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NX 18959 TPS/RPM Window Switch

Read all Instructions before beginning!!!!

Caution – EXTREME DANGER – Caution

Do not use or mix any other manufacturer's products with any Nitrous Express products.
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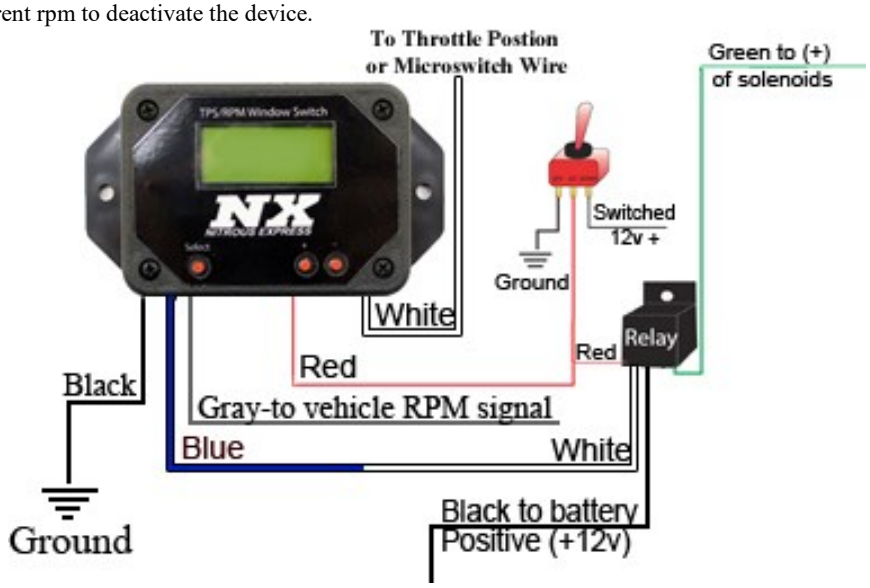
THESE INSTRUCTIONS APPLY TO NITROUS EXPRESS PRODUCTS ONLY! FOR SANCTIONED RACE USE ONLY - NOT FOR SALE OR USE IN CALIFORNIA

IMPORTANT: Read the instructions before attempting the installation

-The RPM/TPS Activation Window Switch can be connected to any style ignition system.
-The Window Switch is capable of carrying 1 amp. If the circuit you are activating requires more current, an NX Relay, PN 15515 (Relay & Pigtail) or 15526 (Relay only) must be used.
-The RPM/TPS Window Switch has a circuit that activates a device by providing a ground path at a desired RPM/TPS... The ground will be removed at a different rpm to deactivate the device.



MODE

1.1 The first screen that will display on the NX 18959 RPM/TPS window switch is the "set mode" option. This allows you to choose between using RPM only, TPS only, or RPM and TPS together. You can change between each mode using the "+" and "-" buttons.

RPM SETUP

1.2 The next screen is the "Set On" screen, this is where you will choose your minimum RPM, or your lower activation point. Adjust using the "+" or "-" buttons. (100-15,000 RPM)

1.3 The next screen is the “Set Off” screen. This is where you will choose your maximum RPM, or your upper cutoff point. Adjust using the “+” or “-“ buttons. (100-15,000 RPM)

TPS SETUP

2.1 After completing the RPM setup, you will move on to the “Set TPS” setup.

2.2 You will move onto the “Set Wide Open Throttle” screen. Here you will set your Wide Open Throttle voltage. Turn the key on with the engine off, hold the pedal to the floor, then hit the “-“ button to set the WOT voltage.

2.3 The next screen will be the “Set Idle” voltage. With the ignition key to the “on” position and the engine off hit the “-“ button to set your idle voltage.

2.4 The next screen will be the “Set On” screen. This is what percentage of wide open throttle the car needs to be at before the nitrous can activate. NX recommends leaving it at 90% or above.

FUNCTIONS

2.5 The next screen is the “Normally Open” and “Normally Closed” option. To use this box to “activate” the nitrous within the RPM/TPS range, leave it at “normally opened”. If you want the nitrous to cut off inside the RPM/TPS variables, set it to “normally closed”. (Most applications need to be left at “normally open”,)

2.6 The next screen is the “Num Cyl” screen. This will need to be set using by determining the number of sparks per revolution for the type of ignition system fitted to your vehicle. For vehicles with “Coil on Plug” style ignition systems it is not uncommon to have to set the multiplier for 1, 2, or 4cyl mode to get a correct reading. When choosing the “Num Cyl” setting always verify this setting with the RPM Signalometer in the vehicle to make sure it is reading correct through the entire rpm range.

2.7 The next screen is “Ign Type”. Choose between COP (Coil on plug), DIST (Distributor style), or W Spark (Waste Spark.). Most vehicles will need to be set on the “Dist” setting. Try the “Dist” setting first, if the unit does not function properly; try the “COP” or “W Spark” setting.

Miscellaneous Features

3.1 The next screen is the “contrast” screen, this changes how dark the numbers and letters appear on the screen.

3.2 “B-light” is the back light. This changes how lit up the screen is, for night/day time use.

3.3 “RPM Filter” is a noise filtering feature to help with ignition noise on newer vehicles. If you notice an erratic RPM Signal signal you will want to enable the RPM Filer feature.

Resetting the unit

4.1 Go to the last menu, and hold the "+" button. The unit will now reset to factory defaults. (If need be.)

RPM Signal and TPS Locations for popular applications

NOTE: For most multi-port injected EFI vehicles you can get a tack (RPM signal) from the negative side of any fuel injector.

Ford

- **1996-2004 Mustang GT 4.6L**
  RPM Signal: Pin 26 on PCM (light Green with White tracer)
  TPS: Grey with White tracer on TPS sensor
- **2005-2010 Mustang 4.6L**
  RPM Signal: Green with Purple tracer on any coil pack
  TPS: Yellow wire on TPS sensor
- **2011-2014 Mustang 3.7L V6**
  RPM Signal: Coil #1 DO NOT USE VIOLET WIRE
  TPS: Brown wire on TPS sensor
- **2003-2004 Mustang Cobra 4.6L 32V**
  RPM Signal: Pin 26 @ PCM (Orange Wire)
  TPS: Grey wire on DJWBC Pin 89 @ PCM
- **1994-1995 Mustang GT 5.0L**
  RPM Signal: White Connector behind instrument panel, Pin 8 (Tan wire with Yellow tracer)
  TPS: Brown wire on TPS sensor
- **1999-2004 Ford Lightning 5.4L**
  RPM Signal: Pin 79 @ PCM (Orange wire)
  TPS: Pin 89 @ PCM (Grey wire with White Tracer)
- **2011-2014 Mustang GT 5.0**
  RPM Signal: PCM Middle Connector Pin 70 (White wire with Purple tracer)
  TPS: Brown wire on TPS sensor

Chevy

- **1993-1997 F-Body, LT1**
  RPM Signal: Red Connector Pin 10 @ PCM
  TPS: Dark Blue wire on TPS
- **1998-2002 F-Body, 2004 GTO**
  RPM Signal: Passenger Side Main Coil Harness Connector- Top row of wires, 2nd wire from the left.
  TPS: Blue wire on TPS sensor
- **2005-2006 GTO, 2010-2015 Camaro SS, 2005-2013 Corvette LS2, LS3, LS7**
  RPM Signal: Passenger Side Main Coil Harness Connector- Top row of wires, 2nd wire from the left.
  TPS: Purple (Rising) or Green (Falling) wire on TPS
- **2010-2015 Camaro V6**
  RPM Signal: Front Coil on Passenger side, Pin C (Purple Wire)
  TPS: Purple (Rising) or Green (Falling) wire on TPS

- **2016+ Camaro SS**
  RPM Signal: Pin 48 @ PCM Connector (White wire)
  TPS: Connector 1, APP1 Pin 15 (Black wire with Blue tracer)
- **2014+ Corvette LT1**
  RPM Signal: PCM Connector Pin 48 (White wire)
  TPS: Wire coming off gas pedal
- **2015+Corvette Z06**
  RPM Signal: PCM Connector 3 Pin 30 (Black wire with Grey tracer)
  TPS: PCM Connector 1 Pin 15 (Yellow wire with White tracer)
- **2008-2015 Cadillac CTS-V, 2012-2015 Camaro ZL1, 2009-2013 Corvette ZR1**
  RPM Signal: Purple with White Tracer on Coil #8
  TPS: Purple (Rising) or Green (Falling) wire on TPS sensor

Dodge

- **1992-1995 Dodge Viper**
  RPM Signal: Pin 10 @ ICM Connector
  TPS: Red wire with Dark Blue Tracer on TPS
- **Mopar 5.7 Hemi**
  RPM Signal: Coil #3 Blue wire with Green tracer
  TPS: 2nd wire closest to Driver Seat on Gas Pedal assembly (White Wire)
- **Mopar 6.1 Hemi**
  RPM Signal: #7 Injector wire, red side of connector
  TPS: 2nd wire closest to Driver Seat on Gas Pedal assembly (White Wire)
- **1996-2002 Dodge Viper**
  RPM Signal: Pin 5 on C1 Connector @ ECM (Dark Green with Grey tracer)
  TPS: Pin 2 on Driver side throttle body
- **2015+ Hellcat 6.2L**
  RPM Signal: Coil #7 Brown wire
  TPS: Brown wire with Dark Green tracer on TPS (Falling signal) *Car must be running the read TPS signal*