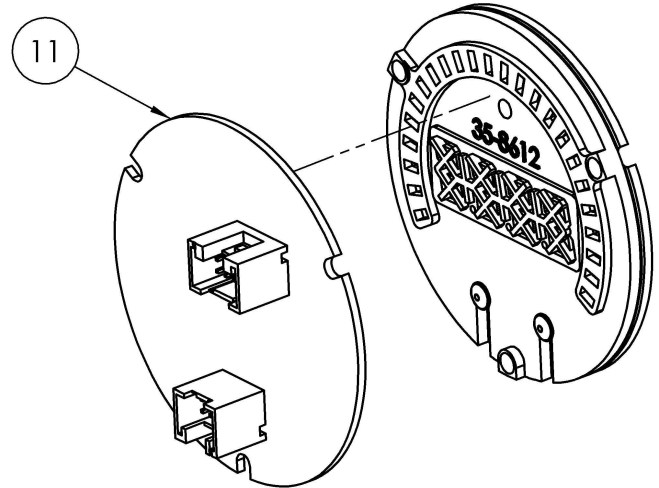


Item	Qty	Description
1	1	Lens
2	1	Bezel
3	1	Faceplate
4	1	Diffuser
5	1	Light Guide
6	2	Button
7	2	Mounting Stud (M4 x 0.7)
8	3	Assembly Screw
9	1	Mounting Bracket
10	2	Brass Thumb Screw (M4 x 0.7)
11	1	Printed Circuit Board (PCB)

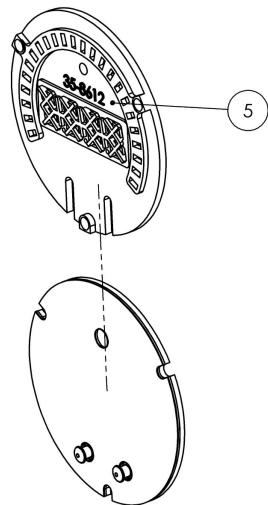
Gauge Disassembly



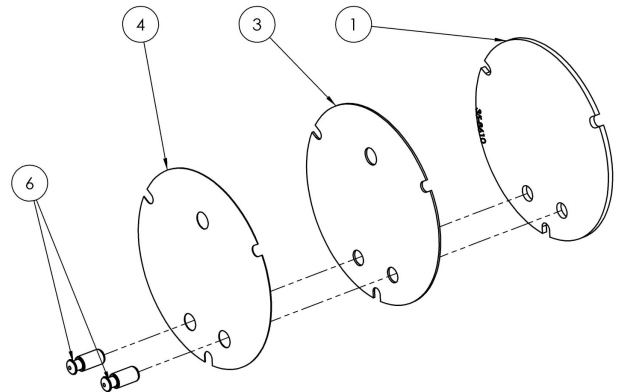
STEP 1 - Remove the three assembly screws (8) using a #1 Phillips head screwdriver. Separate the bezel (2) and cup (7) from the rest of the assembly. If you have purchased the optional accessory kit, the silver bezel may be replaced for the existing bezel at this time



STEP 2 - Separate the PCB (11) from the remaining components

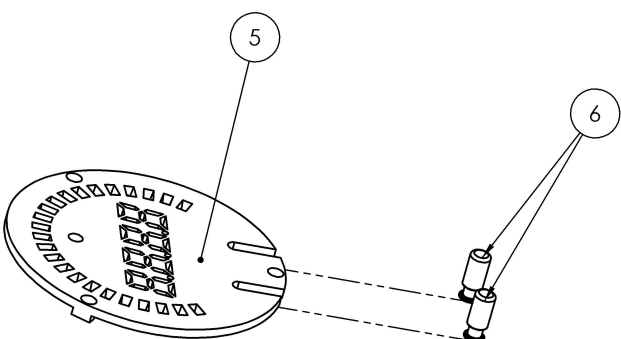
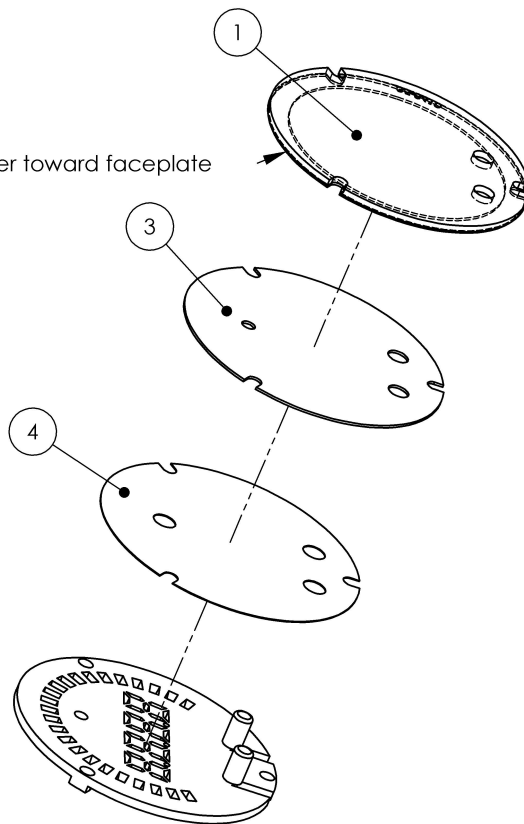
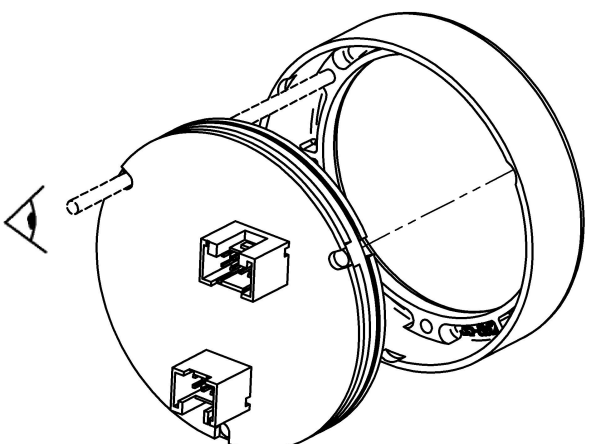
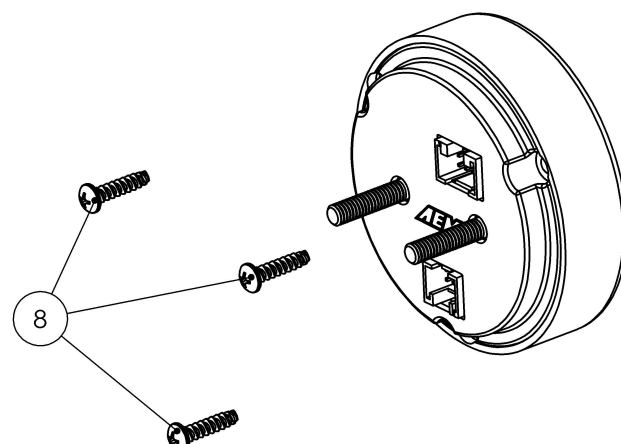


STEP 3 - Slide the light guide (5) upward to remove it, the buttons may fall out at this time - take care not to lose them



STEP 4 - As you separate the remaining components, diffuser (4), faceplate (3), lens (1), note the order in which they were assembled. The faceplate (3) may now be reversed to display an alternate scaling or replaced for a different color as included in the optional accessory kit

Gauge Assembly

	 <p>Lens spacer toward faceplate</p>
<p>STEP 1 - Place the light guide (5) on a flat surface (black side up) and slide the buttons (6) into the slots</p>	<p>STEP 2 - Stack the diffuser (4), faceplate (3), and lens (1) in order, over the buttons, and on to the light guide</p>
	
<p>STEP 3 - Reassemble the PCB and display stack with the bezel, making sure screw holes are aligned through the entire assembly</p>	<p>STEP 4 - Reassemble and tighten screws to 2 in-lb (previously assembled bezel) or 3 in-lb (new bezel). Do not over-tighten!</p>

What is a UEGO Wideband Sensor?

A Universal Exhaust Gas Oxygen (UEGO) oxygen sensor, also known as a wideband or lambda sensor, measures the proportion of oxygen (O₂) in the exhaust of a running engine. An air to fuel ratio (AFR) or lambda value can be calculated from this measurement. Typically, when calibrating or "tuning" the fuel delivery system of an engine, a specific AFR can be targeted to achieve maximum power, economy, or emissions. The output from a UEGO sensor controller can be used to adjust a carburetor or fuel injection system to reach this target.

UEGO sensors are one of the more sophisticated sensors found in today's vehicles. The sensing element is made of a zirconium dioxide ceramic with a thin platinum coating and has an integrated heating element. An electronic controller, such as is contained in AEM's X-Series UEGO Gauge or Inline Controller, is **required** to use a UEGO oxygen sensor. The controller connects to the sensor via multiple wires (up to 6) carrying sensitive voltages and electrical currents to process and calculate an AFR value. This value may be read directly from a gauge face or data-log as recorded by an ECU or logger via several methods as discussed elsewhere in this manual.

Interpreting Wideband Sensor Readings

An internal combustion engine runs on air (which contains ~20% oxygen) and fuel. The ratio of air to fuel (AFR) that, when combusted, perfectly consumes 100% of both the oxygen and fuel is called the stoichiometric ratio. This ratio is different for every fuel. Ratios lower than stoichiometric have more fuel and are considered "rich"; ratios higher than stoichiometric have less fuel and are considered "lean."

Fuel	Stoichiometric AFR	Lambda
Unleaded Gasoline	14.65 : 1	1.00
Methanol	6.47 : 1	1.00
Ethanol	9.00 : 1	1.00
Propane	15.67 : 1	1.00
CNG	17.20 : 1	1.00

Lambda is a unitless ratio that is fuel agnostic. In other words, a lambda reading of 1.0 is stoichiometric for any fuel; $AFR = (\text{Stoichiometric AFR} * \text{Lambda})$.

In general, an engine will have three areas of operation: idle/cruise, wide open throttle, and fuel cut off. The exact AFR value that should be expected (or tuned to) for these areas is very specific to the type and configuration of each individual engine. However, while monitoring your AEM X-Series controller, you should see readings similar to the chart below. Fuel cutoff is generally experienced when completely lifting off the throttle, while decelerating in gear, at high RPM.

Operating Region	WOT	IDLE/CRUISE	FUEL CUTOFF
Approximate AFR	10.5 (RICH)	14.7 (STOICH)	20.0 (LEAN)

IMPORTANT NOTE: Engine tuning should only be performed by experienced individuals as engine damage, or outright failure, can be the result of an improper calibration.

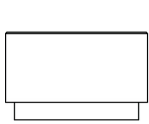
Sensor Placement

The location at which the sensor is installed in the vehicle's exhaust system is critical to its performance and longevity. Please review the following placement guidelines:

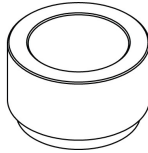
- 18 inches (45cm) downstream of the cylinder head's exhaust port or turbocharger
- Upstream of any catalytic converters or emission control devices
- Downstream of any turbochargers or large contributors to exhaust pressure
- As far as possible from the exhaust exit (tailpipe) to avoid scavenging fresh air in low exhaust flow conditions such as idling
- AEM's X-Series UEGO controller is a very sensitive device and, thus, it is important to have a completely leak-free exhaust

Sensor Bung

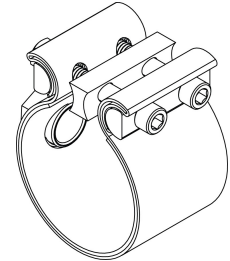
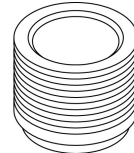
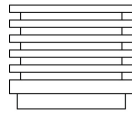
The supplied mild steel sensor bung must be welded into the vehicle's exhaust. An optional stainless steel sensor bung is available for purchase from AEM dealers and may be useful in specific installation scenarios. The taller geometry of this bung helps bring the sensing element further out of the exhaust stream when used in small diameter tubing such as header primaries. In addition, the finned body helps dissipate heat when used in extreme applications. As an alternative to welding, users may purchase a P/N 30-2355-XXX No Weld UEGO Clamp Kit.



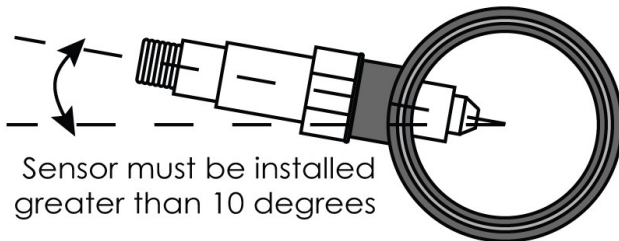
P/N 35-4001 Mild Steel Sensor Bung



P/N 30-4008 Stainless Steel Tall Sensor Bung w/ Fins



P/N 30-2355-XXX No Weld UEGO Clamp Kit



The bung should be welded in such a way that the installed sensor orientation is greater than ten degrees from horizontal to allow any condensation to properly drain from the sensor. In addition, it is recommended to avoid a completely vertical sensor orientation to prevent overheating the sensor. Failure to heed these recommendations may result in premature sensor failure.

Important Notes on Wideband Sensors

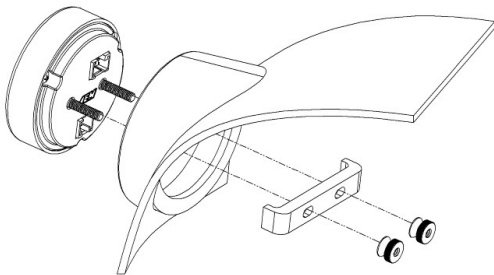
The sensor contains an integrated heating element and will become hot enough to produce burns, when powered, even without the presence of exhaust gas. Sensors can remain hot enough to burn or start a fire for quite some time after removing power -- handle with caution.

UEGO sensors are very sensitive devices that must be handled and installed with care. Listed below are several contaminants and conditions which will shorten the life of the sensor or result in outright failure. Since AEM is unable to verify the operating conditions under which a sensor is subject, **NO WARRANTY** is provided for the UEGO sensor itself. The gauge/controller is, however subject to AEM's 12 month limited warranty; please see the warranty statement at the end of this document.

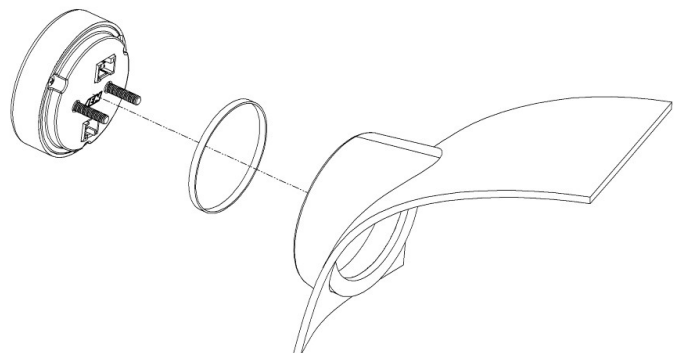
The following may damage or destroy oxygen sensors:

- o Leaded (tetraethyl) fuel
- o Silicone
- o Oil
- o Engine coolants
- o Particulates, carbon (e.g. excessively rich mixtures)
- o Mechanical shock (e.g. dropping a sensor on the ground)
- o Thermal shock (e.g. blown head gasket)
- o Extreme exhaust temperatures (Greater than 930 degC/1700 degF)
- o Unheated sensor in exhaust stream. Sensors that are installed in an exhaust must be connected to a properly functioning controller during engine operation.

Gauge Installation



Installation using supplied bracket



Installation without bracket, using rubber band

A 2-1/8" (52mm) hole is required to mount the X-Series gauge. A bracket and thumbscrews are provided to facilitate installation into a panel or gauge pod. In some cases, the gauge cup may be pushed into a mounting hole causing an interference fit strong enough to retain the gauge; the supplied rubber band may be fit to the gauge to create a tighter fit in mounting holes slightly larger than 52mm. It is, however, recommended that gauges be mounted securely using the supplied bracket to ensure they never become loose and cause a hazard during vehicle operation.

Note: The gauge is not water-proof and should not be installed in a location with exposure to water or snow. Damage caused by water ingress will not be covered under warranty.

0-5V Analog Output

WHITE WIRE = Analog Positive +
BROWN WIRE = Analog Negative -

0-5V Analog Output Scaling Formulas		
AFR	=	$(2.3750 * \text{Volts}) + 7.3125$
Lambda	=	$(0.1621 * \text{Volts}) + 0.4990$

The 0-5V analog output is suitable for output to devices such as loggers or ECUs. This differential output requires special care to ensure proper operation. The WHITE signal wire should be connected to the positive of the analog input of the logging device or ECU; the BROWN wire must be connected to the negative of the analog input of the logging device or ECU. If the logging device or ECU does not have a differential analog input (both a dedicated positive and negative terminal for the analog input) then connect the BROWN wire to the shared signal ground. If the device does not have a dedicated signal ground then as a last course of action, connect it to the power ground of the logging device.

Important Note: If bench testing the analog output outside of a vehicle, a multimeter's positive lead may be connected to the WHITE wire however the BROWN wire must be connected to BOTH the multimeter's negative lead AND power ground going to the X-Series UEGO device. This connection is usually made by the circuitry inside an ECU or data logger.

0-5V Analog Output Scaling Table		
Volts	Lambda	AFR (Gasoline)
<0.50	SENSOR NOT READY	
0.50	0.58	8.50
0.75	0.62	9.09
1.00	0.66	9.69
1.25	0.70	10.28
1.50	0.74	10.88
1.75	0.78	11.47
2.00	0.82	12.06
2.25	0.86	12.66
2.50	0.90	13.25
2.75	0.94	13.84
3.00	0.99	14.44
3.25	1.03	15.03
3.50	1.07	15.63
3.75	1.11	16.22
4.00	1.15	16.81
4.25	1.19	17.41
4.50	1.23	18.00
>4.50	SENSOR ERROR	

Serial (RS-232) Output

BLUE WIRE = Serial Out

The serial datastream is suitable for output to third party devices such as data loggers, PCs, or reflashed ECUs. The X-Series UEGO serial datastream is designed to match AEM's legacy 30-4100/30-4110 UEGO Digital Gauge for backwards compatibility. The currently selected display mode (lambda or AFR) will dictate what is output via serial. The format is simply the value followed by a carriage return and line feed, e.g. "14.7\r\n"

baud rate	9600 bps
data bits	8
parity	None
stop bits	1

FAQ / Troubleshooting

What are the minimum wiring connections needed to use the gauge?

Switched/fused 12V (RED) and power ground (BLACK) must be supplied to the 10 pin connector. Any unused wires may be secured and fastened away for future use. The 8 pin sensor harness must also be connected between the gauge and sensor.

When should I use free air calibration mode?

The sensor that is supplied is laboratory calibrated using the integral trim resistor; this is the preferred and recommended calibration mode. If you feel your sensor has been extremely contaminated or damaged and requires re-calibration then it is suggested that you purchase a new sensor. Alternatively, performing a free air calibration may be helpful.

The gauge displays "SEnS", what does this mean?

The gauge is not detecting the O2 sensor. Ensure the 8 pin sensor harness is plugged in and LS4.9 sensor is plugged in. If the sensor is not heating up then the gauge may be damaged and you should contact AEM Technical Support for further instructions.

The gauge displays "bAtt" when I key-on or crank the engine.

The gauge requires a minimum supply voltage to properly drive the UEGO sensor heater and will display "bAtt" if a low voltage condition is detected. Please ensure the vehicle's battery is in good condition, e.g. >12V engine off, >13.8V engine running.

I installed my gauge correctly and the display just shows four dashes, "- - - -"

Four dashes means the sensor is detecting a very lean, high oxygen content higher than 20:1 AFR. This is completely normal behavior in conditions such as engine off, decel fuel cutoff, or when the sensor is outside of an exhaust in open air. It may also be indicative of an exhaust leak upstream of the sensor, or a sensor installed too close to an open air source, especially if this occurs only at idle and light loads.

I performed a free air calibration but the gauge reported "FAIL"

The sensor must be removed from the exhaust to perform a free air calibration. Remove the sensor from the exhaust to a fresh air environment that is free from exhaust or chemical/solvent fumes.

My engine has two banks, can I wire two sensors into one gauge and switch between them?

No, each sensor must have its own dedicated controller/gauge. Alternatively, the AEM P/N 30-2340 4 Channel Wideband UEGO Controller may suit your needs.

Can I extend the wires in my sensor harness?

Yes, but use of at least 20AWG and proper crimping/soldering techniques is required.

OBD-II output appears glitchy and isn't working properly.

If all devices start to fail when the gauge is plugged in, check the bitrate and try switching between 11 and 29, if this doesn't work then proceed to toggle between rates of 250 and 500 kbps. This should enable the network to function properly and then you can make any necessary adjustments to the ECU or PID numbers.

EFILive output doesn't appear to be working.

Ensure both AEM gauges are set to ECU '6'; the first gauge PID must be '1' for single gauge installations, and the 'EF1' for dual gauge installations. The second gauge in dual gauge installations must be set to 'EF2'. Bitrate must be set to 500 and ID type set to 11. Using the EFILive software, ensure Transmission controller is "AEM UEGO Bank 1" and the proper PIDs are WO2S11 - Wide Band Oxygen Sensor - Bank 1, Sensor 1 and WO2S21 - Wide Band Oxygen Sensor - Bank 2, Sensor 1, from the GPM - Generic SAE Defined PIDs. Ensure your EFILive software is up to date by visiting www.efilive.com and download EFILive Flashscan V2 V8 Software: V8.2.5, Build 316 or newer.

My sensor/gauge seems bad, how can I test it?

The gauge may be powered from a car battery or bench power supply (3A minimum) to perform this test. Once the gauge is powered, it should display "SenS" prior to connecting the sensor. Once the sensor is connected, the gauge should display the sensor type and indicate it's going through the heat up process. If the sensor is in open air, such as on a workbench, the gauge should display full lean as indicated by "----" within ~30 seconds. The gas from an unlit butane lighter can be used to simulate a rich condition when introduced to the sensor. A powered sensor will become hot enough to burn and/or ignite anything flammable -- HANDLE WITH CAUTION. The gauge should visibly sweep rich then lean as the butane is introduced/removed.

Is the X-Series UEGO controller/sensor compatible with alternative fuels such as E85, methanol, ethanol, CNG, etc?

Yes. The lambda display mode and faceplate is recommended when using fuels other than gasoline. The AFR display mode uses the gasoline stoichiometric ratio of 14.65 which might be confusing for alternative fuels. Remember that AFR = (lambda * stoichiometric ratio).

For support, contact AEM Technical Support at 1-800-423-0046 or gentech@aemelectronics.com.

12 Month Limited Warranty

Advanced Engine Management Inc. warrants to the consumer that all AEM High Performance products will be free from defects in material and workmanship for a period of twelve (12) months from date of the original purchase. Products that fail within this 12-month warranty period will be repaired or replaced at AEM's option, when determined by AEM that the product failed due to defects in material or workmanship. This warranty is limited to the repair or replacement of the AEM part. In no event shall this warranty exceed the original purchase price of the AEM part nor shall AEM be responsible for special, incidental or consequential damages or cost incurred due to the failure of this product. Warranty claims to AEM must be transportation prepaid and accompanied with dated proof of purchase. This warranty applies only to the original purchaser of product and is non-transferable. All implied warranties shall be limited in duration to the said 12-month warranty period. Improper use or installation, accident, abuse, unauthorized repairs or alterations voids this warranty. AEM disclaims any liability for consequential damages due to breach of any written or implied warranty on all products manufactured by AEM. Warranty returns will only be accepted by AEM when accompanied by a valid Return Merchandise Authorization (RMA) number. Product must be received by AEM within 30 days of the date the RMA is issued.

UEGO oxygen sensors are considered wear items and are not covered under warranty.

Please note that before AEM can issue an RMA for any electronic product, it is first necessary for the installer or end user to contact the EMS tech line at 1-800-423-0046 to discuss the problem. Most issues can be resolved over the phone. Under no circumstances should a system be returned or a RMA requested before the above process transpires.

AEM will not be responsible for electronic products that are installed incorrectly, installed in a non-approved application, misused, or tampered with.

Any AEM electronics product can be returned for repair if it is out of the warranty period. There is a minimum charge of \$50.00 for inspection and diagnosis of AEM electronic parts. Parts used in the repair of AEM electronic components will be extra. AEM will provide an estimate of repairs and receive written or electronic authorization before repairs are made to the product.

Specifications

Dimensions	diameter (bezel)	2.40 / 61	in / mm
	diameter (cup)	2-1/16 / 52	in / mm
	depth (incl. bezel)	0.825 / 21	in / mm
	depth (cup only)	0.200 / 5	in / mm
Sensor Installation	sensor/bung	M18 x 1.5	thread
	sensor to bung torque	30 / 40.6	ft-lb / N-m
Supply Voltage	min	10	VDC
	max	18	VDC
Supply Current (13.8V)	nominal	1.5	A
	peak	3.0	A
Operating Temperature	min	-4 / -20	degF / degC
	max (16V Supply)	185 / 85	degF / degC
Sensor Temperature	max (sensor element)	1706 / 930	degF / degC
Display Range	min (outer LED)	0.55	lambda
	max (outer LED)	1.40	lambda
	min (inner numeric)	0.55	lambda
	max (inner numeric)	2.00	lambda
Response Time	typical	20.00	ms
Stoichiometric Constant		14.65	gasoline
Analog Output	resolution	10	bit
	update rate	500	hz
OBDII Output	bit rate	250/500	kb/sec
	format	11/29	bit ID
	DLC	8	
Serial Output	baud rate	9600	bps
	data bits	8	
	parity	None	
	stop bits	1	