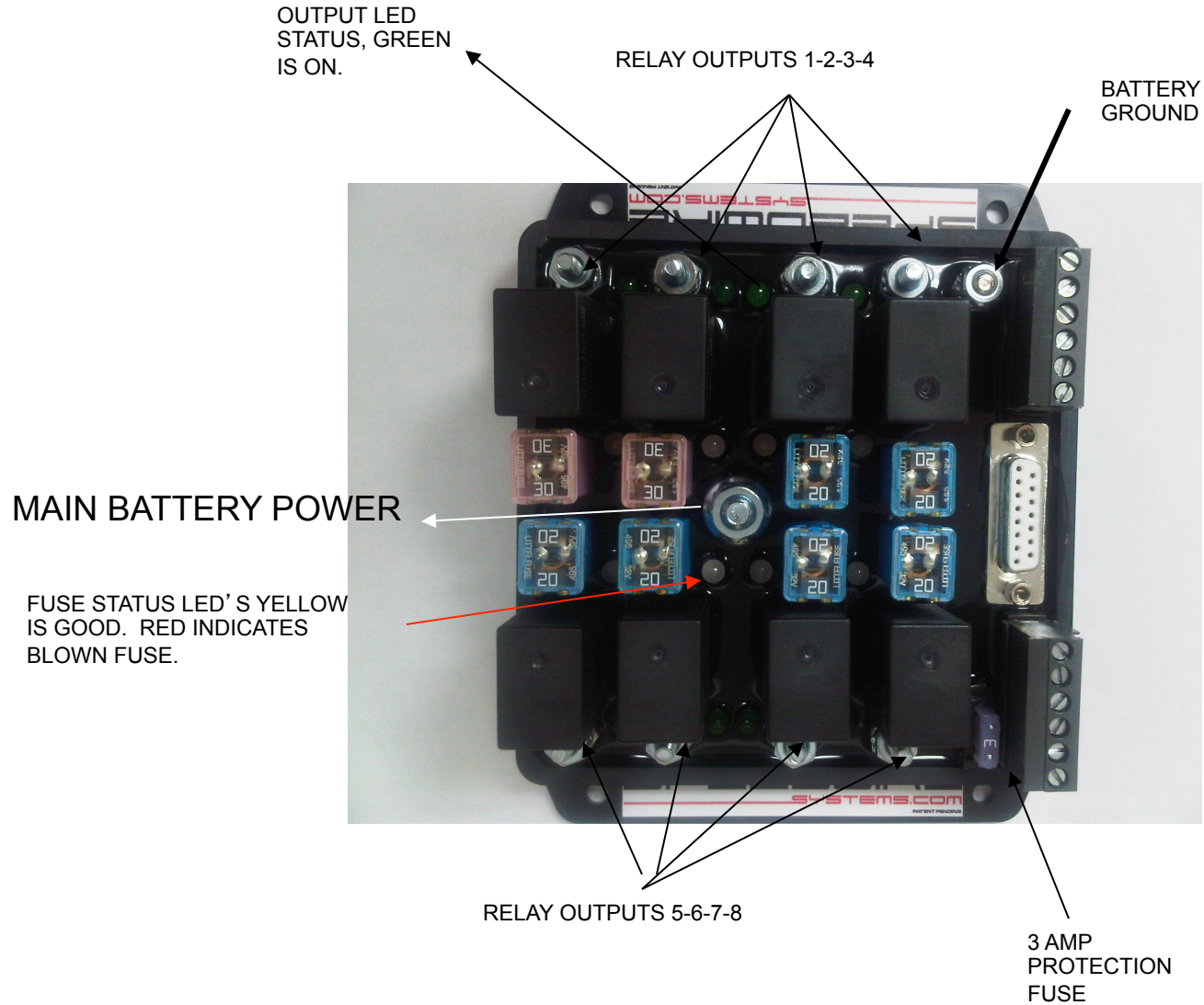
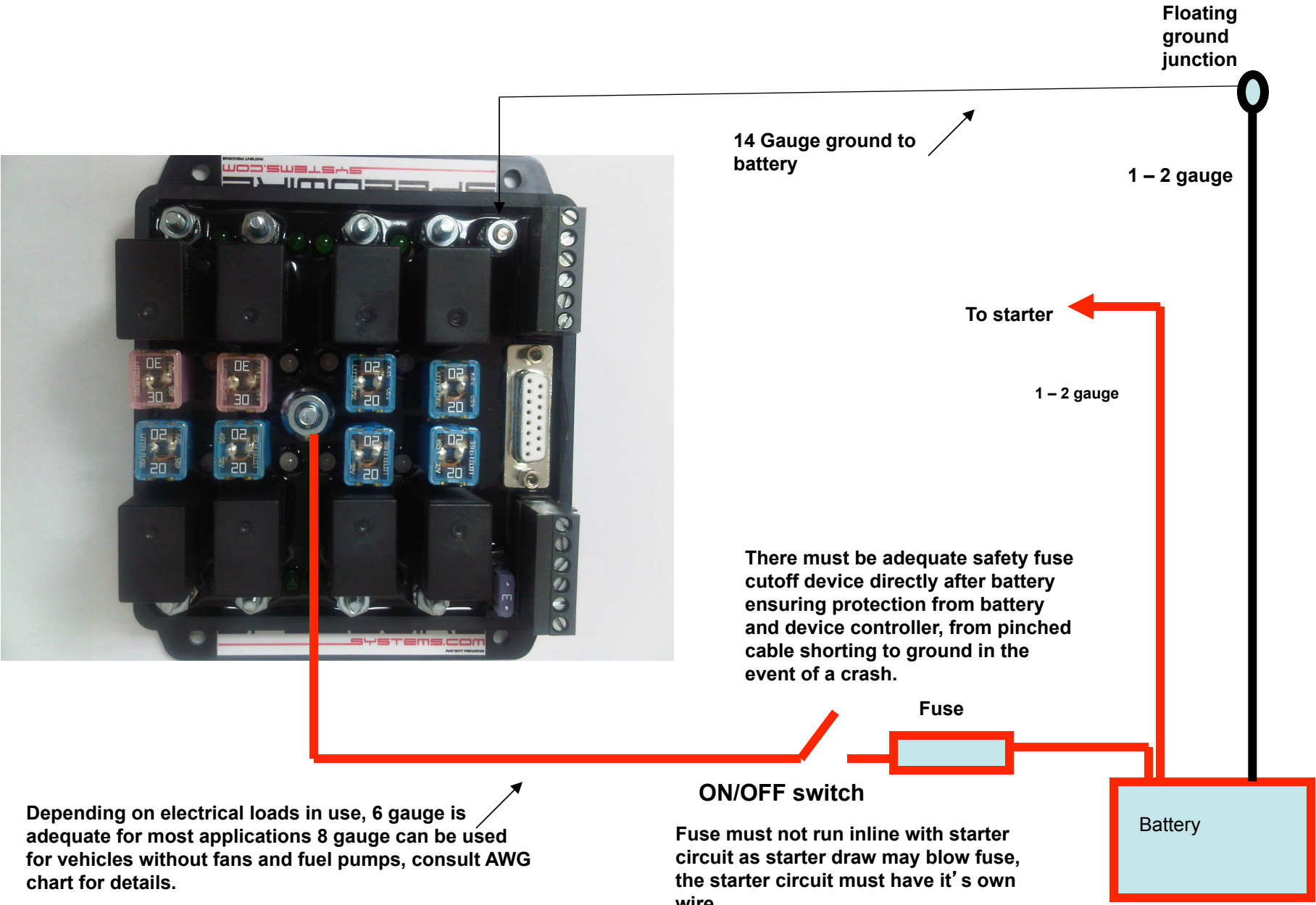


SPEEDWIRE

SYSTEMS™



Main Battery Connections



Floating ground junction

14 Gauge ground to battery

1 - 2 gauge

To starter

1 - 2 gauge

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

ON/OFF switch

Battery

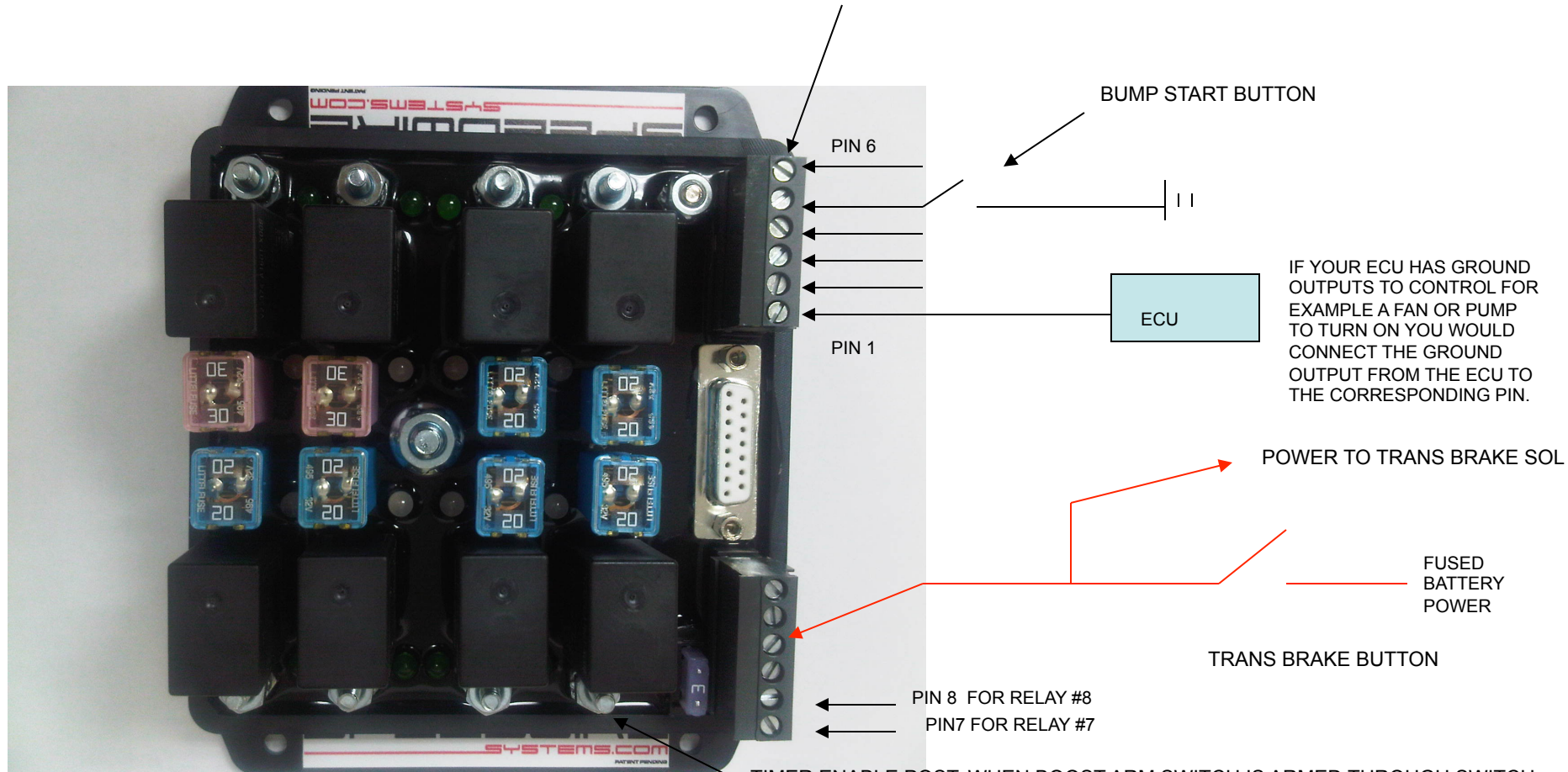
Depending on electrical loads in use, 6 gauge is adequate for most applications 8 gauge can be used for vehicles without fans and fuel pumps, consult AWG chart for details.

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

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THIS CONNECTOR WILL ACTIVATE RELAY 1-6 EXTERNALLY WHEN A GROUND IS APPLIED TO THE CORRESPONDING PIN, AS AN EXAMPLE YOU CAN CONNECT THE BUMP START SWITCH TO THE CORRESPONDING PIN OF THE STARTER TO ACTIVATE THE RELAY



TIMER ENABLE POST, WHEN BOOST ARM SWITCH IS ARMED THROUGH SWITCH PANEL THIS POST WILL BECOME LIVE, WHEN A POSITIVE SIGNAL IS GIVEN TO TRANS BRAKE INPUT PIN THE RELAY WILL OPEN AND WHEN BUTTON IS RELEASED IT WILL BECOME LIVE AGAIN, THIS FEATURE IS USED FOR BS3 TIMER ENABLE FUNCTION (PINK WIRE PIN A)

SPEEDWIRE

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8 RELAY CONTROLLER FEATURES

It has external ground trigger inputs to trigger relays, that for example can be used with any fuel injection system that has ground output control to turn on a fan, or water pump once a set temperature is reached. You can also use a fuel pump trigger output from your fuel injection system allowing you to bypass the switches on the switch panel to activate any desired relay. (SEE WIRING SCHEMATIC)

Can be used in 12 or 16 volt vehicles

Relay outputs are labeled for each customer for their application

Also has capable bump start activation for adjusting valves between rounds.

Each circuit is fused and rated up to 30 amps and has self diagnosing LED status indicating any fault with in a circuit. Comes with rubber bushings for harsh environments.

This controller also has a built in trans brake/ clutch interrupt feature for staging a nitrous or turbo car to deactivate an arming circuit, no need to wire in an external relay for this, it is all done thru a micro controller for nano second response time once your button is released.

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- 8 CIRCUIT RELAY CONTROLLER FUNCTIONS
- EACH OUTPUT CAN HANDLE 30 AMPS OF POWER
- BUILT IN TRANSISTOR TRANSBRAKE FUNCTION TO DISARM A STAGING RELAY WHEN BUTTON IS ACTIVATED, CAN BE USED FOR NITROUS STAGING, OR BIG STUFF 3 TIMER ENABLE FUNCTION.
- FOR MAIN POWER FEED TO RELAY CONTROLLER DEPENDING ON WORKING LOADS 8 TO 6 GAUGE IS RECCOMENDED, REFER TO AWG CHART.
- GROUND STUD 14 GAUGE IS RECCOMENDED.
- YOU CAN OPERATE ANY RELAY EXTERNALLY WITH GROUND INPUTS TO CORRESPONDING RELAY EITHER FROM MANUAL SWITCH, OR GROUND ACTIVATED SWITCH FROM AN ECU CONTROL.