Thank you for your purchase.

Please read the complete installation instructions or view the video instructions on YouTube before attempting to install this product.

⚠ If not installed properly, PowerMAX will not function and may be damaged. View install videos at *www.jms-powermax.com*

PowerMAX Voltage Booster-Regulator will increase the output of *any* fuel pump or ignition system. The PowerMAX unit has been designed to be mounted inside the vehicle cabin (*under a seat*) or in the trunk. Install the unit so it does not come into direct or prolonged contact with water or extreme engine heat (*+250F*).

WARNING - SparkMAX is designed to activate and be used at wide open throttle or full throttle.

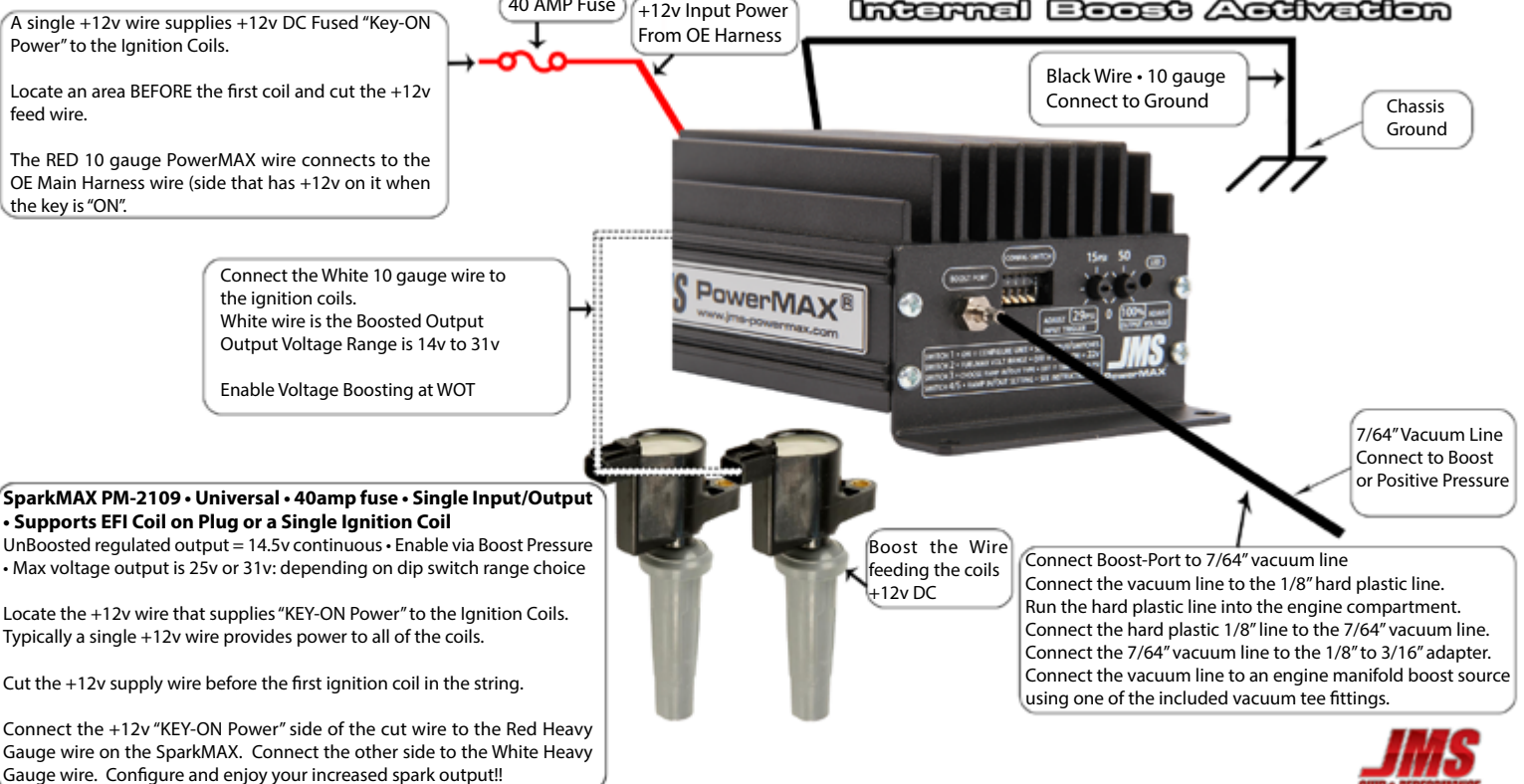### Reasons to choose PowerMAX!

	FuelMAX Single PM-2000	FuelMAX Boost-Single PM-2009-B	FuelMAX Dual-Pump PM-2020	FuelMAX Dual-Boost PM-2029-B	FuelMAX GM PM-2000-GM	SparkMAX 25 & 31v PM-2100	SparkMAX Boost 25/31v PM-2109-B
Ford • Plug and Play	X	X	X	X			
User Adjustable Output Voltage & Voltage Ramp In/Out Rate	X	X	X	X	X	X	X
Highest Voltage Output & Highest Amperage Output	X	X	X	X	X	X	X
Single Output Wiring • Fuel Pump or Ignition • 40AMP Fuse	X	X			X	X	X
Dual Fuel Pump Wiring • 80AMP Fuse			X	X			
Heaviest Gauge Wiring & Highest Capacity Fuse • 40/80AMP	X	X	X	X	X	X	X
Enable via Ground or via (0-5v) External Voltage • via MAP, TPS or PPS Sensor	X		X		X	X	
Voltage Ramp In/Out • User Selectable • Adjustable Based on Time or Voltage	X		X		X	X	
JMS Exclusive • Digital Technology	X	X	X	X	X	X	X
Enable via Internal Boost Sensor • Pressure Range (1-29psi)		X		X			X
Voltage Ramp In/Out • User Selectable • Adjustable Based on Time or Boost		X		X			X
Widest Pressure Adjustment Range Available • (1-29psi)		X		X			X
Industrial Heat-Sink • Heavy-Duty Construction	X	X	X	X	X	X	X
Easy to Use • Instructions On the Unit	X	X	X	X	X	X	X
Option • Remote Knob	X		X		X	X	

The concept behind boosting the voltage to your ignition coils?

• Reliably use the factory ignition coils to support massive horsepower.

- • 2011+ Mustang GT customers have reported making +1100rwhp with the stock coils and SparkMAX.
- • Shelby GT500 customers have reported making +1250rwhp with the stock coils and SparkMAX.
- • SVT Raptor customers have reported making +750rwhp with the stock coils and a SparkMAX.
- • Camaro customers have reported making +800rwhp with the stock coils and a SparkMAX.
- • Nissan GTR customers have reported making +1000rwhp with the stock coils and a SparkMAX.

• Boost ignition voltage *ONLY* when extra spark energy is needed.

- • More than double the spark output of the factory ignition coils at Wide Open Throttle.
- • No need to replace the factory coils with unreliable aftermarket coils.
- • Spark output is increased when monitoring manifold pressure (boost) goes higher than a user defined value.

• Simple to install: *Universal Single Wire* splice in design

- • Universal: If you can cut and splice a single wire then you can install a universal PowerMAX SparkMAX.
- • Universal Boost units activate via monitored manifold pressure (boost).
- • The user must define the boost level to activate the unit via the front panel.

SparkMAX PM-2109 Wiring • Universal • OEM EFI Ignition
Internal Boost Activation

40 AMP Fuse

+12v Input Power From OE Harness

A single +12v wire supplies +12v DC Fused "Key-ON Power" to the Ignition Coils.

Locate an area BEFORE the first coil and cut the +12v feed wire.

The RED 10 gauge PowerMAX wire connects to the OE Main Harness wire (side that has +12v on it when the key is "ON".

Black Wire • 10 gauge Connect to Ground

Chassis Ground

Connect the White 10 gauge wire to the ignition coils.
White wire is the Boosted Output
Output Voltage Range is 14v to 31v

Enable Voltage Boosting at WOT

7/64" Vacuum Line Connect to Boost or Positive Pressure

SparkMAX PM-2109 • Universal • 40amp fuse • Single Input/Output
• Supports EFI Coil on Plug or a Single Ignition Coil
UnBoosted regulated output = 14.5v continuous • Enable via Boost Pressure
• Max voltage output is 25v or 31v: depending on dip switch range choice

Locate the +12v wire that supplies "KEY-ON Power" to the Ignition Coils.
Typically a single +12v wire provides power to all of the coils.

Cut the +12v supply wire before the first ignition coil in the string.

Connect the +12v "KEY-ON Power" side of the cut wire to the Red Heavy Gauge wire on the SparkMAX. Connect the other side to the White Heavy Gauge wire. Configure and enjoy your increased spark output!!

Boost the Wire feeding the coils +12v DC

Connect Boost-Port to 7/64" vacuum line
Connect the vacuum line to the 1/8" hard plastic line.
Run the hard plastic line into the engine compartment.
Connect the hard plastic 1/8" line to the 7/64" vacuum line.
Connect the 7/64" vacuum line to the 1/8" to 3/16" adapter.
Connect the vacuum line to an engine manifold boost source using one of the included vacuum tee fittings.

STEP 1 – LOCATE THE +12V COIL WIRE TO BOOST

• Verify that the vehicle is turned off (no key in ignition).

• Locate the wiring harness and the single wire that supplies +12v "key on power" to all of the ignition coils.

• The ignition coils are usually located in or on the top of the cylinder heads or intake.

Tip: Typically newer cars (2000-up) utilize a single ignition coil per cylinder. Normally a single +12v wire supplies voltage to all of the coils anytime the ignition key is set to the "On or Run" position. Before you cut, try to locate an area of the +12v feed wire that is well before the coils (so all of the coils can be supplied boosted voltage with a single connection).

SparkMAX splices into the Purple wire in this connector.

+12v Coil Feed Wire Location
2011-2014 Mustang (All)
Purple wire on the harness that goes to the ENGINE.

STEP 2 – MOUNT THE UNIT

• Install SparkMAX utilizing self taping screws (included)
• Mount the unit so that the switches and knobs can easily be seen and adjusted by the user.
• Make sure that the mounting location leaves you with enough excess wire so none of the connections are under strain.
• Pay attention to where you are mounting the unit (avoid drilling into the factory fuel lines, brake lines or wire harness).
• Be sure to mount the unit away from extreme heat and direct contact with water.
• Typically the unit is mounted inside the vehicle cabin or trunk.
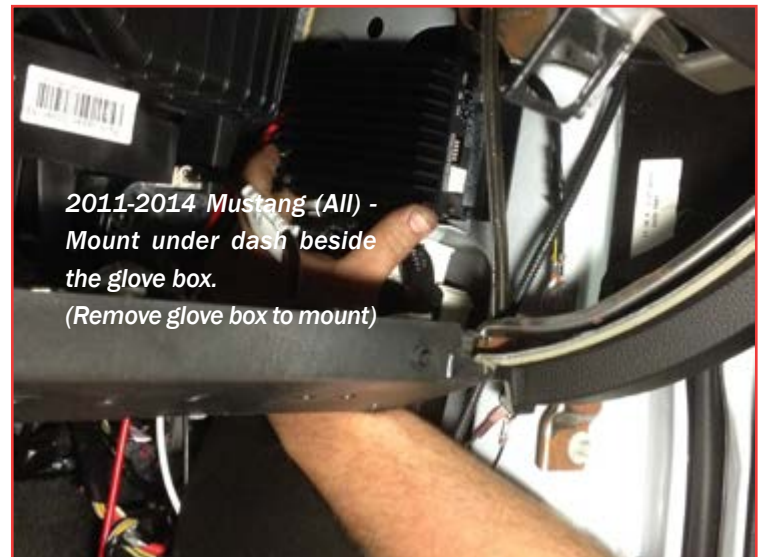
2011-2014 Mustang (All) - Mount under dash beside the glove box.
(Remove glove box to mount)

STEP 3 – CRIMP & SECURE THE GROUND WIRE

• Strip the Black Wire and Crimp the Yellow Ground Ring to the BLACK Ground wire.

• Terminate the Black Wire to a factory ground chassis ground point.

• Tip: After you have crimped the wires, utilize a heat gun to shrink the crimped connector to the wire.

Secure the ground to a factory point located near SparkMAX

STEP 4 – EXTRA WIRE TO EXTEND THE SPARKMAX

• Included in the installation kit: Additional heavy gauge Red and White wire, wire loom and wire splices.

• If needed, add the wire extensions to the SparkMAX heavy gauge red and white wires.

• Strip the heavy gauge Red wires and firmly crimp together with the Yellow shrink wire splices.

• Strip the heavy gauge White wires and firmly crimp together with the Yellow shrink wire splices.

• Tip: After you have crimped the wires, utilize a heat gun to shrink the crimped connector to the wire.

SparkMAX Extension Harness Kit Contains: 4 feet of White and Red Wire, 5 feet of Wire Loom and two heat shrink wire splices.

Use the Extension Kit to locate SparkMAX inside the vehicle cab.

STEP 5 – CONNECT THE VACUUM – BOOST HOSE

• Connect several feet of 7/64" vacuum hose to the boost port.

• Secure hose with the included small tie-straps.

• Route the hose away from heat sources and sharp edges.

• Positive Manifold Pressure/Boost enables voltage boosting.

• Set both the enable Boost PSI and the output via the front panel (dip switch 1 = ON to set).

STEP 6 – CONNECT THE VACUUM HOSE TO HARD-LINE

• Connect 7/64" vacuum hose to the 1/8" black hard-line.

• Secure hose to the hard-line with the included small tie-straps.

• Route the hose away from heat sources and sharp edges.

## STEP 7 - ROUTE WIRES & VACUUM HARDLINE THROUGH THE FIREWALL

• Route the heavy gauge Red and White wires through a factory bulkhead grommet in the firewall. Route the wires up and near the OEM location that feeds +12v to the coils.

• Also route the black vacuum hardline through the OEM firewall bulkhead grommet.

• TIP: How to modify the factory 2011-2014 Mustang firewall grommet. Remove the passenger side inner-fender-liner and use a razor blade to cut off the nipple that sticks out of the grommet. Push the wires and hardline through the opening.

2011-2014 Mustang Firewall shown

STEP 8 - CUT THE RED-WHITE POWER WIRES TO LENGTH

• Pull the wires through the firewall grommet.

• Route the wires up to the connection points and cut to length.

• Install the wires in the included protective wire loom.

• Route the black hard-line near an engine manifold pressure/ boost source (Note: Remember to keep this line away from heat sources and sharp edges).
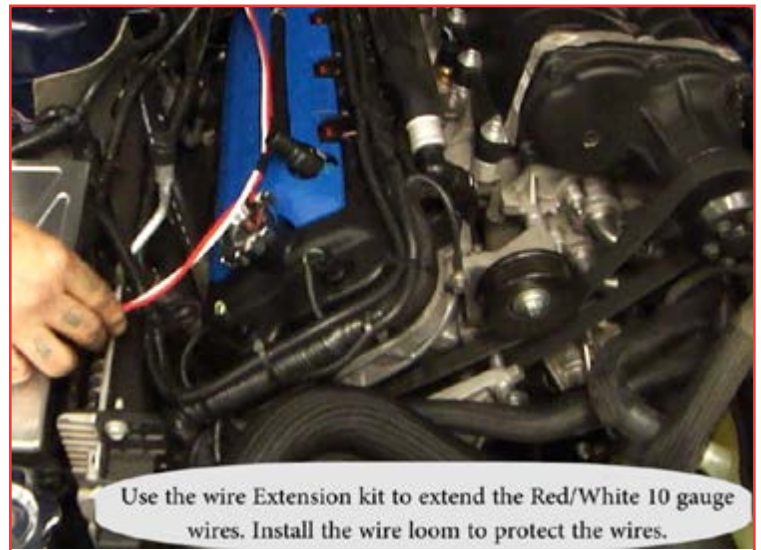
Use the wire Extension kit to extend the Red/White 10 gauge wires. Install the wire loom to protect the wires.

STEP 9 - CONNECT THE VACUUM HOSE TO HARD-LINE

• Connect 7/64" vacuum hose to the 1/8" black hard-line.

• Secure hose to the hard-line with the included small tie-straps.

• Route the 7/64" hose to either the 1/8" to 3/16" vacuum hose size adapter or connect it to the 1/8" x 3/16" vacuum tee.

• If using the vacuum hose size adapter, connect the included 3/16" vacuum hose to the adapter and then choose from the included 3/16" vacuum tee's.

STEP 10 - CONNECT THE VACUUM HOSE TO TEE

• Connect the vacuum line to manifold vacuum/boost pressure via one of the included vacuum tees.

• Choose from one of the included vacuum tees.
- 1/8" x 3/16" x 3/16"
- 3/16" x 1/4" x 1/4"
- 3/16" x 3/8" x 3/8"

• If using one of the 3/16" tees, you will need to adapt from the 7/64" vacuum line to a larger vacuum line (3/16") using the included 1/8" to 3/16" adapter and 3/16" hose.

• Secure all connections with the included small tie-straps.

STEP 11 - CUT - SPLICE THE IGNITION COIL +12V WIRE

• Identify the single wire in the OE wire harness that provides +12v "key-on power" to the ignition coils.

• Cut the +12v "key on power" feed wire 4 inches before the connector that feeds power to the coils or 4 inches before the first coil in the coil group.

• Solder the +12v feed wire from the body harness wiring to the Red Wire (When the ignition key is "ON" the voltage measured on this wire will be +12v).

• Solder the wire that is connected to the coils to the White Wire (Boosted Voltage Wire from PowerMAX)

Cut the Red and White wires to the appropriate length. Splice and solder the Red Wire to the cut wire sticking out of the connector. Splice and solder the White wire into the other cut wire.

2011-2014 Mustang shown Black connector near ECU

STEP 12 - SECURE THE HEAVY & THIN GAUGE WIRES

• Use tie-straps to secure the heavy gauge red/white wires away from sharp edges and heat sources.

• Install wire loom to help protect the wires from damage.

• Use either a factory or aftermarket grommet if the wires were passed through a firewall.

• Be sure to secure the vacuum hard line away from any sharp edges and heat sources.

Use the wire Extension kit to extend the Red/White 10 gauge wires. Install the wire loom to protect the wires.
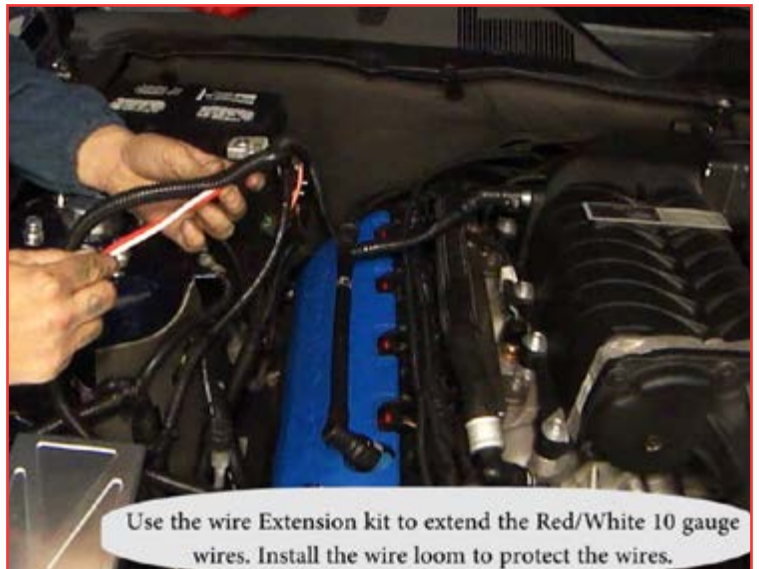
STEP 13 - VERIFY THAT THE UNIT POWERS ON

• Green LED will illuminate ON (solid), when the ignition key is set in the "ON" position.

• The Green LED will slowly blink when the unit is Enabled and Boosting Voltage.

Tip: You can test and set the Boosted Voltage output by turning Dip switch 1 - ON, apply positive boost pressure (via an external boost source) and adjust the output voltage knob.

(Note: To avoid damage to the internal pressure sensor, do not exceed 35psi. External boost sources are typically hand-held boost pumps or a regulated low pressure air compressor source)

STEP 14 - ADJUST THE VOLTAGE AND RANGE

• Set the Output Voltage & other options via the front panel configuration switches and knobs.

• Set the Ignition Key to the "ON" position • (Power ON = Green LED is ON [illuminated ON])

• Set Dip Switch 1 - "ON"   (Switch 1 "ON" - Enables the configuration of the front panel switches and knobs)
• Set Dip Switch 2 - Choose the voltage output range.
OFF = 25v,   ON = 31v

• Adjust Voltage Output - 0 = 14.5v, 100% = Maximum for the selected voltage range.
• Set the Boost Pressure needed to activate the unit 0-29psi.
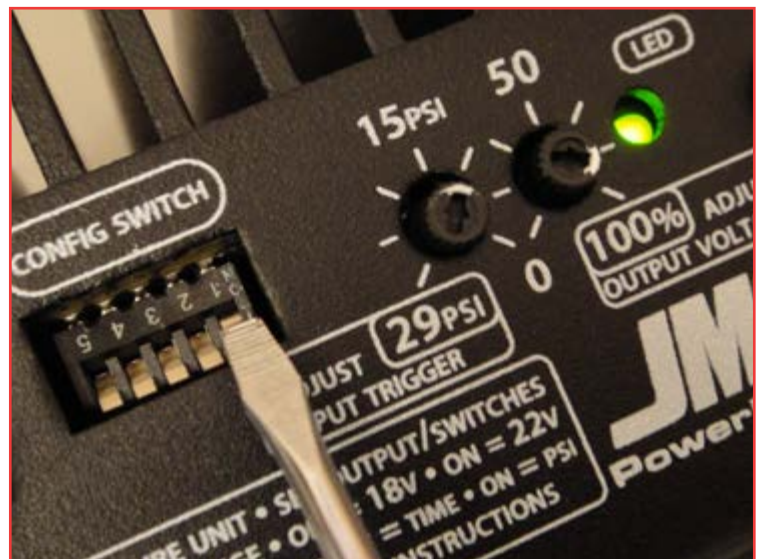
STEP 15 - SAVE THE BOOST OUTPUT VOLTAGE SETTING

• Set Dip Switch 1 - "OFF"   (When moved from ON to OFF, this Saves the current front panel switch and voltage settings & the LED twinkles while saving)

• Tip: When saving configuration settings, the unit must be powered ON and Dip Switch 1 set to ON, then make your changes and turn OFF Dip Switch 1 to save your switch settings/changes. (Notice that the LED will twinkle when Switch 1 is Turned OFF and the config values are saved).

• Tip: When saving, you must leave Switch 1 ON for a few seconds before you can turn it off and update the Saved Config values.

STEP 16 – VERIFY VOLTAGE OUTPUT

• Enable the unit (via supplying the amount of positive pressure to the boost port that will enable the unit(greater than the boost value set via the front panel knob)....do not go over 35psi or damage to the pressure sensor may occur. To generate boost pressure: Use a parts-house hand-held pressure tester for testing radiators, adapt a reducer to the tester hose.

• The LED will start blinking slowly when the unit is enabled and boosting voltage.
• Verify that the boosted voltage output is what was expected.

• **Be aware:** If utilizing the boost ramp in/out feature, your output voltage will be proportional to your boost value.
Example: If you choose a 10psi enable and you have a 4psi ramp: At 10.01psi the unit output will just start to boost voltage, at 12psi you will have 50% output and at 14psi the max voltage output will occur. (10psi enable + 4psi ramp = 14psi)

STEP 17 - OPTIONAL - CONFIG RAMP IN / RAMP OUT

• Configure the boosted voltage ramp-in/ramp-out rate.

Create a nice smooth voltage ramp in and out based on time or manifold pressure/boost.

• Tip: Refer to the "Reference guide to the PowerMAX front panel" on page 9 for details on each dip switch setting.

• *Time Ramp* Recommended dip-switch settings to enable time ramp: Switch 3 "OFF" & Switch 5 "ON". These dip-switch settings, configure the ramp/in ramp out rate based on TIME, maximum voltage occurs 1.5 seconds while boost pressure remains over the enable pressure value.

• *Boost Ramp* Recommended dip-switch settings to enable boost ramp: Switch 3 "ON" & Switch 4 "ON". These dip-switch settings, configure the ramp/in ramp out rate based on BOOST, maximum voltage occurs 4psi above the enable boost pressure value.

• Tip: Don't forget to set the Boost Level that enables the unit via the Input Trigger Adjustment Pot.

• Tip: When Editing and saving configuration settings • Be sure to edit and save settings with the unit powered ON and with Dip Switch 1 - ON. Turn Dip Switch 1 OFF to save your configuration changes. (LED will twinkle when turned off).

WARNING - SparkMAX is designed to activate and be used at wide open throttle or full throttle.

At the maximum setting (31v - Race) SparkMAX will more than DOUBLE the output of ignition system.

If used Incorrectly, damage to the device and/or vehicle components may occur.

Example of CORRECT use of this product:

CORRECT -> Enables during boost and at or near Wide Open Throttle.

Example of INCORRECT use of this product:

INCORRECT-> SparkMAX wired ON to output maximum voltage to the ignition coils all of the time.

Reference guide to the PowerMAX front panel

Set Dip Switch 1 ON to ADJUST boosted output voltage: Set via Adjust Output Voltage Knob.

Adjust Output Voltage: 0 = 14.5v boosted output; 100% = 25v or 31v boosted output (depending on the range: dip switch 2)

Remember: Dip Switch 1 must be ON to ADJUST dip switches or knob settings on the front panel.

When Dip Switch 1 is turned OFF: LED will twinkle and ALL of the front panel settings are saved.

DIP SWITCH 1	DIP SWITCH 2	DIP SWITCH 3	DIP SWITCH 4	DIP SWITCH 5
Configure Unit	*Set Voltage Range*	*Choose Ramp Type*	*Depends on SW 3*	*Depends on SW 3*
OFF = Save Settings	*OFF = 25V Range*	*OFF = Time Based*	*See tables below*	*See tables below*
ON = Set Voltage/Config	*ON = 31v Range*	*ON = Boost Based*	*See tables below*	*See tables below*

Time Based Voltage Ramp Select via Dip Switch 3	DIP SWITCH 3	DIP SWITCH 4	DIP SWITCH 5
Time - Immediate Ramp 0	OFF - 3	OFF - 4	OFF - 5
0.75 second Ramp 1	OFF - 3	ON - 4	OFF - 5
1.50 second Ramp 2	OFF - 3	OFF - 4	ON - 5
2.25 second Ramp 3	OFF - 3	ON - 4	ON - 5

Boost Based Voltage Ramp Select via Dip Switch 3	DIP SWITCH 3	DIP SWITCH 4	DIP SWITCH 5
Immediate Ramp @ psi	ON - 3	OFF - 4	OFF - 5
Enable psi + 4psi Ramp	ON - 3	ON - 4	OFF - 5
Enable psi + 8psi Ramp	ON - 3	OFF - 4	ON - 5
Enable psi + 12psi Ramp	ON - 3	ON - 4	ON - 5

PM-2999

Optional
Remote Voltage Knob
• *Overrides front panel voltage setting when connected to the harness.*

TROUBLESHOOTING POWERMAX

• Power Issue -> LED is OFF and the unit does not Output Voltage
- 1) Key-ON Power (+12v) is not available on the Heavy Gauge Red Input Wire
  - • Verify that +12v KEY-ON Power is applied to the Red Wire (check the fuse for this power wire)
- 2) Blown Fuse (check the 40amp Heavy Gauge Red Wire Input Fuse)
- 3) Verify that the Heavy Gauge Black Ground wire is connected to Chassis Ground.

• Voltage Boosting Output Issue -> LED is Blinking Slowly and the unit is not putting out the expected voltage (white wire).
- 1) The unit output voltage has never been programmed or was programmed with a LOW value.
  - • Set Dip Switch 1 on, wait two seconds
  - • Rotate the Adjust Output Voltage Pot to the FULL Clockwise position (100%)
  - • Verify that the output voltage matches the range dip switch setting (see tables on Page 10)
  - • Enable the unit by applying boost that is greater than the input trigger value, verify the output voltage.
- 2) The Voltage Boost Ramp has been programmed incorrectly or the value is set too high.
  - • Set Dip Switch 1 on, wait two seconds
  - • Set Dip Switches 3, 4, & 5 OFF (factory default)
  - • Enable the unit by applying boost that is greater than the input trigger value, verify the output voltage.

• Voltage Boosting Ramp In / Ramp Out Issue -> Time Based Ramp, Voltage Ramping in too quickly
- 1) Turn Dip Switch 1 ON and verify/adjust the Time Ramp Rate to it's maximum ramp.
  (Max Ramp = Dip Switch 3 - OFF, Dip Switch 4 - ON, Dip Switch 5 - ON) test to see if the issue still occurs.
  If it still occurs, try delaying the boost pressure activation (via adjusting the psi pressure knob)

• To generate boost pressure for testing:
Use a parts-house hand-held pressure tester for testing radiators, use an adapter to connect the tester hose to PowerMAX

• Or use regulated pressure output from an air compressor (keep the pressure lower than 35psi to avoid damaging the internal boost sensor.

Page
10 of 14
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Rev: 1.1
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05/02/14

Several different PowerMAX versions are available:
FuelMAX, SparkMAX, FanMAX & IntercoolMAX
The product guides below detail the different types of devices and their functions.

Product Guide • FuelMAX V2

	Single Pump	Dual Pump	Plug & Play	Setup for GM	Activate Gnd or 0-5v	Activate Int Boost	Remote Knob Option
PM-2000	X				X		X
PM-2000-GM	X			X	X		X
PM-2000-PPM11	X		X		X		X
PM-2009-BOOST	X					X	
PM-2009-BOOST-GM	X			X		X	
PM-2009-BOOST-PPM11	X		X			X	
PM-2020		X			X		X
PM-2020-PPS11		X	X		X		X
PM-2029-BOOST		X				X	
PM-2029-BOOST-PPS11		X	X			X	

Product Guide • SparkMAX V2

	Splice In Design	Single Output	Output 25v	Output 31v	Activate Gnd or 0-5v	Activate via Boost	Plug & Play
PM-2100	X	X	X	X	X		
PM-2109-PPM11		X	X	X	X		X
PM-2109-BOOST	X	X	X	X		X	
PM-2109-BOOST-PPM11		X	X	X		X	X

Product Guide • FanMAX 2200 V2 & IntercoolMAX V2

	Splice In Design	Single Output	Dual Output	Output 15v	Output 16v	Plug & Play	Remote Knob Option
PM-2200	X	X		X			
PM-2220	X		X	X			
PM-2300	X	X			X		
PM-2300-PPS13		X			X	X	

ABOUT JMS CHIP & PERFORMANCE

For more than 20 years, JMS Chip & Performance has been an industry leader in late model domestic and import vehicle tuning. JMS brand electronics components are some of the most technologically advanced in the automotive industry and feature innovative high quality engineering, materials and workmanship. The JMS technical center in Lucedale, MS is one of North America's premier automotive and motorcycle tuning, manufacturing, and turn key automobile development facilities, producing numerous custom high performance vehicles each year. JMS is also a pioneer in domestic vehicle calibrations and highly regarded as a foremost expert in Ford, GM and Chrysler powertrain and drivetrain systems.

JMS TECHNICAL CENTER • LUCEDALE, MS

A state of the art facility that integrates custom and specialty vehicle manufacturing, race car production, electronics development and manufacturing, custom tuning and vehicle calibrations engineering, prototype development, and aftermarket component sales and distribution.

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JMS produces countless custom or specialty vehicles ranging from contemporary late model domestic performance cars to full blown turn key race cars, each year. Our teams of professionals are experts in supercharging, turbocharging, engine assembly, chassis production, suspension upgrades, and specialty equipment integration.

CUSTOM ECU CALIBRATION ENGINEERING

Since 1993, JMS has been a pioneer and industry-leader in Ford vehicle calibrations and instrumental in helping to develop the modern custom tuning aftermarket. Our tech center's tuning facility features two chassis dynamometers specifically for car and truck calibrations and engineering, and one motorcycle dyno to service the growing powersports market.

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Retail orders for JMS products can be placed through our website at: www.jmschip.com or by calling us factory direct at (601) 766-9424. JMS products can also be purchased through our network of warehouse distributors, dealers, jobbers, and installers. To locate a wholesaler or installer in your area, please contact us or use the dealer locator on our website.

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PRICING

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SERVICE OR REPAIR:

Please contact JMS @ 601-766-9424 for a Return Authorization. All service returns should be sent freight pre-paid to: JMS SERVICE, 3247 HWY 63 S, Lucedale, MS 39452. The Return Authorization Number should be clearly written on the outside of the box, and in a letter that is included in the box. The letter should also list your contact phone number and a clear explanation of the exact problem.

JMS WARRANTY & CONTACT INFORMATION

JMS WARRANTS TO THE ORIGINAL PURCHASER THE FOLLOWING:

Your JMS Product will be free from defects in materials and workmanship for a period of twelve months from the original purchase date. The warranty only covers the product itself and not the cost of removal and re-installation of the product. JMS may extend the limited warranty on a case by case basis, based on the circumstances of the warranty claim. JMS products are designed exclusively for use in racing applications. JMS products that are not installed according to the supplied instructions, may not be covered by warranty.

SPECIFIC CONDITIONS THAT WILL VOID THE PRODUCT WARRANTY:

If the product case has been opened or the product has been modified or repaired.
If the product was not installed or used correctly.
If the product has been tampered with by: negligence, misuse or accident.
If the product is returned without explanation of the problem or Return Authorization.

CONTACT JMS @ 601-766-9424 FOR A RETURN AUTHORIZATION NUMBER:

All warranty returns should be returned freight pre-paid and should include inside of the box: Proof of Purchase and a Letter that contains both the Return Authorization Number and a Clear Explanation of the EXACT problem. The Return Authorization Number should also be clearly written on the outside of the box.

SEND ALL RETURNS TO:

JMS Returns, 3247 HWY 63 S, Lucedale, MS 39452

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TECHNICAL SUPPORT & CONTACT INFORMATION:

JMS 3247 Hwy 63 S, Lucedale, MS 39452

601-766-9424

Technical Support Hours: Monday - Friday 9:00am - 5:00pm (Central Standard Time)

CONFIGURATION AND INSTALLATION VIDEOS ARE AVAILABLE ONLINE: *WWW.YOUTUBE.COM/JMSCHIP*

If you have any questions, please contact JMS technical support via email: *jms@jmschip.com*

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