



FINALLY, A SIMPLE TO USE NITROUS CONTROLLER!

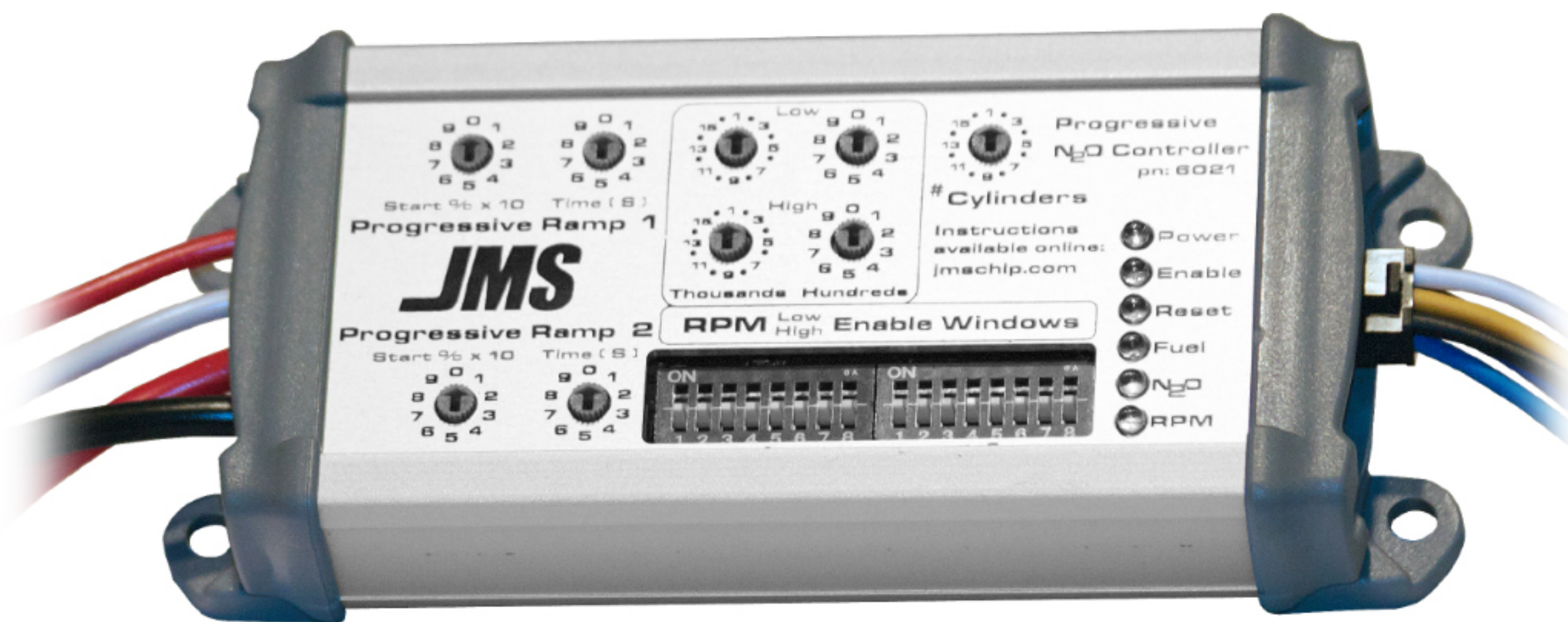
THE PROGRESSIVE NITROUS
CONTROLLER THAT IS DESIGNED
TO OUT PERFORM!

The JMS Progressive N₂ Controller is the new standard for Nitrous Controllers! Finally, there is a N₂ Controller that allows for MAXIMUM ADJUSTABILITY while combining all of the popular nitrous add-ons into one device. No external relays, triggers or RPM Switches required...it's all in one device!

- Easy to setup and use. No relays, triggers, or RPM switches required, everything is built into one unit.
- Adjustable Solenoid Frequency

- No need for a laptop, all adjustments can be made with the included small flat screwdriver on the controller.
- Wide-Open Throttle Enable Trigger

- Compatible with all 12V or 16V battery systems & one to sixteen cylinder engines.
- Dual Independent Ramp Rates

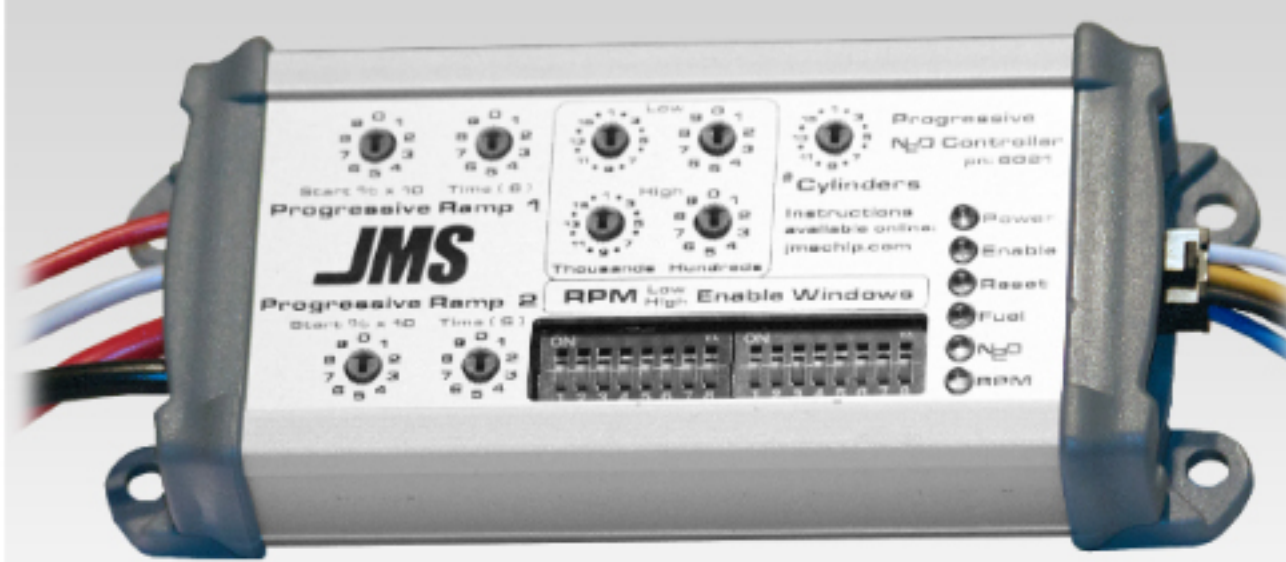


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JMS Nitrous Kit + Stock 2011 Mustang GT Auto
11.11@124MPH on 18" Radials - Gain of 135RWHP!

JMS N₂ NITROUS CONTROLLER



With over 10 new features not found in standard controllers, the new JMS N₂ Nitrous Controller raises the bar & out performs the competition!

JMS 2011 MUSTANG NITROUS KIT



Looking for a State-of-the-Art Nitrous Kit for your 2011 Mustang 5.0L? The NEW JMS Dry Nitrous Kit adds up to 135RWHP & will put your Mustang GT into the low 11's at over 120+MPH!

JMS

CHIP & PERFORMANCE

3247 Highway 63 South
Lucedale, MS 39452 USA



Scan the Code
with your mobile
device for more info!

TECHNICAL SPECIFICATIONS

SIMPLE INSTALLATION:

Easy to setup and use, everything is built into one unit.
Does not require external relays, triggers or RPM switches.
No need for a laptop, all adjustments can be made with the included small flat-head screwdriver.

CASE / ENCLOSURE:

Silver Aluminum Case with four mounting tabs.

DIMENSIONS:

LENGTH: 5 1/2"
WIDTH: 2 1/2"
HEIGHT: 1 1/2"

OPERATING VOLTAGE:

9.5V - 20V DC

COMPATIBILITY:

- Compatible with all 12V or 16V battery systems.
- Engines from one to sixteen cylinders.
- 720 or 360 fire.
- Automatically functions as a turbo nitrous controller if the Start % is higher than End %.

INPUTS:

RPM:

Monitors engine RPM, connect to an ignition box output or to the negative wire on an ignition coil or fuel injector.

Wide-Open-Throttle Enable Trigger:

Trigger (1): Ground enable, connect to a micro-switch
Trigger (2): 0-5v DC (invertible), connect to an Electronic Throttle Body/TPS

Either wide-open-throttle trigger enables nitrous activation when the engine RPM is within the RPM window.

Tire Spin/Gear Lock Out:

Ground Enable, connect to a micro-switch.
Manually disables the activation of the controller or used to enable a second progressive ramp rate if the vehicle has tire spin.

OUTPUTS:

100amp Maximum Combined Fuel & Nitrous Solenoid Output
Timing Retard Output -> +12v @ 50mA, short circuit protected

DUAL INDEPENDENT RAMP RATES:

Adjust: Nitrous Starting Percentage, End Percentage, Build Time and System Activation Delay.

ADJUSTABLE SOLENOID FREQUENCY:

12.5hz, 20hz, 25hz, 40hz (40hz requires the use of special solenoids)

INDEPENDENT FUEL AND NITROUS SOLENOID CONTROL:

Increased amperage capacity.
Improved solenoid accuracy and control.

FUEL SOLENOID SETTINGS:

Fuel solenoid output can be independently modified to control lean spikes:

- 100% duty cycle
- 85% duty cycle for the initial 0.5 seconds after activation and then matches the Nitrous Solenoid Output
- 75% duty cycle for the initial 0.3 seconds after activation and then matches the Nitrous Solenoid Output
- Matches the Nitrous Solenoid Output

RPM WINDOW SWITCH:

Minimum RPM to enable Nitrous Output: 1000 RPM
Maximum RPM to disable Nitrous Output: 16,900 RPM

12V TIMING RETARD OUTPUT:

+12V when the Nitrous Output is active.

Designed to be connected to a ignition box timing retard input.

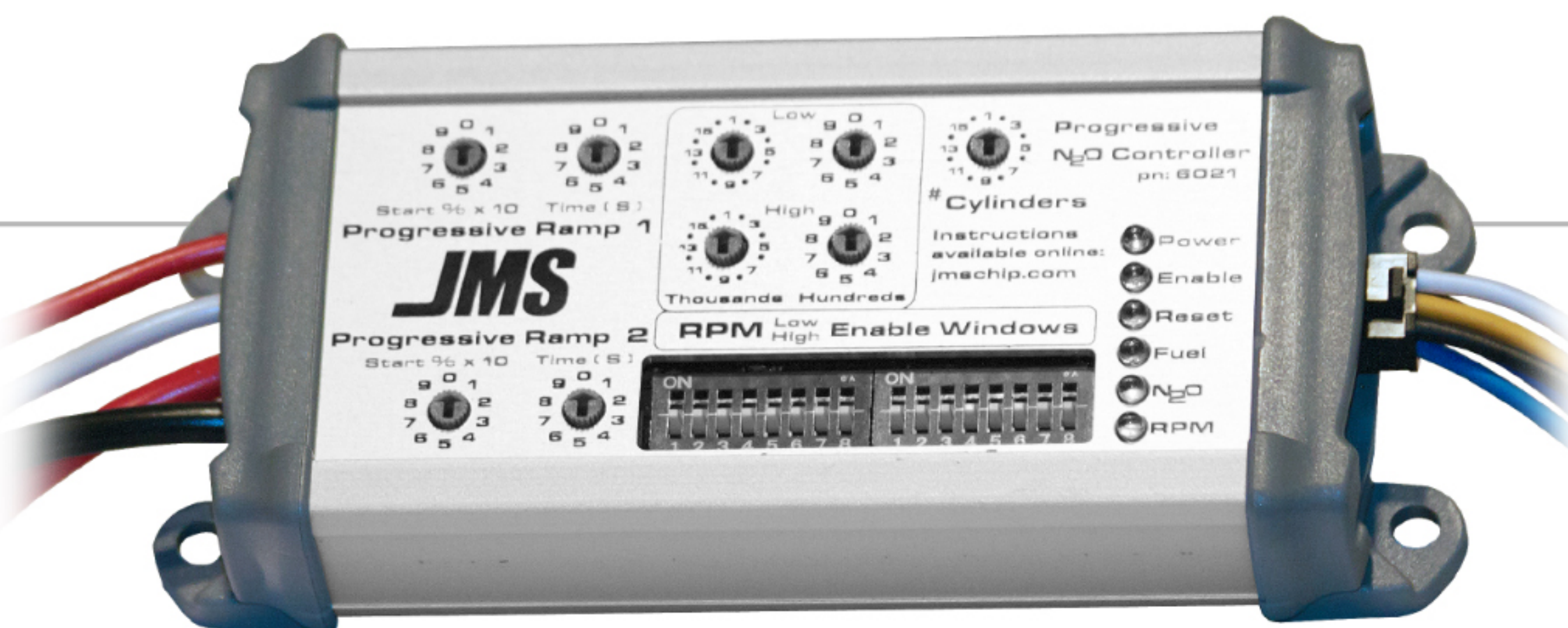
INSTALLATION KIT INCLUDED:

3' 10 gauge Input Wires, 3' 12 gauge Output Solenoid Ground Wires, Universal wire harness, Ring Terminal, Butt Connectors, Self-tapping screws, tie straps.

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