

14e		Gear shift	14e
14f		0-5V input	14f
15a	Throttle Control Options	Micro Switch Activation	15a
15b1		OEM TPS Link	15b1 Activation By Rising Voltage
15b2			15b2 Activation By Falling Voltage
15c1		Part Throttle Control Options	15c1 Change Gear as Normal
15c2			15c2 Halt Rising Power & Resume at same point
15c3			15c3 Halt Rising Power & Resume at start for that gear
16a	Alarms	AFR window alarm	16a
16b		Low Fuel Pressure	16b
16c		High Nitrous Pressure	16c
16d		Low Battery Voltage	16d
17a	Safety Cut Outs	AFR window cut-out	17a
17b		Low Fuel Pressure	17b
17c		High Nitrous Pressure	17c
17d		Low Battery Voltage	17d
18	Memory Logs		18
19	Low nitrous pressure compensation		19
20	Gear Input Link		20
21	Adjustable Pulse Frequency		21
21a	Manual & Automatic Gearbox Options	Manual Shift on throttle lift	21a
21b		Auto time increment	21b
21c		Auto RPM drop	21c
22a	Data Logging	RPM	22a
22b		Supply voltage	22b
22c		Fuel pressure	22c
22d		Nitrous pressure	22d
22e		AFR	22e
22f		AFR compensation percentage	22f
23	Standby Mode		23
24	Audible Button Press		24
25a	Inputs	Independent AFR input	25a
25b		Independent Gear IP input	25b
25c		0-5V analogue input	25c
25d		0-100 % PWM input	25d
26a	Outputs	2 additional REVO outputs	26a
26b		0-5V analogue output	26b
26c		Dual Mosfet solenoid outputs	26c
26d		6V 10 Amp REVO drive output	26d
	Max Extreme X1 & X2 Software features		
27a	On-Screen push button calibration of;	N2O pressure	27a
27b		Fuel pressure	27b
27c		Voltage	27c
27d		Gear Input signal	27d
27e		AFR signal	27e
27f		0 to 5 Volt input signal	27f
28	Dynamic Variable Frequency (DVF)		28
29	AFR Trim log		29
30	Quick access push button memory change capability		30

	Max Extreme X1 & X2 Hardware Features	
31	Additional protection from interference	31
32	Additional mosfets for higher load capability	32
33	On-board electrical connectors instead of attached loom	33
34	External USB connection	34
35	Improved and adjustable mounting brackets	35

***Items highlighted red apply to Max Extreme X2 only**

CAPABILITY

- 1 6 independent programs, each with 5 adjustable power points and an adjustable build time, provide an extremely tunable power delivery specifically suited to each gear during a run
- 2 5 independent power points adjustable between 0 and 100%
- 3 All 6 gears have their own independent build time
- 4 Nitrous and Fuel outputs run on separate channels allowing them to be controlled individually, to enable independent delays & **mixture control**
- 6 An adjustable RPM window switch which allows the safe use of nitrous within a lower and upper limit to avoid premature activation & prolonged activation in to the rev limiter
- 7 A range of functions can be either selected or deselected for onscreen display
- 7a Displays current fuel pressure (requires the addition of a fuel pressure transducer)
- 7b Displays current nitrous pressure (requires the addition of a nitrous pressure transducer)
- 7c Displays current engine RPM
- 7d **Displays the remaining bottle contents as a percentage**
- 7e Displays current voltage supply to unit
- 7f Indicates which (if any), additional outputs are currently functioning
- 7g Indicates the current memory file number in use
- 7h Displays that all parameters have been checked and the unit is in run ready mode
- 7i Displays the current gear in use
- 8a An adjustable initial nitrous system activation delay available in 1st gear.
- 8b If there's a period of inactivity after the initial activation in 1st gear, the unit will reset to 'run ready' after a user adjustable time
- 8c1 Both fuel & nitrous Pulsoid will open when the system is activated
- 8c2 The opening of the nitrous Pulsoid can be delayed when the system is activated in any selected gear, to prevent an initial lean spike
- 8c3 The opening of the nitrous Pulsoid can be delayed when the system is activated in any selected gear, to prevent an initial lean spike
- 8c4 The opening of the nitrous Pulsoid can be delayed when the system is activated in any selected gear, to prevent an initial lean spike
- 8c5 The opening of the nitrous Pulsoid can be delayed when the system is activated in any selected gear, to prevent an initial lean spike
- 8c6 The opening of the nitrous Pulsoid can be delayed when the system is activated in any selected gear, to prevent an initial lean spike
- 8c7 The opening of the nitrous Pulsoid can be delayed when the system is activated in any selected gear, to prevent an initial lean spike
- 8d1 Both fuel & nitrous Pulsoid will open when the system is activated
- 8d2 The opening of the fuel Pulsoid can be delayed when the system is activated in any selected gear, to prevent an initial lean spike
- 8d3 The opening of the fuel Pulsoid can be delayed when the system is activated in any selected gear, to prevent an initial lean spike
- 8d4 The opening of the fuel Pulsoid can be delayed when the system is activated in any selected gear, to prevent an initial lean spike
- 8d5 The opening of the fuel Pulsoid can be delayed when the system is activated in any selected gear, to prevent an initial lean spike
- 8d6 The opening of the fuel Pulsoid can be delayed when the system is activated in any selected gear, to prevent an initial lean spike
- 8d7 The opening of the fuel Pulsoid can be delayed when the system is activated in any selected gear, to prevent an initial lean spike
- 9a Both Pulsoids can be activated by the user by push button control on the Max for test purposes
- 9b Output 1 can be independently operated by push button control on the Max for test purposes
- 9c Output 2 can be independently operated by push button control on the Max for test purposes
- 9d The first gear program can be operated by push button control on the Max for test purposes, in particular to carry out a static test
- 10 Due to the different pressures, etc. involved, fuel & nitrous Pulsoids may start and end pulsing at different settings - this feature limits them to the same min & max settings.
- 11 **Burn-Out mode allows the use of a fixed percentage output for an unlimited time, especially useful if nitrous is to be used in a burn-out**
- 12a **A manual fine tune adjustment which can either reduce nitrous or fuel flow to allow mixture adjustment at the touch of a Max button**
- 12b **An automatic mixture adjustment which compensates for lean or rich mixtures based on AFR readings. This feature is only available in REVO mode**
- 13a Either of the output circuits can be used to control a bottle heater.
- 13b Either of the output circuits can be used to control a shift light
- 13c Either of the output circuits can be used to control a nitrogen boost system
- 13d Either of the output circuits can be used to control an air shifter
- 13e Either or both of the output circuits can be used to switch a retard (2 retard points if both outputs are used)
- 13f Either of the outputs can be used to switch anything (under 15 amps) of the users choice based on different parameters
- 14a **Accepts an input from an AFR unit to control the appropriate feature mentioned above.**
- 14b Accepts an input from a fuel pressure transducer to control the appropriate feature mentioned above.
- 14c Accepts an input from a Nitrous pressure transducer to control the appropriate feature mentioned above.
- 14d **Accepts an input from a gear position indicator (of 0 to 5 Volts), to control the appropriate feature mentioned above.**

- 14e Accepts a 12 volt input to cause the Max to move to the next gear program.
- 14f Accepts a 0 to 5 volt input signal to cause the Max to act as a slave to the supply source, allowing ECU control over the REVO's
- 15a Allows control over activation using a basic micro switch & offers enhanced circuitry for greater reliability when used this way
- 15b1 Allows activation to occur when the supply voltage is rising
- 15b2 Allows activation to occur when the supply voltage is falling
- 15c1 The gear selection program will step to the next gear when the throttle is partially lifted and re-applied
- 15c2 Instructs the Max to hold the power level at the point the throttle was backed off and resumes at that point on subsequent WOT
- 15c3 Instructs the Max to halt the power level at the point the throttle was backed off and resumes at the lowest power level in that gear on subsequent WOT

- 16a An alarm sounds when the AFR goes above or below the window settings when the system is in use
- 16b An alarm sounds when the fuel pressure drops below a set amount when the system is in use
- 16c An alarm sounds when the nitrous pressure rises above a set amount when the system is in use
- 16d An alarm sounds when the battery voltage drops below a set amount when the system is in use
- 17a Shuts down the system if the AFR exceeds the pre-set (adjustable) values
- 17b Shuts down the system if the fuel pressure falls below the pre-set (adjustable) value
- 17c Shuts down the system if the nitrous pressure exceeds the pre-set (adjustable) value
- 17d Shuts down the system if the supply voltage drops below a pre-set (adjustable) value
- 18 The unit has 4 different memory logs capable of storing all the settings of 4 full programs, which can be quickly switched between for use under different conditions
- 19 In REVO mode, if the nitrous pressure drops during a run the unit will compensate for the reduction in flow opening further to maintain the desired flow rate
- 20 With a gear position sensor connected, the unit will detect actual gear position and deliver power as programmed per gear
- 21 Allows the pulse frequency to be adjusted between 15 and 50 hz for use with different types of solenoid
- 21a Using this option the Max will step to the next gear program when the throttle is lifted and reoperated during a gearchange
- 21b The gear selection program will step to the next gear at the end of each gears build time, provided the throttle continues to be applied
- 21c The gear selection program will step to the next gear when a set RPM drop is detected, provided the throttle continues to be applied
- 22a The max and min values of RPM are recorded during use
- 22b The max and min values of supply Voltage are recorded during use
- 22c The max and min values of fuel pressure are recorded during use
- 22d The max and min values of nitrous pressure are recorded during use
- 22e The max and min values of AFR are recorded during use
- 22f AFR closed loop adjustment values are recorded during use - shown as a percentage
- 23 Standby mode disables the Pulsoid and REVO outputs but still allows the monitoring of inputs and bottle heater control etc.
- 24 An audible confirmation beep can be heard on button presses
- 25a Accepts an input from an AFR logging device
- 25b Accepts an input from a gear indicator device
- 25c Accepts an analogue input of 0 to 5 Volts allowing the Max to be used as a slave to an ECU for REVO applications
- 25d Accepts a digital input allowing the Max to be used as a slave to an ECU for REVO applications
- 26a Allows the use of up to 4 REVO units connected directly to the Max
- 26b Interface facility which shows power output for connection to an ECU and/or a data logger
- 26c For higher load applications
- 26d More power for better REVO control

- 27a All inputs can now be calibrated on-screen
- 27b
- 27c
- 27d
- 27e
- 27f
- 28 A UNIQUE feature to the Max Extreme, which provides a wider PWM range and smoother power delivery by varying the solenoid frequency throughout the build up.
- 29 The closed loop AFR control is logged to record how the unit is responding to the AFR input
- 30 The memory file can now be changed with one button press

- 31 Reduced susceptibility to interference
- 32 Higher power handling capability
- 33 Simple to use end mounted electrical connections for ease of wiring
- 34 Allows extremely quick and easy programming updates
- 35 Improved and adjustable mounting brackets