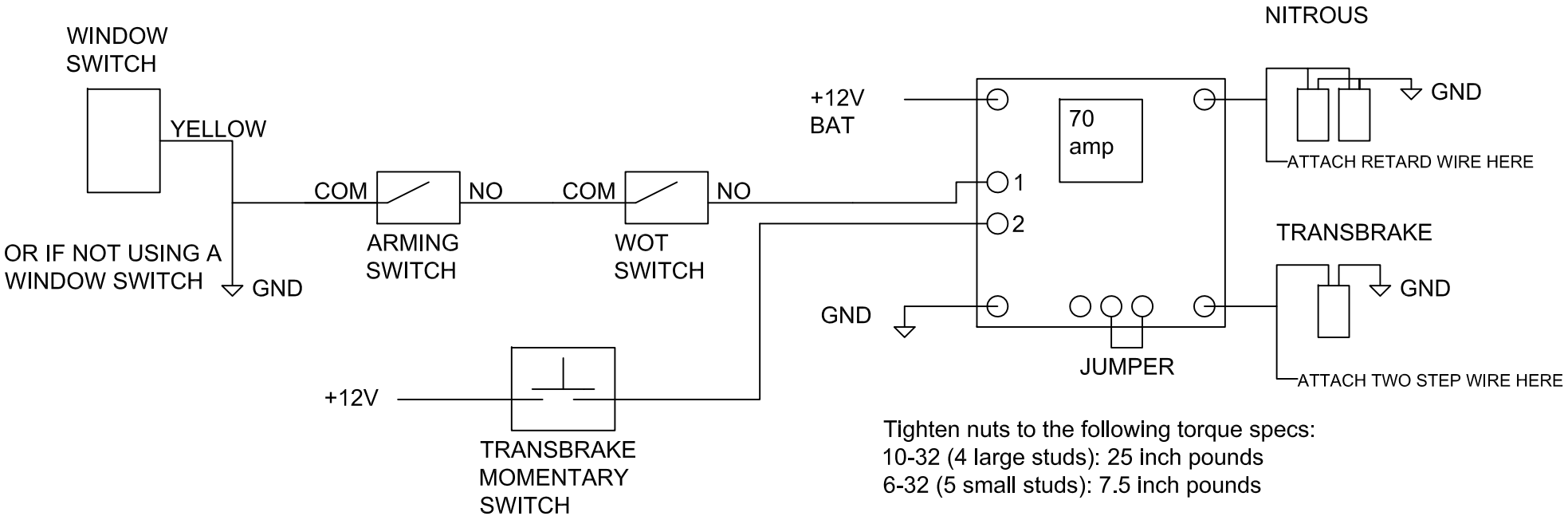
The stud labelled "1" is for the nitrous. It is activated by applying ground.

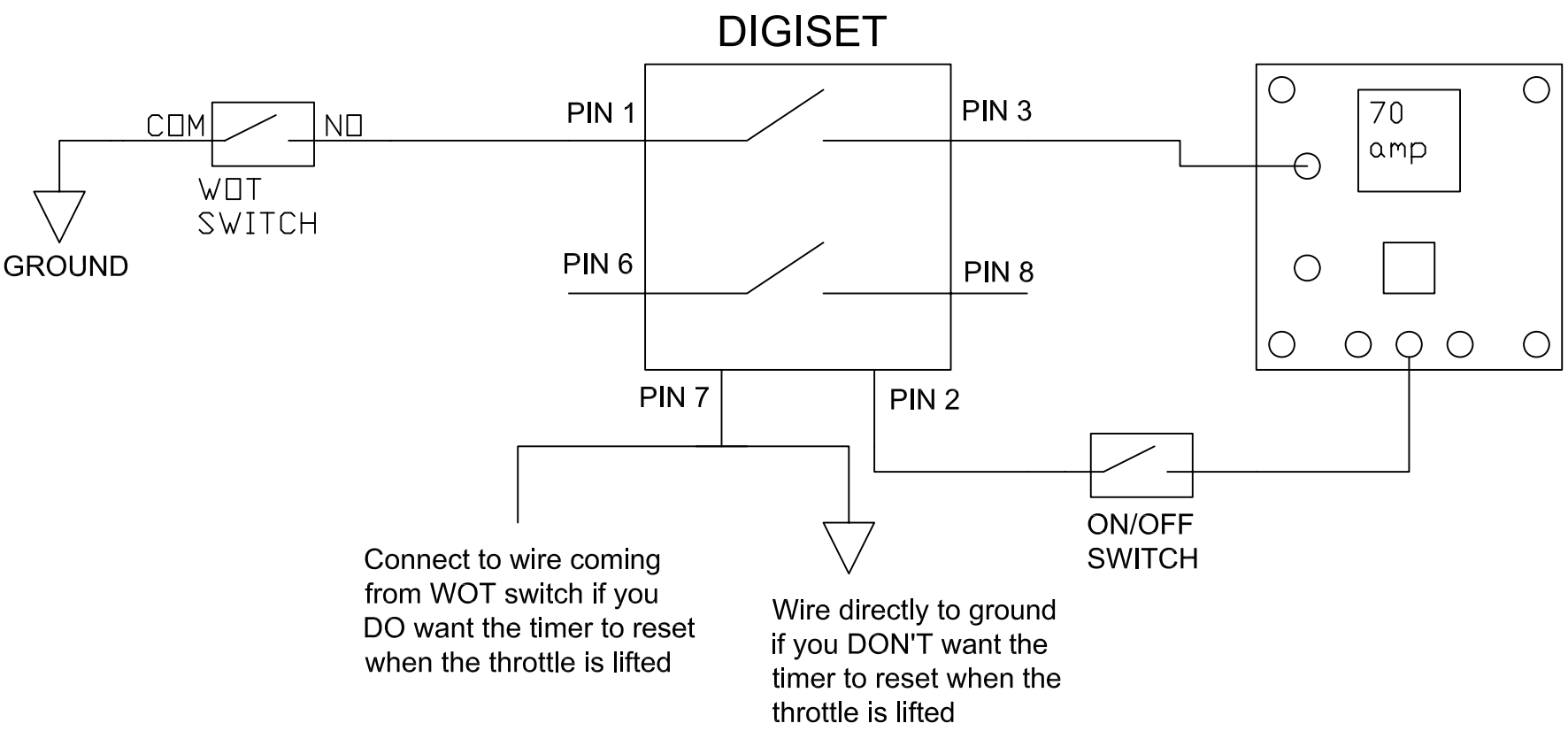
The stud labeled "2" is for the transbrake. It is activated by applying +12volts.

If you have any questions, email daver@nitrousdaves.com or call 574-876-0823.

Thanks, Dave



Tighten nuts to the following torque specs:
10-32 (4 large studs): 25 inch pounds
6-32 (5 small studs): 7.5 inch pounds



When wired this way the Digiset won't turn on and start the delay until the transbrake is released (ON/OFF switch in "ON" position). Whenever the ON/OFF switch for the Digiset is "ON" and the nitrous/transbrake module has power (transbrake not engaged) the Digiset will be powered up and start its delay. After that happens anytime the WOT switch is "ON" the nitrous will turn on, this is the reason for the ON/OFF switch on the Digiset. With the ON/OFF switch "ON" anytime the transbrake button is pushed the Digiset will be reset.
Recommended procedure when wired this way:
1: With ON/OFF switch "OFF" perform burnout.
2: Roll toward lights, clean out motor or whatever other prestaging procedures you perform.
3: Turn ON/OFF switch to the "ON" position. Digiset will begin timing but nitrous can't turn on until WOT switch is on.
4: Stage and engage transbrake (this will turn off and reset the Digiset).
5: Push throttle wide open.
6: Release transbrake, hang on and enjoy!!! Nitrous will turn on after the Digiset counts down.

Note: The operation of this circuit can be checked without the nitrous or transbrake solenoids being wired to the nitrous/transbrake module. Simply watch for the output led's to turn on. This is the recommended way to verify the wiring.

Also, either set of contacts on the Digiset can be used. Pins 1 and 3 are shown but pins 6 and 8 can be used instead if desired.

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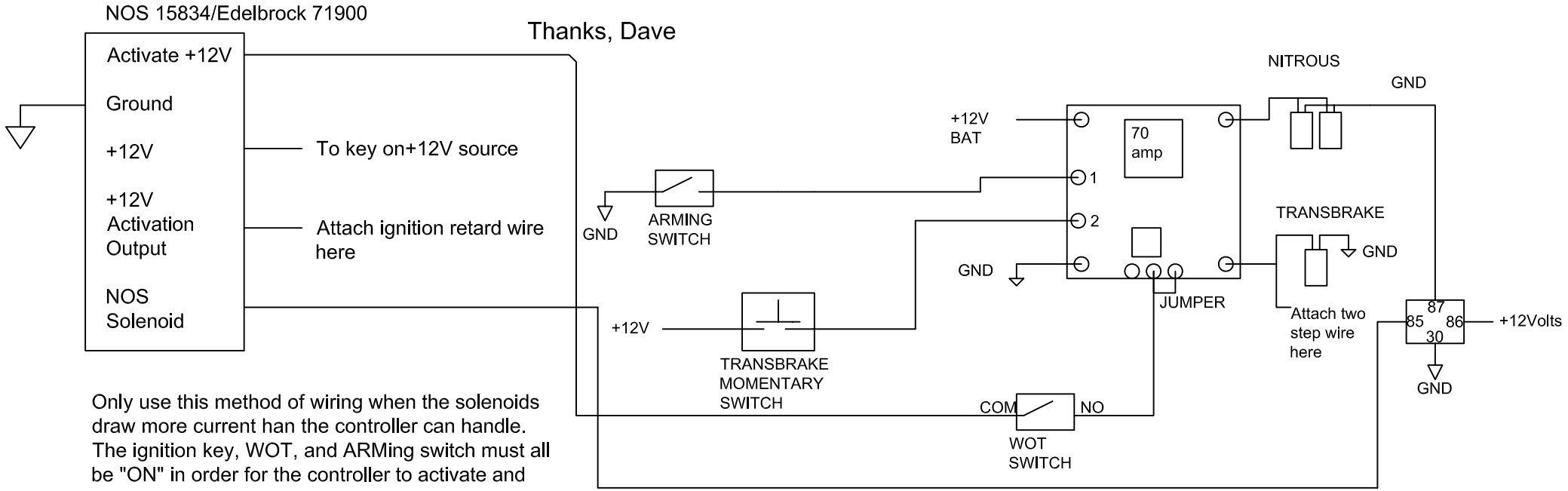
The stud labeled "2" is for the transbrake. It is activated by applying +12volts.

If you have any questions just pm me or call 574-876-0823.

Thanks, Dave



Only use this method of wiring when the solenoids draw more current han the controller can handle.
The ignition key, WOT, and ARMing switch must all be "ON" in order for the controller to activate and turn on the nitrous. That is the nitrous controller will turn on as soon as the transbake is released.
If WOT switch is "ON" while the transbrake IS NOT engaged the nitrous will activate if the ignition key and ARMing switch are "ON".
Wiring can be tested by not hooking up the nitrous solenoids and observing the LED's on the nitrous/transbrake module. Depending on the frequency selected in the controller the nitrous LED's may flash while the controller pulses when first activated.

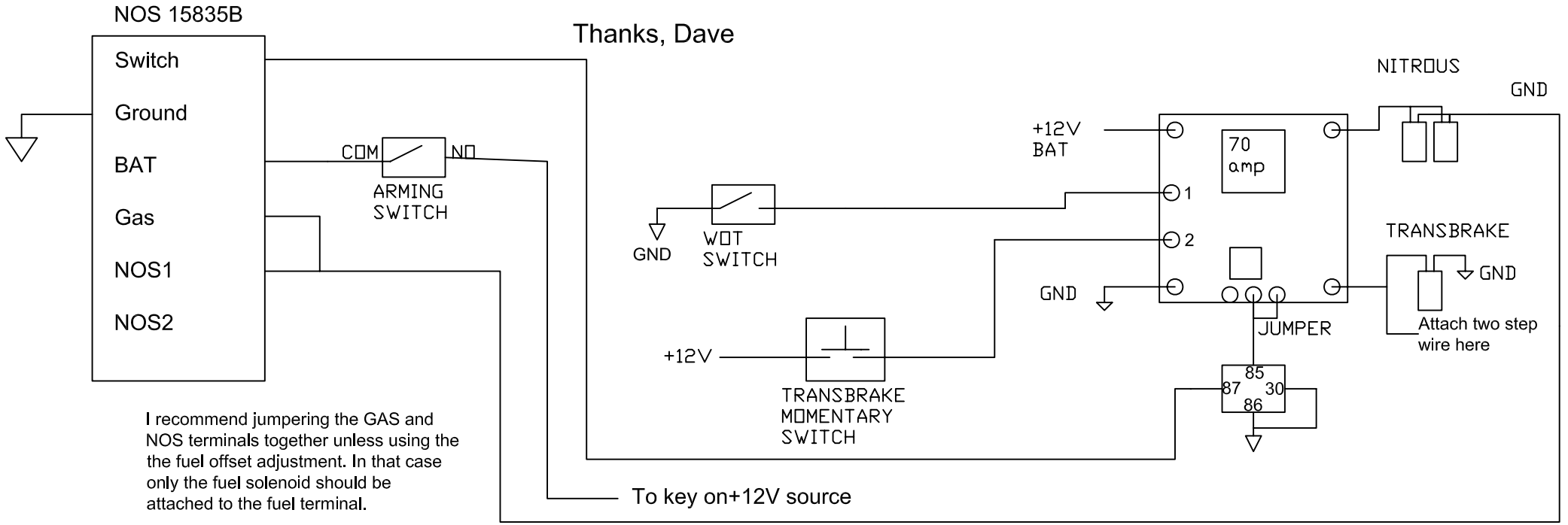
The extra relay is a sacrificial relay and takes the heavy load off of the controller. This saves the relay in the module from wearing out. It is a standard 4 or 5 pin automotive (40 amp) relay.

The stud labelled "1" is for the nitrous. It is activated by applying ground.

The stud labeled "2" is for the transbrake. It is activated by applying +12volts.

If you have any questions just pm me or call 574-876-0823.

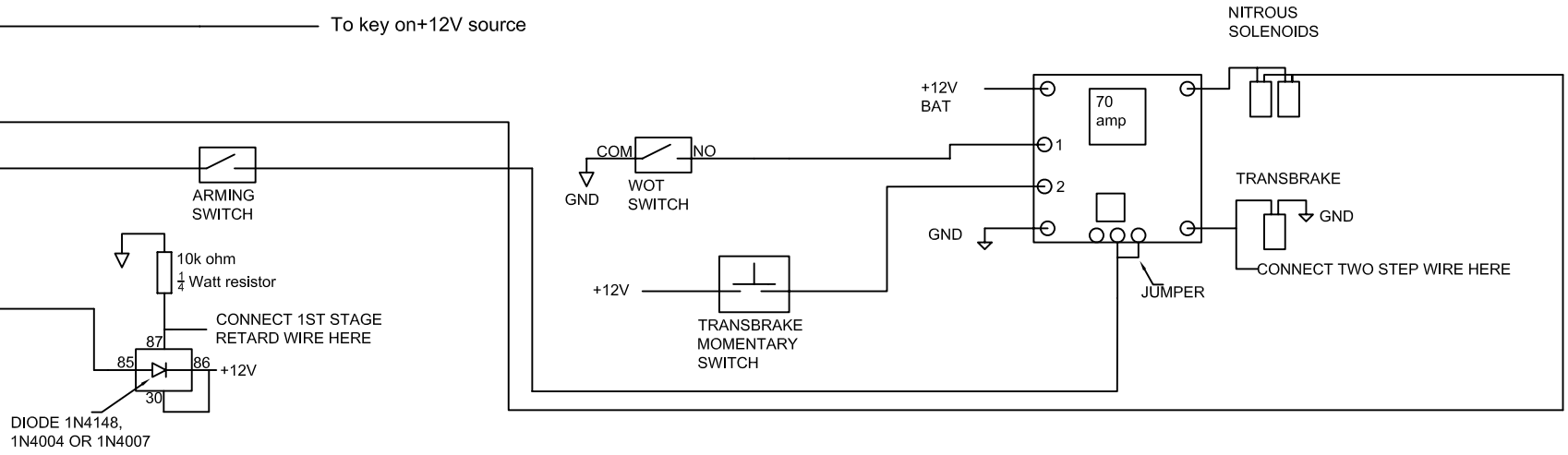
Thanks, Dave



NITROUS/TRANSBRAKE MODULE WITH NOS 15974
1 STAGE PROGRESSED

NOS 15974

- Power (white) to switched +12V
- Channel 2 sol. control (red)
- Channel 1 sol. control (blue)
- Trigger input Ch 1 (wht/blue) to tps or microswitch
- Trigger input CH 2 (whit/red) to tps or microswitch
- CH 1 output control (yellow)
- Ch 2 output control (orange)
- Tach input (green) to tach signal
- Digital ground (black)
- Ground for hand programmer
- Ground (black)



CAN ONLY BE WIRED THIS WAY IF SOLENOIDS DRAW LESS THAN 40 AMPS (LIMIT OF NOS CONTROLLER)!!

CONNECT AS SHOWN, WIRES NOT SHOWN CONNECTED SHOULD BE CONNECTED ACCORDING TO NOS'S INSTRUCTIONS

NITROUS WILL BE ACTIVE WHEN AT WOT, ARMING SWITCH IS ON AND TRANSBRAKE IS RELEASED

THE ARMING SWITCH MUST BE TURNED OFF TO PROGRAM THE UNIT OTHERWISE THE UNIT WILL ACTIVATE

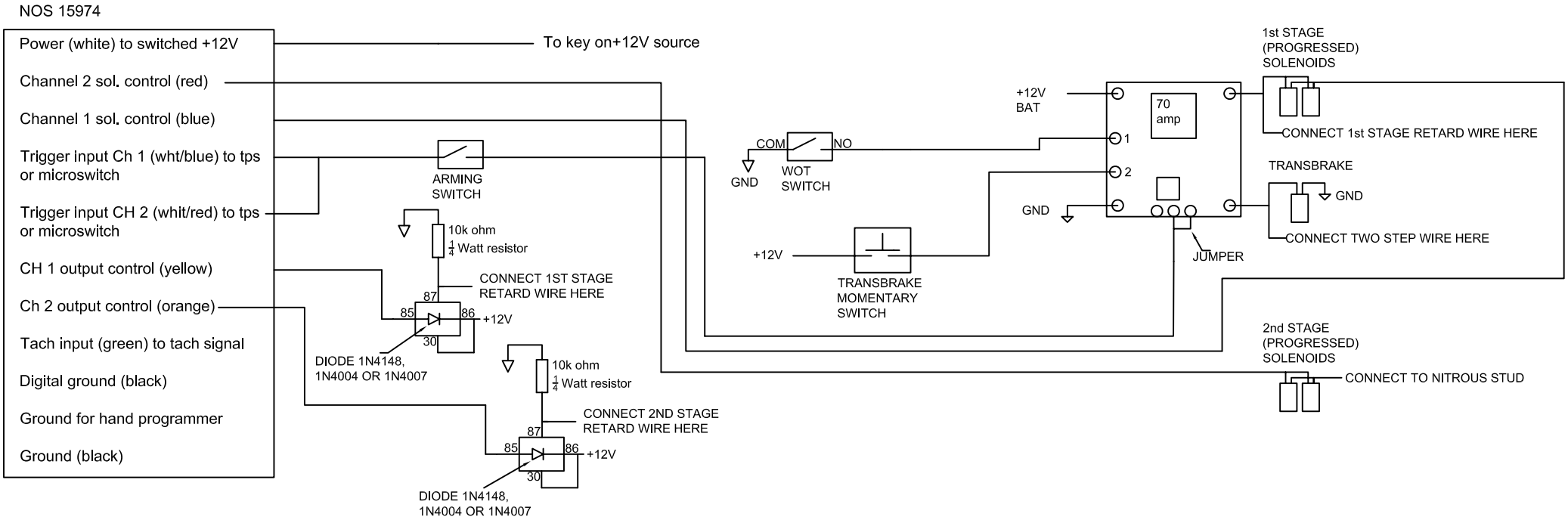
ANYTIME THE ARMING SWITCH AND THE WOT SWITCH ARE ON AND THE TRANSBRAKE IS OFF THE NITROUS WILL ACTIVATE

SET TPAS (PROGRAMMING STEP #8) TO 01

STAGING PROCESS:
ARMING SWITCH OFF
DO BURNOUT
STAGE
SET TRANSBRAKE AND GO WOT
TURN ARMING SWITCH ON
RELEASE TRANSBRAKE
ENJOY THE RIDE!!

IF YOU HAVE ANY QUESTIONS CALL 574-876-0823 OR EMAIL NITROUSDAVE@HOTMAIL.COM

NITROUS/TRANSBRAKE MODULE WITH NOS 15974
2 STAGES BOTH PROGRESSED



CAN ONLY BE WIRED THIS WAY IF BOTH STAGES TOGETHER DRAW LESS THAN 70 AMPS!!

CONNECT AS SHOWN, WIRES NOT SHOWN CONNECTED SHOULD BE CONNECTED ACCORDING TO NOS'S INSTRUCTIONS

BOTH STAGES WILL BE ACTIVE AT THE SAME TIME

THE ARMING SWITCH MUST BE TURNED OFF TO PROGRAM THE UNIT OTHERWISE THE UNIT WILL ACTIVATE

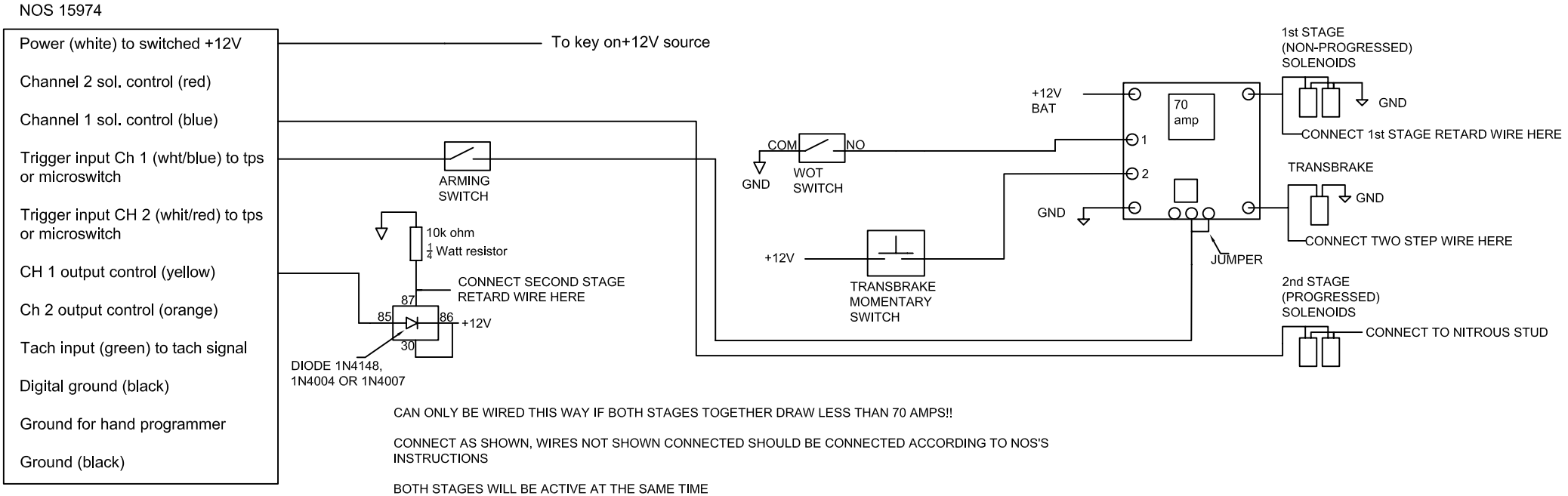
ANYTIME THE ARMING SWITCH AND THE WOT SWITCH ARE ON AND THE TRANSBRAKE IS OFF THE NITROUS WILL ACTIVATE

SET TPAS (PROGRAMMING STEP #8) TO 01

STAGING PROCESS:
ARMING SWITCH OFF
DO BURNOUT
STAGE
SET TRANSBRAKE AND GO WOT
TURN ARMING SWITCH ON
RELEASE TRANSBRAKE
ENJOY THE RIDE!!

IF YOU HAVE ANY QUESTIONS CALL 574-876-0823 OR EMAIL NITROUSDAVE@HOTMAIL.COM

NITROUS/TRANSBRAKE MODULE WITH NOS 15974
2 STAGES
1ST STAGE UNPROGRESSED
2ND STAGE PROGRESSED



CAN ONLY BE WIRED THIS WAY IF BOTH STAGES TOGETHER DRAW LESS THAN 70 AMPS!!

CONNECT AS SHOWN, WIRES NOT SHOWN CONNECTED SHOULD BE CONNECTED ACCORDING TO NOS'S INSTRUCTIONS

BOTH STAGES WILL BE ACTIVE AT THE SAME TIME

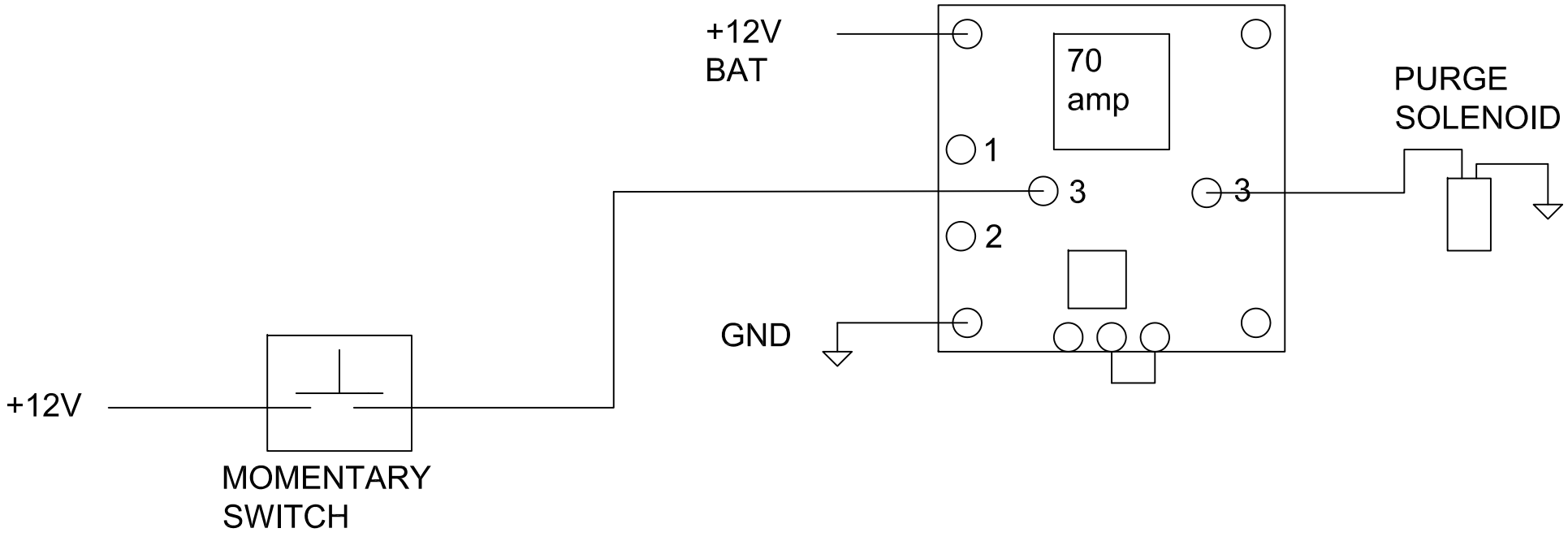
THE ARMING SWITCH MUST BE TURNED OFF TO PROGRAM THE UNIT OTHERWISE THE UNIT WILL ACTIVATE

ANYTIME THE ARMING SWITCH AND THE WOT SWITCH ARE ON AND THE TRANSBRAKE IS OFF THE NITROUS WILL ACTIVATE

SET TPAS (PROGRAMMING STEP #8) TO 01

STAGING PROCESS:
ARMING SWITCH OFF
DO BURNOUT
STAGE
SET TRANSBRAKE AND GO WOT
TURN ARMING SWITCH ON
RELEASE TRANSBRAKE
ENJOY THE RIDE!!

IF YOU HAVE ANY QUESTIONS CALL 574-876-0823 OR EMAIL NITROUSDAVE@HOTMAIL.COM



SINGLE STAGE CONTROLLER

PURGE WIRING