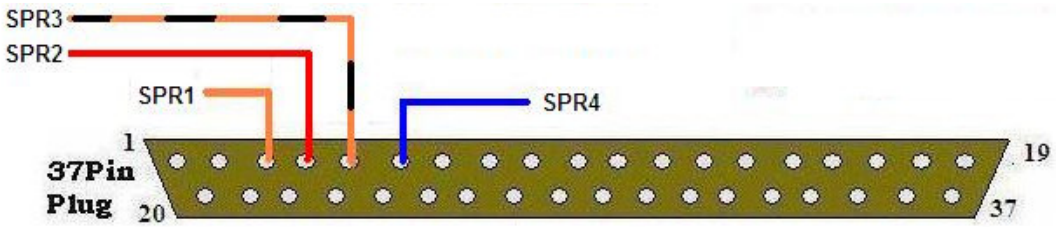
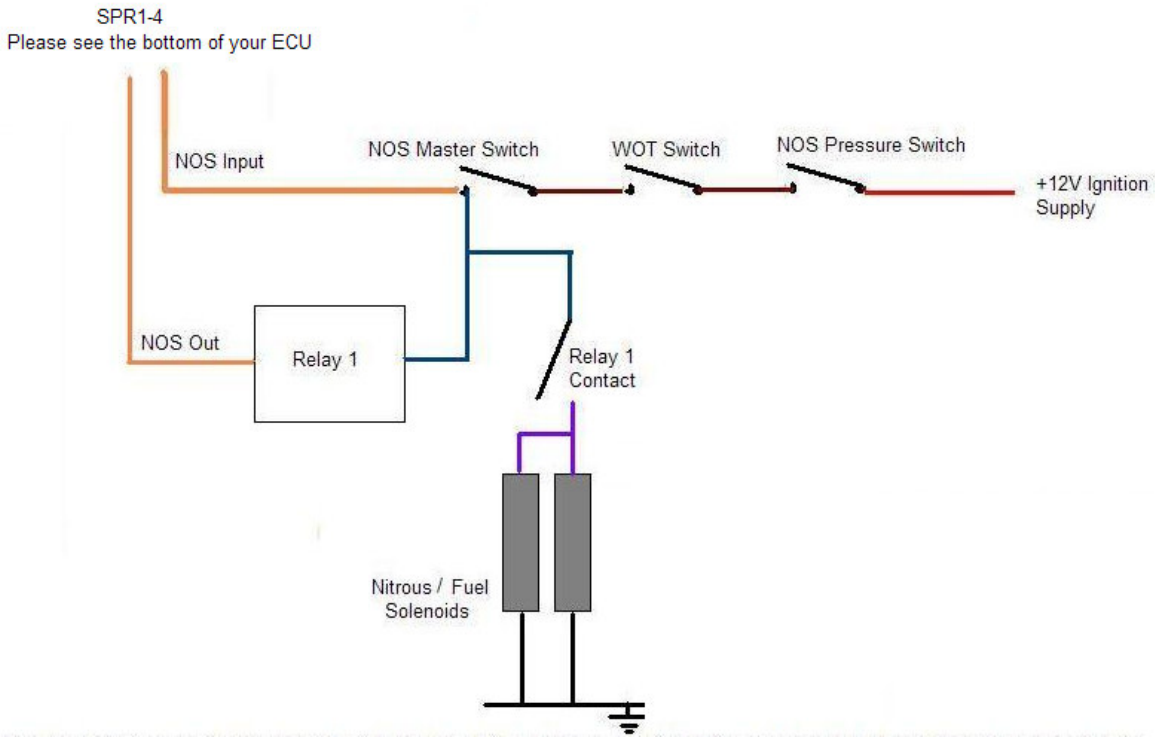
NOS System (MS1 ONLY)





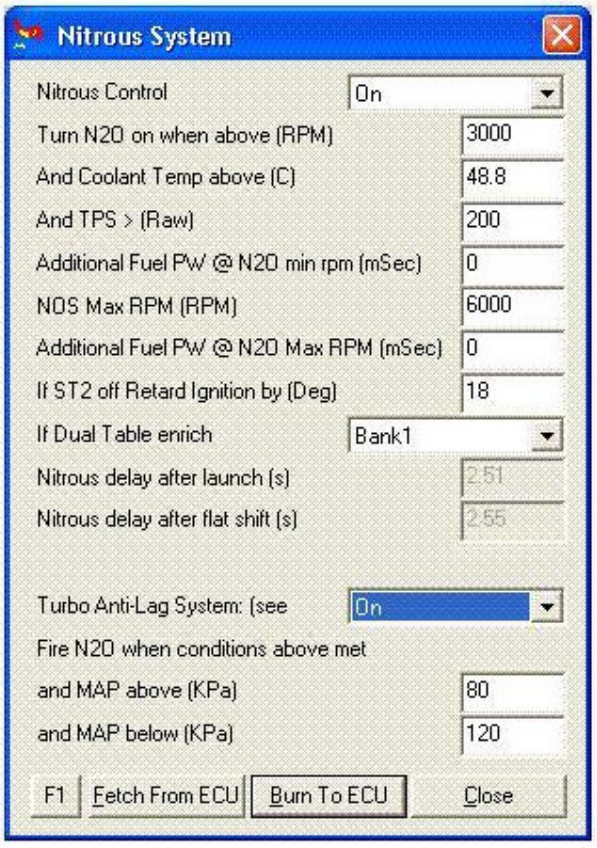
This feature gives you control over nitrous oxide injection (N20). At the simplest level it can ensure that a typical nitrous system is only activated about certain rpm etc. If you want to be more advanced you can retard the timing or switch to a new fuel and/or spark map when the NOS is activated.

Basically this system gives a signal out to enable the NOS system when certain setpoints have been met. This can be used to switch on your NOS, if the system is armed or you can use a pressure switch which if it is made and the WOT switch is made then there will be an 12V input onto the NOS Input cable. The input can then be

used to add fuel, retard ignition or to change the maps over. (**Switching Fuel and or Spark Maps**)

This system can add the extra fuel for use with nitrous and it can retard the ignition by a preset amount when it is activated. Spark table2 can be used with nitrous . Fuel VE table3 can be used with nitrous if you so desire to use it. If you don't want to switch over tables then ensure the boost, spark and fuel table selections are set to not switch over! See the **Table Switching Notes.**

NOTE: THIS SYSTEM DOES NOT ADD FUEL OR RETARD THE IGNITION UNTILL IT RECEIVES A LOW SIGNAL ON THE NITROUS CHECK BACK SIGNAL
This is so you can arm the system in the cockpit and run the signal through pressure switches, etc.



Additional Fuel PW is calculated by interpolating between the user setpoints, so if you set the **Turn N20 on** at 3000 rpm and the **NOS Max RPM** to 6000 then the **additional fueling** will be interpolated between 3000 and 6000rpm. The amount of fuel added should reduce with engine speed as the same amount of NOS will be added at 3000 as at 6000, but more fuel will be added as there are more squirts of fuel at 6000. If you don't want to add extra fuel, due to having a wet setup, then simply set

the **Additional Feul PW's** to **ZERO** as above. The O2 correction is turned off during the time the system is active.

IMPORTANT NOTE: If Duty Cycle goes above 90% the NOS System will be turned off, this is for safety reasons. The additional fuel and retard will also be turned off, the system will reset when either rpm or throttle position are brought back under the set points.

CAUTION: The system will add fuel every squirt, so calculations would need to take into account that you may be squirting more than once per Engine Cycle!!! PLEASE BE VERY CAREFUL - MELTED PISTONS ARE EXPENSIVE!!

The NOS output can be delayed to come on after a flat shift or a launch so it doesn't cut in during that time.

If in **Dual Table** mode you can select which Bank to add the enrichment PW to.

Turbo Anti-Lag can be used when NOS is selected and the ECU receives a low input on the NOS Check Back Pin6 JP1 (JS9 on a V3.0) **BEFORE** it turns the NOS output on X3 (JS1 on a V3.0) then this will enable the NOS Turbo Anti-Lag. So if the MAP is between the KPa limits then the NOS output will turn on. This system is used to spool the turbo up between a certain KPa range using NOS.