

EXAMPLE SHOWN FOR SYSTEMS **WITHOUT** DATA CABLE FROM SWITCH PANEL TO NITROUS CONTROLLER

16V POWER TO TRANS BRAKE SOLENOID

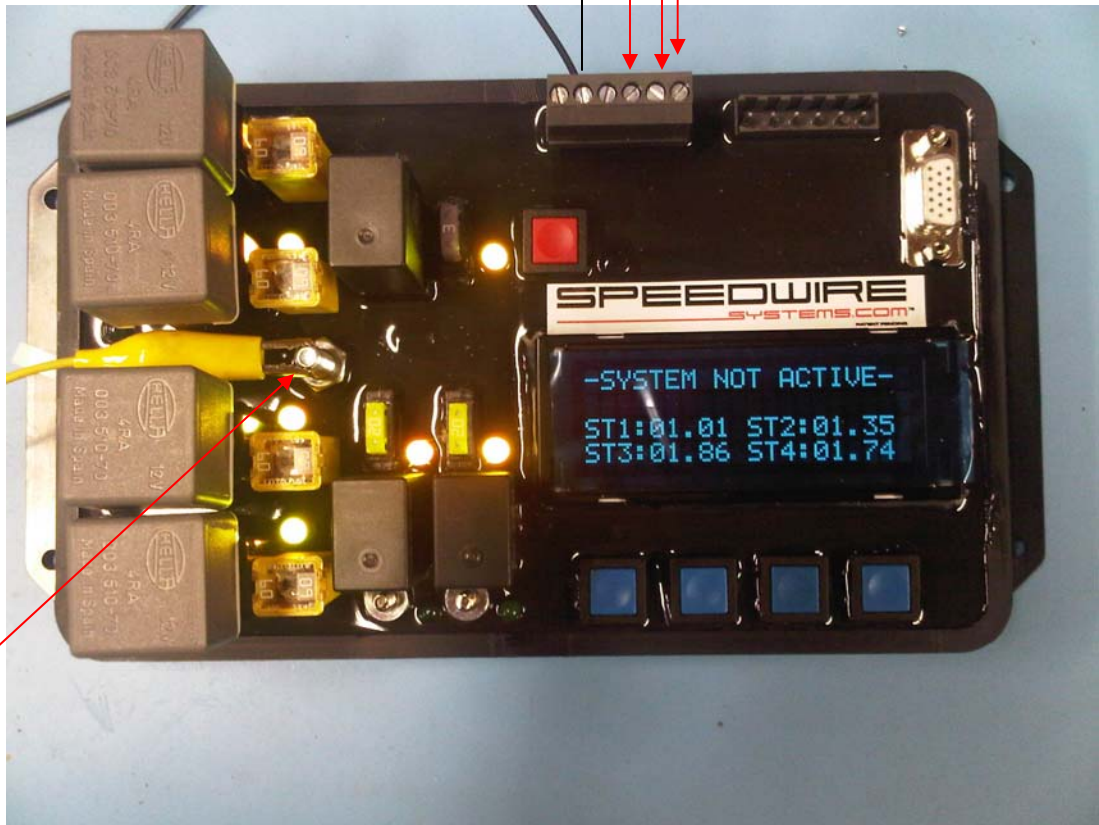
16 V POWER IN

TRANS BRAKE BUTTON

CARB SWITCH

NITROUS ARM POST ON MAIN BOARD

14 GAUGE TO BATTERY GROUND



MAIN POWER 6 GAUGE WITH 4 SYSTEMS 8 GAUGE WITH 2 SYSTEMS

EXAMPLE SHOWN FOR SYSTEMS **WITH** DATA CABLE TO FROM SWITCH PANEL TO CONTROLLER.

WHEN USING A SYSTEM WITH DATA CABLE FROM SWITCH PANEL TO NITROUS CONTROLLER , ALL NITROUS ARM, LINE PURGES AND MOTOR PURGES ARE DONE THROUGH THE CABLE, EXTERNAL INPUTS FOR THE ABOVE MENTIONED FUNCTIONS ARE NOT NEEDED AS SHOWN IN PICTURE

POWER TO TRANSBRAKE SOLENOID

TRANS BRAKE BUTTON

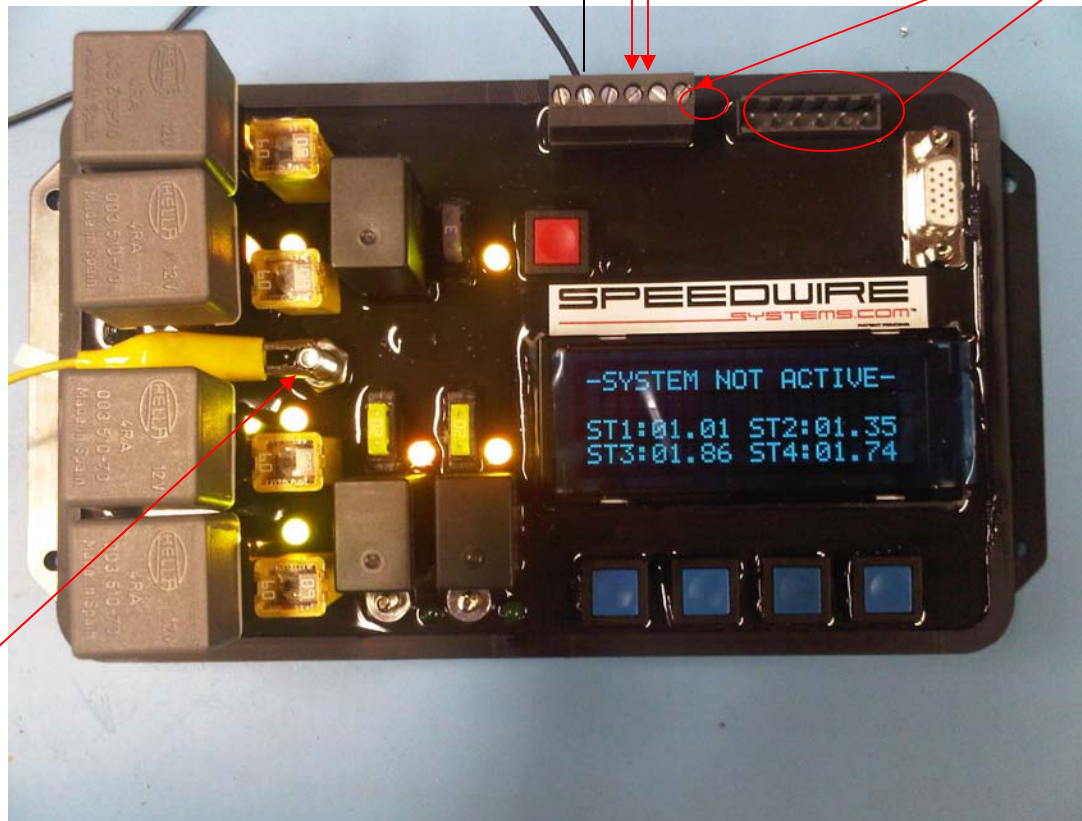
BATTERY OR IGNITION POWER 16V

CARB SWITCH

FROM IGNITION 16 V

NO CONNECTION NEEDED HERE IF USING DATA CABLE.

14 GAUGE TO BATTERY GROUND



MAIN BATTERY POWER 6 GAUGE FOR 4 SYSTEMS 8 GAUGE FOR 2 SYSTEMS

**4 OUTPUT STAGES**

**NITROUS STAGE FUSES**

**MASTER RESET BUTTON**

**BATTERY GROUND**

**CARB SW**

**TRANS**

**NITROUS**

**BRAKE**

**ARM**

**LINE PURGE 1**

**MOTOR PURGE 1**

**LINE PURGE 2**

**MOTOR PURGE 2**

**MOTOR PURGE 3**

**MOTOR PURGE 4**

**MAIN RELAY WITH FUSE**

**SPEEDWIRE SYSTEMS.COM**

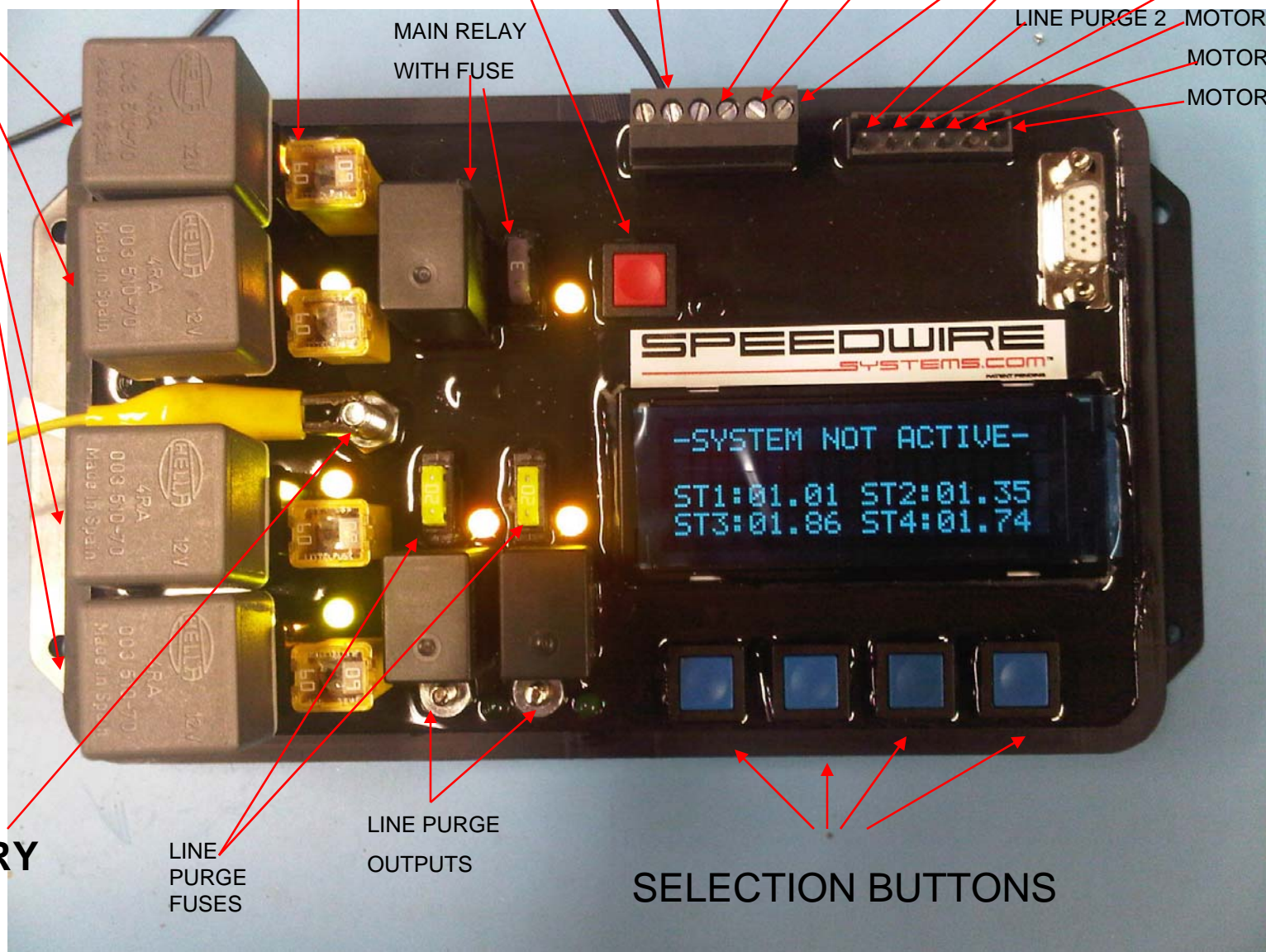
**-SYSTEM NOT ACTIVE-**  
**ST1:01.01 ST2:01.35**  
**ST3:01.86 ST4:01.74**

**MAIN BATTERY POWER**

**LINE PURGE FUSES**

**LINE PURGE OUTPUTS**

**SELECTION BUTTONS**



THIS IS AN EXAMPLE OF USING A CLUTCH SWITCH APPLICATION AND **WITHOUT DATA CABLE FROM SWITCH PANEL** TO NITROUS CONTROLLER, IF USING THIS METHOD YOU WILL NOT BE USING T-12 AND T-13 CIRCUITS ON MAIN BOARD, THE INTERRUPT FUNCTION IS DONE THROUGH THE NITROUS CONTROLLER.

WHEN CLUTCH IS APPLIED ( DOWN) POWER IS SUPPLIED TO THE CONTROLLER WHEN RELEASED POWER IS REMOVED FROM CONTROLLER AT INTERRUPT PIN LABELLED (TB)

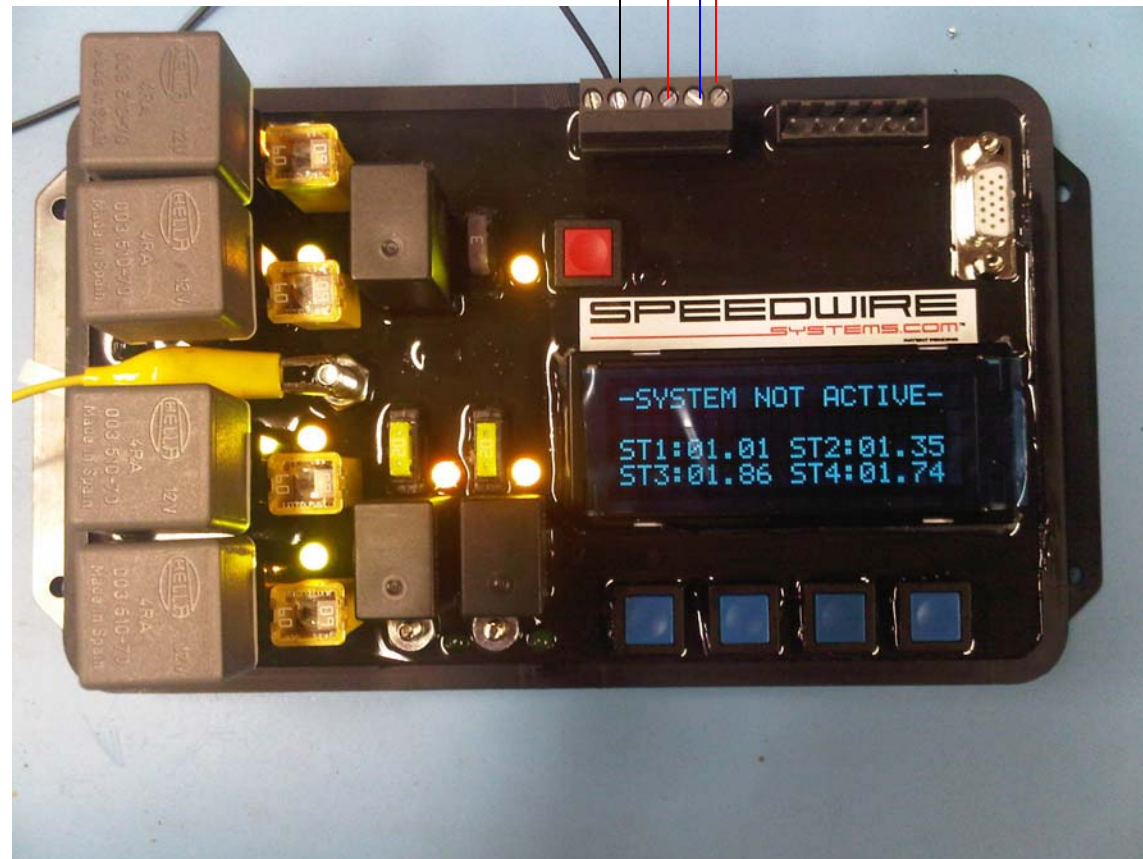
14 GAUGE  
BATTERY GROUND

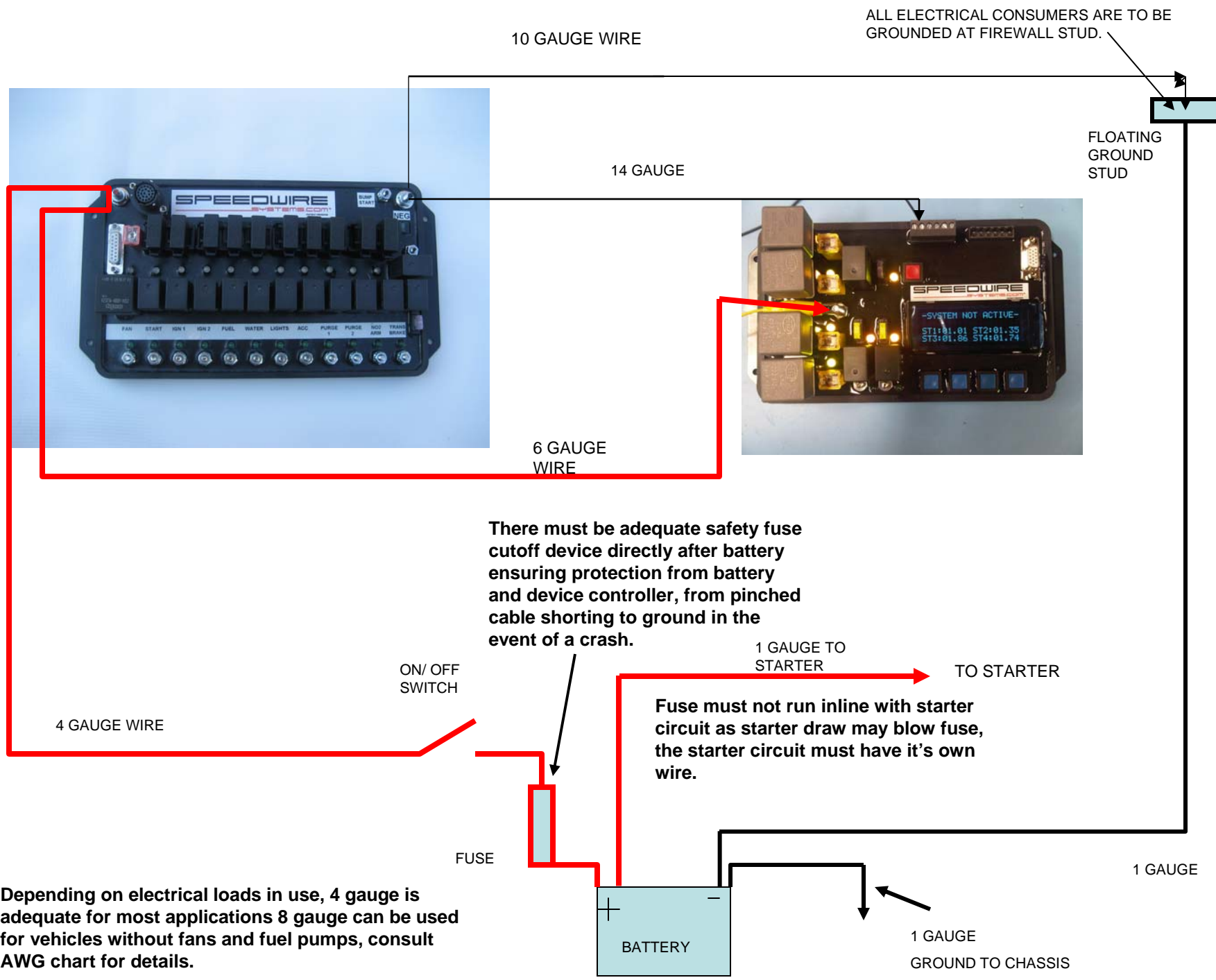
CARB SWITCH

IGN POST ON MAIN BOARD

CLUTCH SWITCH

NITROUS ARM POST





There must be adequate safety fuse cutoff device directly after battery ensuring protection from battery and device controller, from pinched cable shorting to ground in the event of a crash.

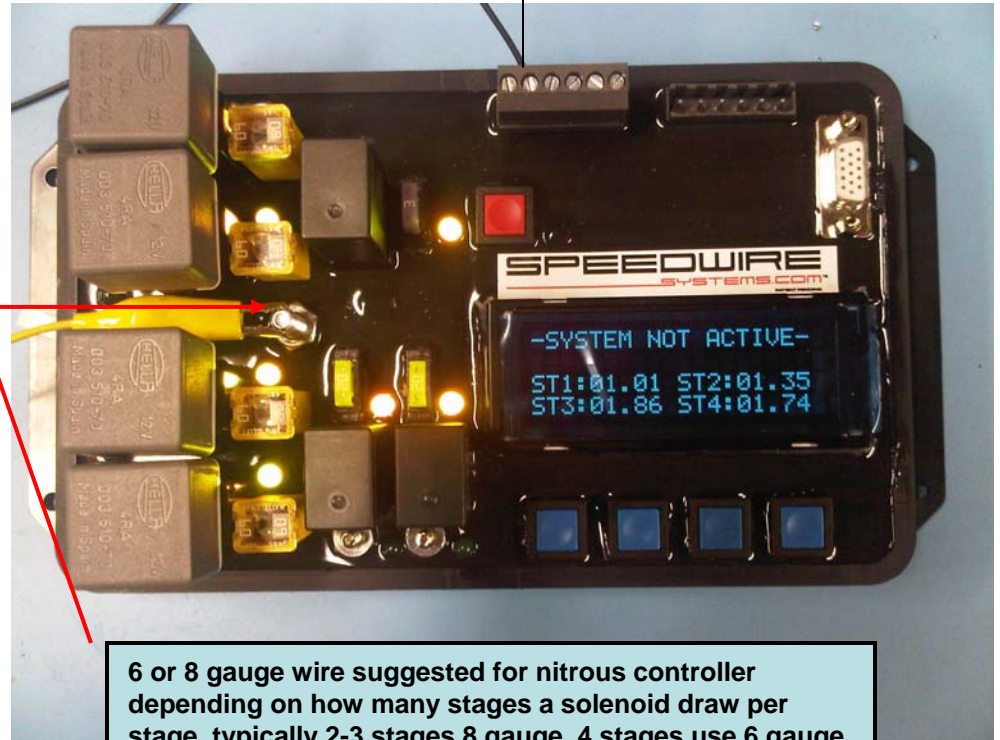
Fuse must not run inline with starter circuit as starter draw may blow fuse, the starter circuit must have it's own wire.

Depending on electrical loads in use, 4 gauge is adequate for most applications 8 gauge can be used for vehicles without fans and fuel pumps, consult AWG chart for details.

# MAIN BATTERY CONNECTIONS

14 gauge grounds to each controller.

Floating ground stud



6 or 8 gauge wire is suggested depending on consumer loads, refer to AWG chart.

Power Stud

6 or 8 gauge wire suggested for nitrous controller depending on how many stages a solenoid draw per stage, typically 2-3 stages 8 gauge, 4 stages use 6 gauge.

ON/OFF switch

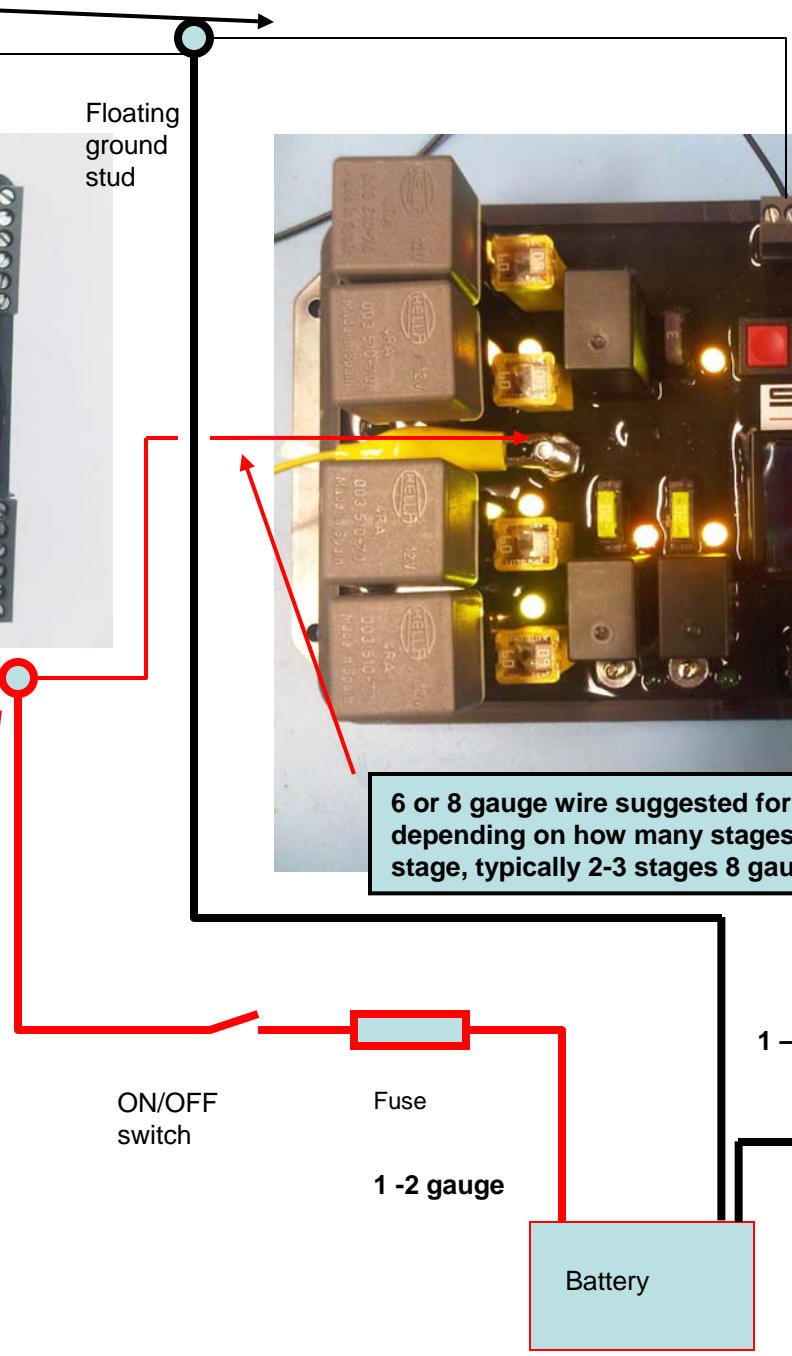
Fuse

1 - 2 gauge

1 - 2 gauge

1 - 2 GAUGE TO CHASSIS GROUND

Battery



EXAMPLE SHOWN FOR SYSTEMS **WITH** DATA CABLE FROM NITROUS CONTROLLER TO SWITCH PANEL, USING TRANS BRAKE CIRCUIT ON 12 RELAY CONTROLLER.

FOR T-12 TO WORK, A NEGATIVE SIGNAL MUST BE USED GOING THROUGH YOUR TRANS BRAKE BUTTON TO T-13 (NEG INPUT) ON MAIN 12 RELAY CONTROLLER

14 GAUGE TO BATTERY GROUND

CARB SWITCH

16V IGNITION

T-12 TRANS BRAKE

**T-12** IS TRANS BRAKE OUTPUT ON MAIN RELAY CONTROLLER

WITH CABLE ALL YOUR NITROUS ARM, LINE PURGING AND MOTOR PURGING IS DONE THROUGH CABLE NOTHING IS TO CONNECT HERE

