



These polished billet brackets allow you to mount our switch panels overhead without welding or drilling into your rollcage, allowing you to reposition the switch panel with ease. Comes with stainless steel hardware.

These ultra light weight composite roll bar brackets to mount our switch panels we designed for the weight conscious racer looking to save every pound of weight. These brackets are made of strong light weight carbon composite material.



We carry a wide range of connectors, battery cable ends and tools. Multi pin connectors, Anderson high amp connectors, weather pack tools, bulk head connectors and more....

Speedwire Systems also carries wire kits to help with your complete installation. We stock a wide variety of colors and gauges from battery cables to small signal wire. We only believe and use high quality, high heat resistant wire. A race car is no place for an inferior wire product and connector.



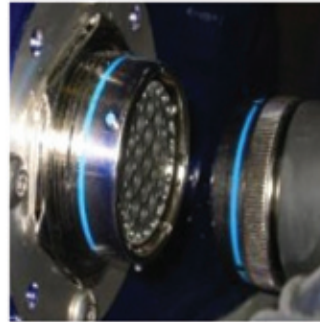
SPEEDWIRE SYSTEMS.COM™



HARNESS YOUR POWER

About SPEEDWIRE

At **Speedwire Systems**, our goal and vision is to refine and simplify vehicle chassis electrical control and installations, helping our customers to build consistent and reliable race-winning vehicles.



Speedwire Systems offers a full range of stocked products and custom items that allow racers to spend time on their race program rather than debugging electrical issues. Quality, ease of use and application knowledge is bar none.

We don't just build electrical control systems, we race them with proven records. Whether you are building a new vehicle or want to upgrade your existing electrical system, Speedwire Systems has the solution for all your wiring needs. Our robust, versatile and easy to use products can be applied across the board from engine and chassis dynos and marine boats, to rally cars, 4x4 monster trucks, tractors, emergency service vehicles, fleet vehicles, stock cars, auto racing and more.

For product information, pricing customer and dealer inquiries, please visit:

www.speedwiresystems.com

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Patents Pending.



This is our lightest most compact wiring system with 4 stage controller. All the features of our microprocessor nitrous controller with 8 circuit relay controller. The 10 switch panel will provide you with all your switches including motor purge provision. Each controller is connected to the switch panel with a data cable for a stream line installation. Switch panel can be configured to also turn on a relay on the 8 circuit controller with your nitrous arming switch to activate and power a shock controller or any consumer needed to activate before staging. Switch panel can be configured and custom built based on customer needs.

This system using the 12 relay controller can be configured for racers needing maximum amount of relay versatility and options. For example, if one prefers to have multiple switch and relay functions for park lights and head lights, or having 2 fans and using one relay per fan to split the amperage load. The ignition switch can also activate more than one relay allowing you to power up and divide your ignition system to any consumer that you want to turn on with ignition.



This is our new generation of nitrous controller. it features micro chip technology and programmability with out the use of a laptop, timers are programmed with selection buttons and on screen prompts, allowing you to change settings on the fly in the staging lanes giving you the convenience of last minute changes.



Features:

Can be configured for 2, 3 and 4 stages. All controllers can be programmed and updated with software, for example if you purchased a 3 stage controller and decided in the future to have 4 stages simply send us back your controller for a software update to 4 stages with out purchasing a 4 stage controller, configurations are done with programming. All nitrous controllers are provisioned with hardware for 4 stages.

On screen prompts and staus reading.

Self diagnosing LED status for fuses and outputs. For example , if fuse is blown LED will turn from yellow to red.

Each stage can be set to be timed, instant or off.

You can select any stage to come on at anytime, for example if your stage 3 tune is more agressive than your your first stage and you want to take advantage of optimum track conditions you can select stage 3 to come on at the release of clutch or trans brake and time your first stage. Giving you complete flexibility of how and when your nitrous stages are applied.

Each output uses 70 amp relays and slow blow fuses that will not blow due to higher than normal amperage spikes, unlike quick acting ATO style fuses.

Built in line purges with fuses and relays.

Built in trans brake or clutch input staging interrupt. The unique feature is, this circuit is all controlled by the micro processor giving you nano second reaction time once the trans brake or clutch is released taking advantage of starting line vehicle and engine reaction. Gone are the days of having this circuit through a relay.

All timers are digital and microprocessor controlled for accurate and repeatable operation as opposed to using digisets or any type of timer that is resistance based that can change with voltage and temperature.

Each timer is completely independent of each other.

In the event of lifting the throttle and reactivating the throttle switch, you can select the timers to start over again or stop and restart from where you left off.

Motor purge provision for all stages.

6 Relay Controller



This controller has 6 (50 amp rated) circuits and has self diagnosing LEDs for fuse and output staus, if a fuse blows the LED will turn from yellow to red. When the relay is activated the output LED will turn green.

Optional ignition circuit for street cars using factory ignition key.

Also used in commercial vehicle applications and has been proven as the workhorse controller in the commercial industry

6 switch panel with 6 relay controller.

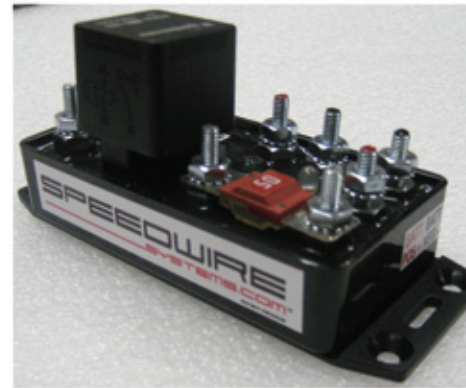


This can be used for turbo cars with mechanical fuel pump, alcohol, all motor, or any other configuration.



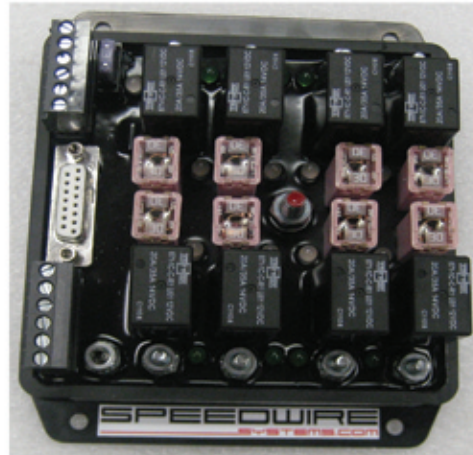


Typical layout of 6 switch panel with Mag shut off option. Each circuit is fused and incorporated LED status on fuses and outputs.



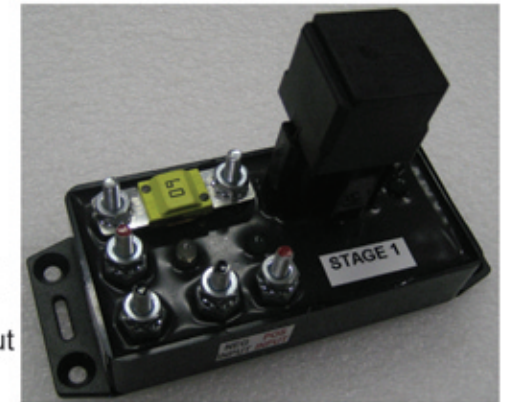
This 50 amp module can be used on it's own or with any of our controllers to remotely mount within the vehicle, for example a rear mounted fuel pump. These modules can be triggered by a ground or power trigger, and can be used in any configuration. Whether it be for a fan or fuel pump. Another feature is that it has all functioning LED status that indicated fuse and relay function, if fuse should blow LED will turn from yellow to red allowing you to quickly identify an issue with the circuit.

Shown here is our light weight compact 8 circuit controller. This can be used with any switch panel configuration. It has external ground trigger inputs to trigger relays, that for example can be used with any fuel injection system that has ground output control to turn on a fan or water pump once a set temperature is reached. You can also use a fuel pump trigger output from your fuel injection system allowing you to bypass the switches on the switch panel to activate any desired relay.



Can be used in 12 and 16 volt vehicles. Relay outputs are labeled for each customer for their application. Also has capable bump start activation for adjusting valves between rounds. For street cars using factory keyed ignition, it has optional ignition input to activate or deactivate controller. Each circuit is fused and rated up to 30 amps and has self diagnosing LED status indication. Comes with rubber bushings for harsh environments. This controller also has a built in trans brake/clutch interrupt feature for staging a nitrous or turbo car to deactivate an arming circuit, no need to wire in an external relay for this, it is all done thru a micro controller for nano second response time once your button is released.

This 70 amp relay module can be used for single stage nitrous systems to power your nitrous solenoids when a trigger is applied from a throttle switch. When used with our main relay controller it can also be used with progressive nitrous systems. This module can be triggered by power and/or ground. For example, if you wanted to activate your nitrous with a timer you may use the timer ground output on common ignition systems to activate the ground side, and your full throttle switch will activate the positive trigger allowing you the versatility to activate any output with any signal. We use slow blow fuse rather than ATO style fuses for any of our high current products eliminating the possibility of a high current spike that will blow a quick reacting fuse upon solenoid activation in hot high temperature conditions.





10 switch panel with 12 relay controller. This is a typical system for a racer that requires maximum amount of switches in this case configuration was built for an off road racer.

12 Relay Controller



Features:

- 12 circuits
 - 10 30 amp rated circuits
 - 1 50 amp rated circuits for large fans or pumps
 - 1 20 amp transbrake activation circuit or any external input activation
- All circuits have LED status on inputs and outputs, for example if a fuse is blown LED will turn from yellow to red giving you a quick diagnosis of a circuit, when relay is in operation output LED will turn green.
- Rated at 300 amps continuous duty use, this controller is also used in many commercial vehicle applications and has been in the field with commercial vehicles running 24 hours a day.
- All relay outputs are labeled per customer application.
- Has optional ignition activation circuit for street cars using factory ignition.
- Built in bump start input to activate your starter circuit when lashing your valves in the pits.
- All relays and fuses are replaceable.
- Can be used in 12 and 16 volt applications.
- The controller is connected with a data cable from the switch panel, cleaning that clutter of thick loomed wiring coming down your roll cage for a clean and simple installation.



12 relay controller configures for turbo cars with data arming and timer enable circuit. When the transbrake is applied to the input on the relay controller it will activate the transbrake relay circuit and disarm the timer enable circuit, you release the transbrake and the timer enable circuit becomes active again. This feature is commonly used with EFI systems and data logging.



8 switch Panel and 8 Relay Controller and 50 amp module for rear mounted Fuel pumps.

8 switch Panel and 12 Relay Controller and 1 stage of Nitrous

This system can be used with or without progressives, the single stage module can be activated with throttle switch to provide power to nitrous solenoids.

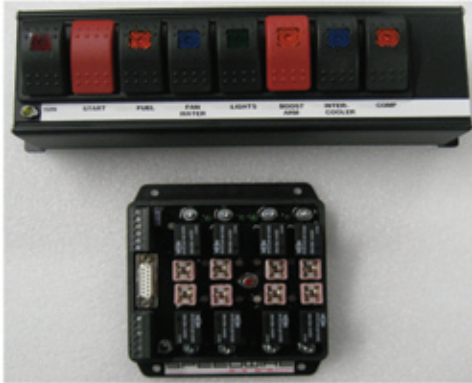
Want to have your nitrous on timed activation? No problem... this module can be triggered by ground or power or both, using the throttle switch on the positive input and a timed ground activation output from common ignition systems you can configure how to have your nitrous turned on.



The 12 relay controller has 30 amp relay outputs and one 50 amp capacity output that can be used for fuel pump or large fan giving you the power supply you need for any application.

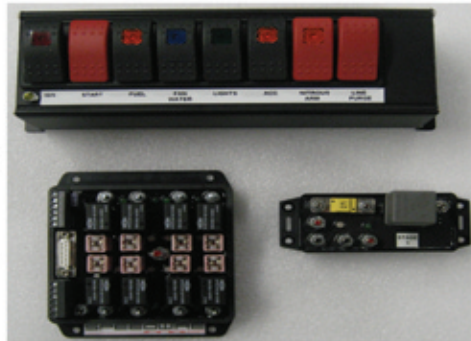
Switch panels are and can be made custom for your requirements to suit any multiple or single stage nitrous system.

The 12 relay controller has a trans brake interrupt feature for nitrous activation when staging a nitrous car, no need to wire an external relay any more.



This system is an example of using an 8 switch panel and 8 circuit controller, it can be used in a turbo or supercharged application.

This is an example of using an 8 switch panel with our compact 8 circuit controller for a 1 stage nitrous car. This system can also be used with any progressive nitrous system.



This is an example of a sportsman racer with an all motor combination, with extra switches allowing him to expand and have spare switches in the event that one should have to add on components such as a transmission fan, delay box activation, etc....



8 switch panel with 12 relay controller typical layout for a turbo car, with all electrical consumers optioned.



Our 8 circuit relay controller has a built in circuit specifically designed for fuel injection system that requires a transbrake interrupt to begin data logging, shown here with the timer enable function as labeled. This function can also be used for a nitrous application when staging or if a device or data logger requires an on/off/on signal to begin activation.

