



Nitro Control™ Instructions

- Contents:**
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|--------------------------------|-----------------------------|----------------------|
| (1) BMN <i>NITRO CONTROL</i> ™ | (3) Scotch Lock™ connectors | (1) Ring Terminal |
| (1) Water-proof Fuse holder | (2) Crimp Connectors | (1) Instructions Set |
| (1) Blade Fuse – 3 Amp | (1) Package of Zip-Ties | |

1. •Disconnect the Negative battery cable.

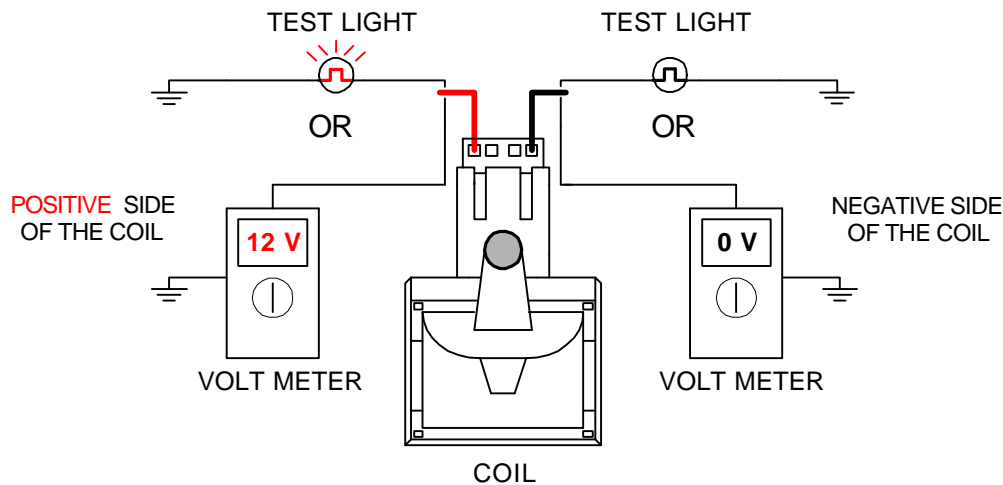
- Mount the *Nitro Control*™ unit securely to the vehicle inside the passenger compartment away from direct engine heat. Center arm-rest consoles, glove compartments, and underneath the dash are common installation locations that provide easy access for making changes or adjustments.

- Using the provided Scotch Lock™ connectors, ring terminals, and butt connectors, connect the following color-coded wires:
(Refer to **FIGURE #1** for reference.)

- Attach the **BLACK** wire to an unpainted chassis ground using a ring terminal.

- Attach the **BROWN** wire to the Switched Power side of the vehicle’s brake circuit using a Scotch Lock™ connector.

- Attach the **WHITE** wire to the Tachometer-out line of the PCM or the negative side of a coil using a Scotch Lock™ connector. To find the negative side of a coil, unplug the coil harness and use a test light OR Volt Meter to determine which connection does NOT have power to it with the key in the “RUN” position. See the below example:



- Use the **PURPLE** wire to provide the ground for the WOT switch. If you already have a nitrous system installed in your vehicle, remove the ground for the WOT switch and connect that side of the switch directly to the **PURPLE** wire using a blue butt connector. The “Nitro Control” provides a ground to the WOT switch when activated.

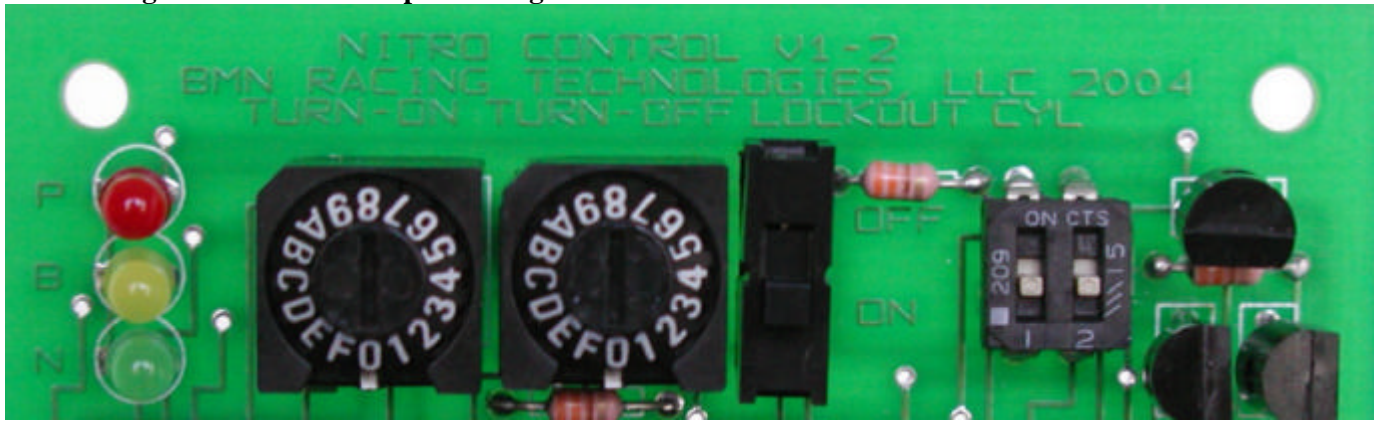
DO NOT HOOK THE PURPLE WIRE OR WOT SWITCH DIRECTLY TO THE SOLENOIDS

- Attach the **RED** wire to the provided Fuse Holder with a butt connector then attach the fused line to a +12V ignition source using a Scotch Lock™ connector. Insert 3 Amp blade fuse into the Fuse Holder.

NOTE: Although the kit provides several types of connectors for ease of installation, BMN RACING TECHNOLOGIES, LLC. recommends soldering all electrical connections for best results.

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Refer to Figure #2 Below for steps 2 through 5:



2. Locate the Switch labeled “**LOCK OUT.**” Move the switch knob to “ON” to activate First Gear Lock-Out™ or move it to “OFF” to deactivate First Gear Lock-Out. When the Lock-Out is “OFF,” the nitrous will spray in first gear. (Note: Leave the Lock-Out feature **OFF** for initial setup and testing of the unit.)
3. Locate the Switch labeled **CYL.** Move the 2 small **WHITE** tabs on the switch UP (ON) or DOWN (OFF) to obtain the desired Cylinder Mode. Utilize the chart below to set the Nitro Control™ in a specific cylinder mode. Choosing the last position on the chart (INACTIVE) will place the Nitro Control™ in an inactive state.

CYLINDER MODE SELECT		
CYLINDERS	POSITION 1	POSITION 2
4	OFF	OFF
6	OFF	ON
8	ON	OFF
INACTIVE	ON	ON

4. Locate the Switches labeled **TURN-ON & TURN-OFF.** Gently turn the each of the 2 knobs with a small flat-blade screw driver so that the small **WHITE** dot on the switch aligns with the corresponding Number or Letter representing a specific RPM. The knobs have positive stops that you can “feel” while turning. Be sure that the knob is not between numbers or letters! Utilize the chart below to set the Nitro Control™ TURN-ON & TURN-OFF RPMs. NOTE: Do NOT use a knife or improperly sized screwdriver to adjust the RPM knobs or stripping of the knobs may occur.

TURN-ON RPMs	
0	2500
1	2600
2	2700
3	2800
4	2900
5	3000
6	3100
7	3200
8	3300
9	3400
A	3500
B	3600
C	3700
D	3800
E	3900
F	4000

TURN-OFF RPMs	
0	5300
1	5400
2	5500
3	5600
4	5700
5	5800
6	5900
7	6000
8	6100
9	6200
A	6300
B	6400
C	6500
D	6600
E	6700
F	6800

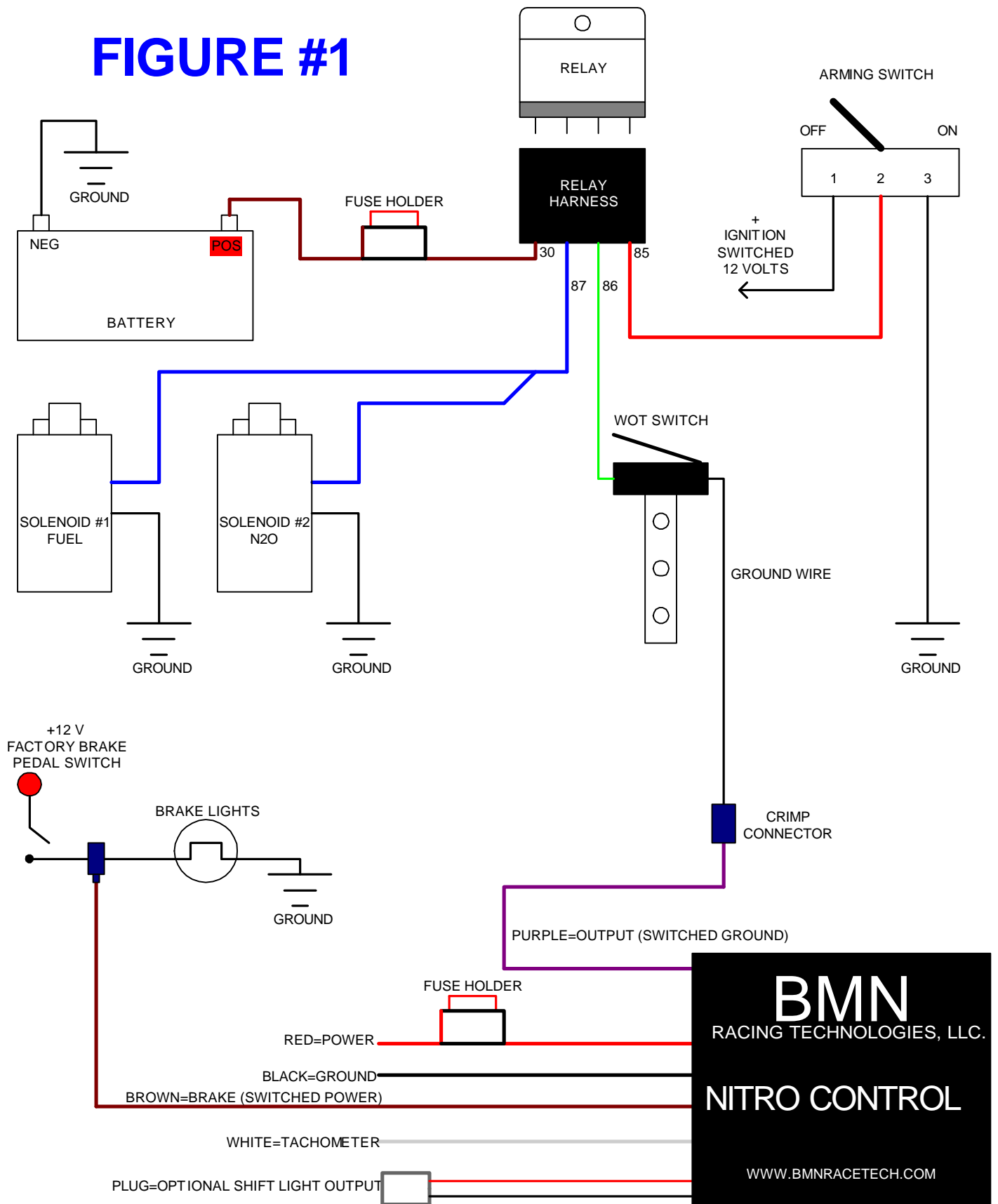
5. Locate the **RED**, **YELLOW**, and **GREEN** LEDs. These are the TEST LEDs. If you have connected +12 V Power correctly, the **RED** LED will illuminate. If you have connected the BRAKE (Switched Power) correctly, the **YELLOW** LED will illuminate with the brake lights as the pedal is depressed. The **GREEN** LED will illuminate when the nitrous oxide is ON in your RPM “Window”. If these fail to illuminate, re-check your connections.
6. Secure all wiring with the supplied Zip-ties.
7. Replace the case cover onto the case and insert the (4) black screws making sure not to over-tighten.

Mount the *Nitro Control*™ unit securely to the vehicle wherever convenient, preferably INSIDE the passenger compartment away from direct engine heat.
8. The *Nitro Control*™ unit is now ready to use.

NOTES ON FEATURES:

1. **SHIFT LIGHT:** The *Nitro Control*™ comes with a shift light activator plug. This plug activates when the top RPM range has been reached. The **RED** wire has a constant +12 V applied to it and the **BLACK** wire will switch to ground when activated. This plug is designed to switch low current devices such as regular (incandescent-bulb) shift lights, LED shift lights, and relays. It can switch up to 0.6 Amps of current max.
2. **LOCK-OUT:** The First Gear Lock-Out™ feature was designed for off-road drag racing use only. When the Lock-Out is “ON” (activated), it will NOT allow the nitrous to activate until the upper RPM limit shift point has been reached. The upper RPM limit has to be reached before shifting into second gear or the *Nitro Control*™ will not switch to the active mode. Simply put, do not “short-shift” into second gear or no nitrous will spray! This situation can be avoided by selecting an RPM limit of 100 to 200 RPM before the predetermined shift point. Once the *Nitro Control*™ reads the first to second shift limit, it will remain active through third, fourth, and fifth gears, etc.,(even if short-shifted) until you apply the brakes at the end of the run.

FIGURE #1



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