

BOSS™

NOSS



Installation Manual



INSTALLATION INSTRUCTIONS

Congratulations on your purchase of BOSS NOSS™, the world's most technologically advanced nitrous oxide system! These instructions will guide you through the easy installation process.

DISCLAIMER

Do not install or use this product until you have carefully read the "BOSS NOSS™ USER AGREEMENT" (Located at the end of this manual.)

THE INSTALLATION OF THIS PRODUCT INDICATES THAT THE BUYER/USER HAS READ AND UNDERSTANDS THIS AGREEMENT AND ACCEPTS ITS TERMS AND CONDITIONS.



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! Important Advisory Information !

Never allow youth or inexperienced riders to operate the nitrous system. BOSS Industries, Inc. shall in no way be liable for any personal injury or damages caused by the use or installation of its products.

Do not attempt to start the engine if nitrous has been injected while the engine was not running. Disconnect the coil wire and turn the engine over with the throttle wide open for several revolutions before attempting to start. Failure to do so can result in extreme engine damage.

When using N_2O , **NEVER** use advanced ignition timing. For more information, see the Advanced Tuning Information section on page 18 of this manual.

Always store nitrous bottles in a cool temperature (less than 80° F.) Leaving the bottles in higher temperatures for long periods of time increases the pressure inside of the bottle, which may cause the pressure safety valve (located in the bottle valve) to burst.

Do not deface or remove any markings which are on the nitrous bottle.

Nitrous bottle valves should always remain closed when not in use.

Keep the valves closed on all empty bottles to prevent accidental contamination.

After storage, open the nitrous bottle valve for an instant to clear the opening of any possible dust or dirt before connecting it to the SmartBox™.

It is important that all threads on the valves, SmartBox™ and NPF1™ are properly mated. Never force connections that do not fit properly.

Frequently Asked Questions

Q: Is Nitrous Flammable?

A: No. Nitrous oxide (N_2O) is a non-flammable, non-explosive condensed form of air. It is an oxidizing element, which is a chemical compound that readily transfers oxygen. It is stored as a liquid but turns to a gas when introduced into the atmosphere. When injected into a motor, nitrous oxide expands and splits into both nitrogen and oxygen molecules. The oxygen released is a denser concentration of oxygen (33%) than can be found in the normal air around us (21%). This extra oxygen allows for more fuel to be burned, thus increasing horsepower.

Q: Will nitrous damage my engine?

A: Regulated nitrous with the proper air/fuel ratio will not damage the motor when keeping within the horsepower limits of the motor's design.

Q: What is the difference between a wet and a dry system?

A: A "dry" system is when you inject N_2O into a motor without a fuel source, or without *control* of an added fuel source. A "wet" system is when you inject N_2O and a *controlled* fuel source into the engine simultaneously. A "controlled" fuel source is when the user has the ability to increase or decrease the amount of fuel in order to maintain a proper air/fuel ratio.

Q: What is meant by the term "shot"?

A: "Shot" is a commonly used slang term in the nitrous community that refers to the amount of horsepower increase provided by the nitrous system.

Q: How long will a bottle of nitrous last?

A: That depends on the level of power being produced. The formula for calculating your nitrous usage is: $0.8 \text{ lbs. } N_2O \times 10 \text{ seconds} = 100 \text{ hp}$. (i.e. If your system is jetted for 100 horsepower it will use 0.8 lbs. of nitrous for every 10 seconds of usage.)

Q: Can I use nitrous on my turbo or supercharged vehicle?

A: Yes. BOSS NOSS™ is the only nitrous system with a configuration that allows it to work effectively with boosted applications.

Q: Why does nitrous have such a scary reputation?

A: Over the years, there have been numerous shoddy nitrous "kits" sold to the uninformed customer. Along with this, movies and "shade-tree" mechanics have abused nitrous with poor installations and false facts about nitrous and its capabilities.

ITEMS INCLUDED IN A BASIC SYSTEM

The number of items included varies according to the type of system ordered.

Some items may not be necessary for your system installation. Certain types of systems may also include additional parts not pictured here.



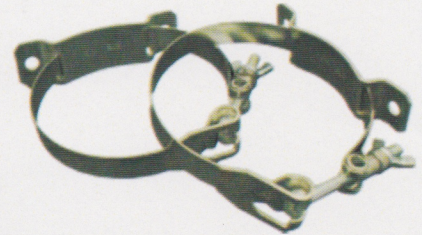
Nitrous Bottle



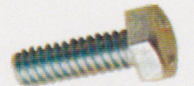
Fuel Bottle



SmartBox™



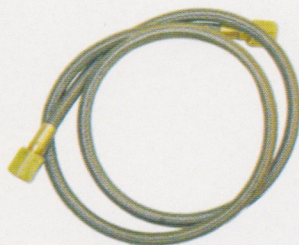
Bottle Clamps



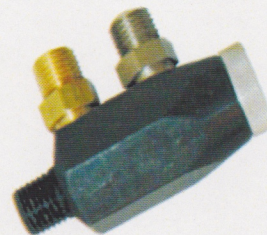
Clamp Bolts



Clamp Nuts



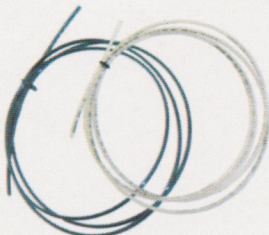
Braided Nitrous Line



N.P.F.I.™
(Nitrous Powered Fuel Injector)



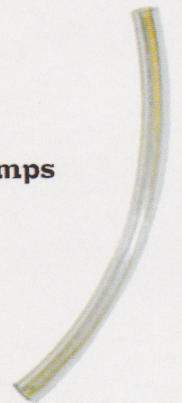
Fuel Line Clamps



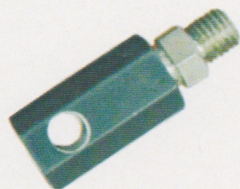
Nitrous Line & Fuel Line



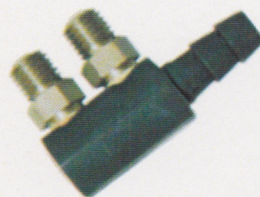
Jam Nut



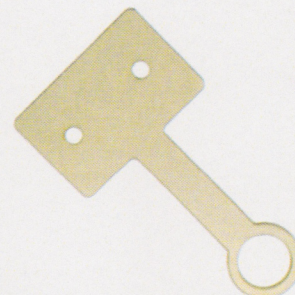
1/4" ID Fuel Line



Pre-Crimp Tool



Fuel Splitter



N.P.F.I.™
Mounting Bracket



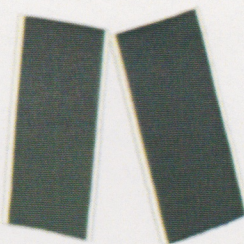
Fuel Filter



Ferrules



Caps



Velcro® Tape

If you are missing any of these parts please contact the BOSS NOSS™ Tech Support Line immediately. Please have your order number available.

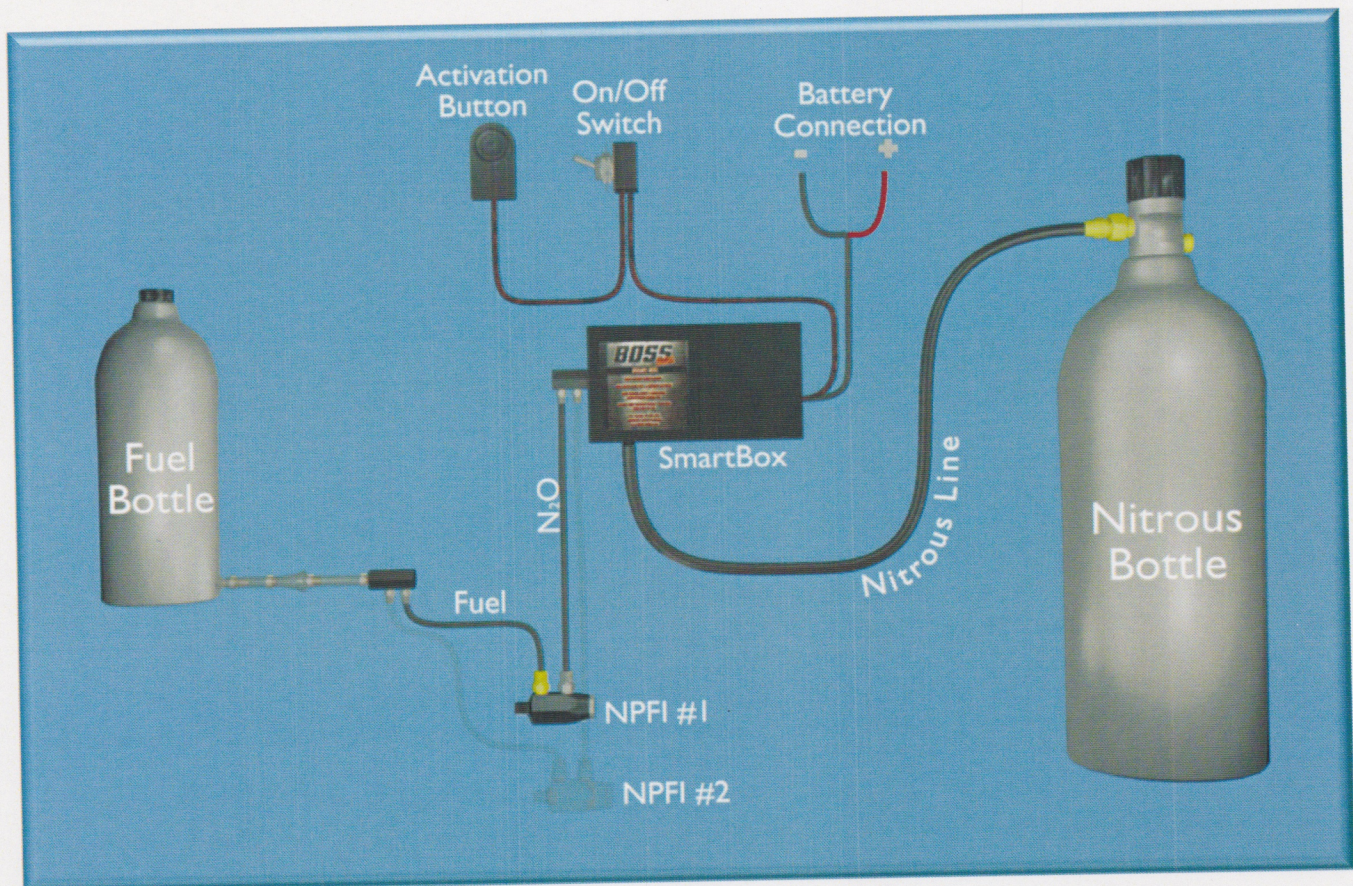
801-794-0307

info@bossnoss.com

Nitrous System Layout

The layout of the BOSS NOSS™ system is shown below. If there are any questions, refer to the instructions or contact Technical Support at 801-794-0307 between the hours of 9am-5pm Mountain Time, Mon.-Fri.

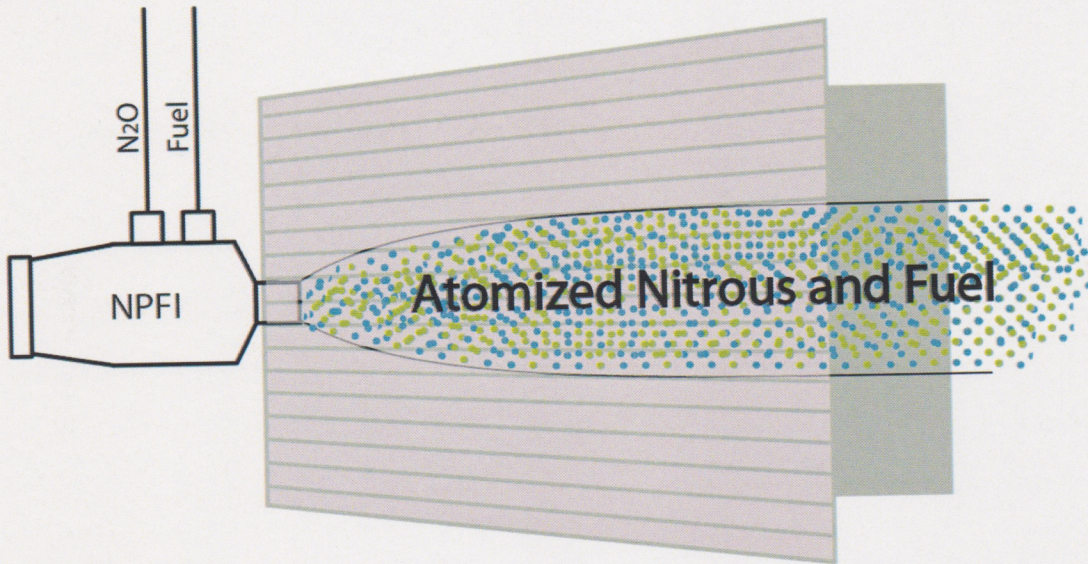
Diagram



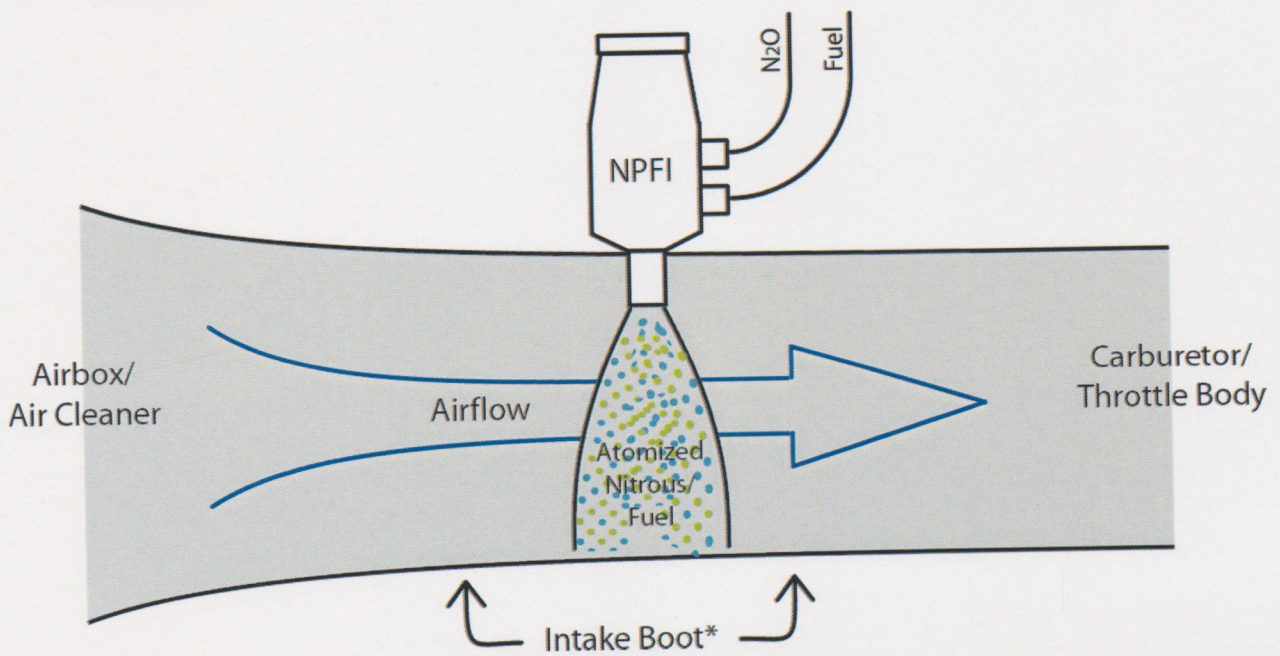
These instructions are to provide a basic understanding for installing your nitrous system. There are no hard and fast rules about where the NPFIs should go, or what may be the best install point for every vehicle. Each section will provide examples for mounting the individual components of the system; but do not represent the only places where the components can be installed. The general rule of thumb is to make sure the components are clear from excessive heat, moving parts and sharp edges. Before drilling any holes, make sure you are certain it is the best place to drill.

Mounting the N.P.F.I.™

Typical NPFI™ mounting locations are shown below mounted in both the air cleaner and intake boot. NPFI's can be mounted in any direction (up/down) and are not affected by gravity.



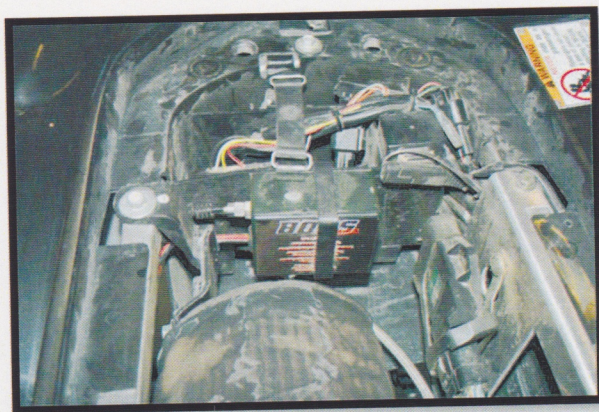
When you have found the right location to install the NPFI's, drill a 21/64" hole. Using Loctite, secure the NPFI™ in the intake with the supplied Jam Nut. Then seal off the hole around the NPFI™ with some non-hardening gasket sealer.



***Note: CV type carburetor applications will require installation in the intake boot or airhorn, where the nitrous path out of the NPFI™ does not directly contact the vacuum side of the carburetor.**

Mounting the SmartBox™

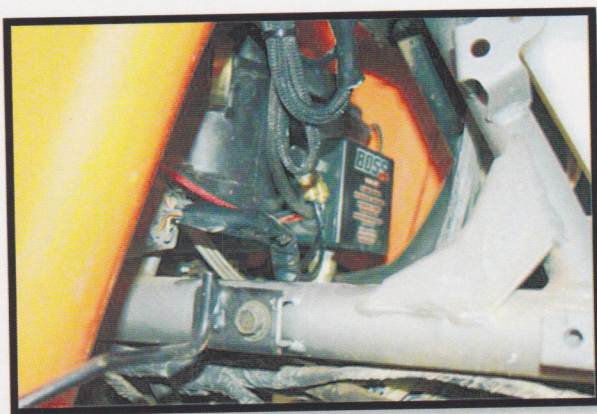
The SmartBox™ can be mounted anywhere there is sufficient clearance from heat and moving parts. Common locations for mounting the SmartBox™ are on the airbox, under the seat, or attached to the bulkhead, if applicable. The SmartBox™ does not have to be upright, and can be mounted in any direction that makes accessing the connections, batteries, and fittings as easy as possible. The examples below show some common, (but not the only) options for mounting locations.



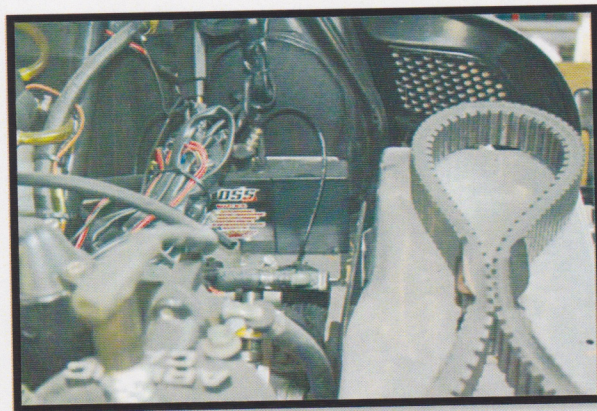
Mounted under the seat of an ATV
(Bracket not included)



Mounted under the seat of an ATV
(Bracket not included)



Mounted to the front of an ATV airbox



Mounted under the hood of a snowmobile
(Bracket not included)

Secure the SmartBox™ to its mounting surface with the Velcro® Tape provided in the system. Extra care should be taken to make sure both the SmartBox™ and the mounting surface are clean from dirt, oil, and grease. For some applications additional hardware may be required to secure the SmartBox™.

Nitrous Button & Toggle Switch Installation

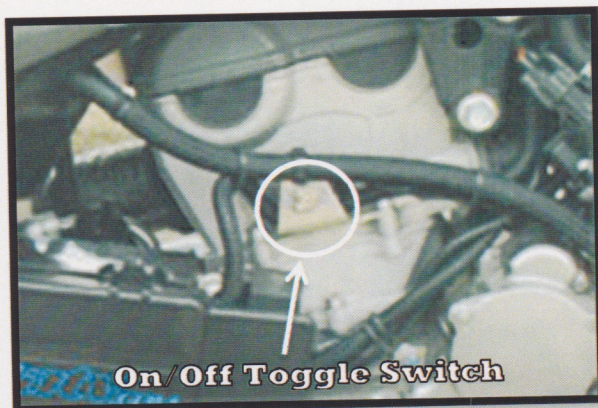
All the wiring on your BOSS NOSS™ nitrous system comes prewired and cut to length. You can mount the switch and button anywhere you choose. Typical locations are in the dash, plastics, or hidden under the tank or hood. Route the harness away from the exhaust or sharp edges. Mount the toggle switch in a suitable place, securing the harness with the zip ties provided.



On/Off Toggle Switch



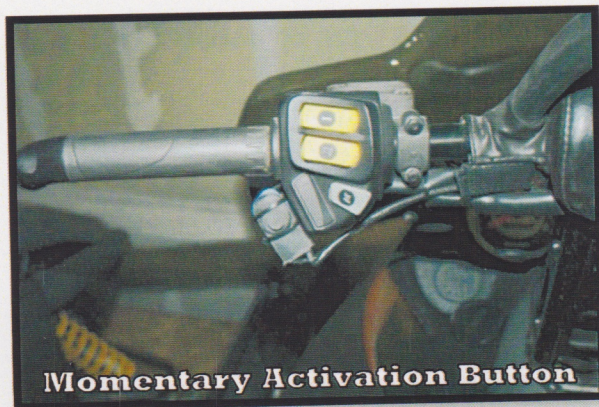
On/Off Toggle Switch



On/Off Toggle Switch

Toggle Switches & Activation Buttons can be mounted in a variety of locations depending on your requirements. These are some examples of where the switches can be mounted.

Note: You can also remove the momentary activation switch and wire in a WOT (Wide Open Throttle) switch if you prefer. *WOT not included*



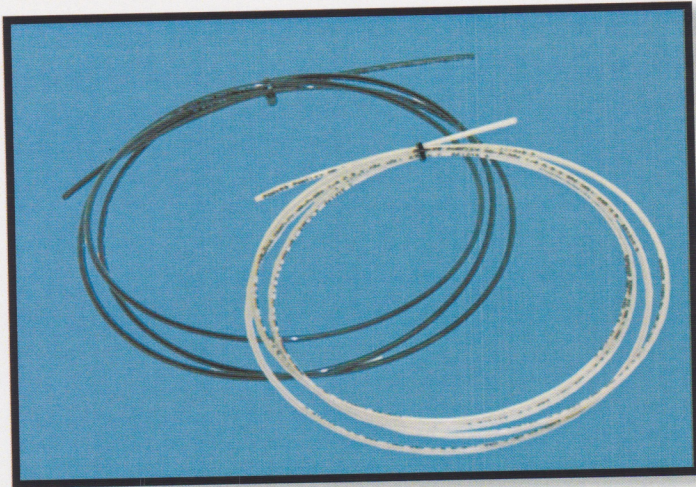
Momentary Activation Button



Momentary Activation Button

Fuel & Nitrous Line Installation

After the NPFI and SmartBox™ are installed, connect the Nitrous and Fuel lines. The BOSS NOSS™ system comes with two different nylon tubes for installation. The clear line is used for fuel, and the black line is used for nitrous.

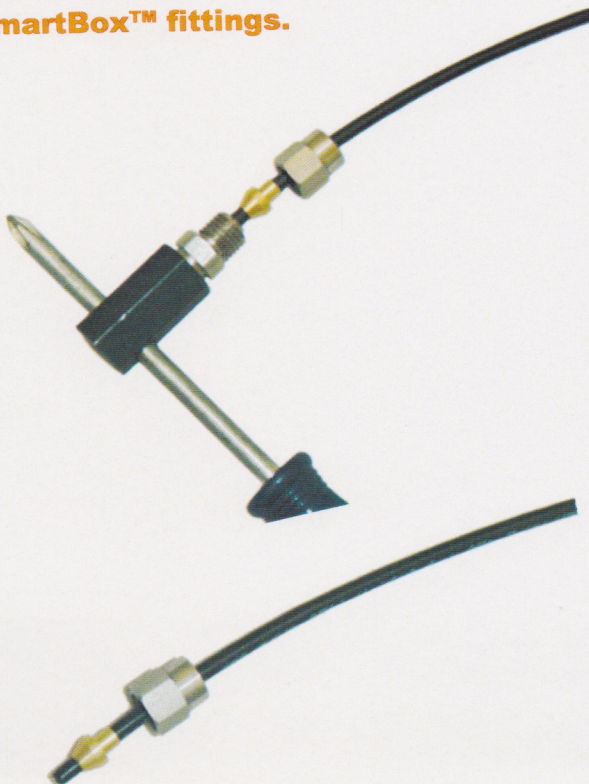


Before installing any of the lines to the SmartBox™ and NPFI™, run the lines to each component to get the appropriate length. Then pre-crimp the lines to avoid damage to the NPFI™ or SmartBox™ fittings.

Pre-Crimping Nitrous & Fuel Lines

This step is necessary to avoid damage to the NPFI™ and SmartBox™ fittings. Pre-crimping your lines ensures that you get a tight, leak-proof seal without the need for excessive tightening of your fuel/nitrous lines.

NOTE: Over-tightening of your fittings can result in damage to the NPFI™ or SmartBox™ fittings.



*Align the brass ferrule, nut, line, and pre-crimp tool as shown to the left.

*Using a screw driver and a $\frac{3}{8}$ " wrench, tighten the nut to the pre-crimp tool. You do not need to over-tighten the nut as you are just trying to seat the brass ferrule on the line.

*Once tightened, remove the tool and the line will be ready for installation. It should look like the lower picture on the left.

*Follow this same procedure with all lines once they are measured for length.

Fuel Bottle Mounting Instructions

Mounting the fuel bottle is fairly straight forward. First, find a suitable location clear of sharp, hot, or moving items. Usually mounting the fuel bottle near the nitrous bottle location is easiest for routing the lines. The fuel bottle needs to be mounted upright with consideration for the type of riding that will take place. The fuel outlet should be placed in the lowest possible location so that there is always fuel available for the nitrous system.

Use the clamp provided for the fuel bottle to mount it to a flat surface. In some instances, fabrication of a mounting surface may be required.

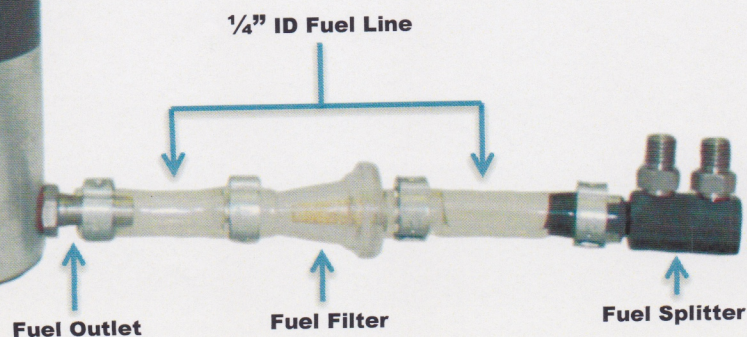
To fill the fuel bottle, simply unscrew the cap and fill with the appropriate fuel for your application. BOSS highly recommends using race fuel with a minimum octane of 100. See the Advanced Tuning Information on page 18 for further information on fuel.



Fuel Bottle Layout

The fuel fittings and connections on the fuel bottle should be installed as shown below. Keep the 1/4" ID line as short as possible, and make sure to install the fuel filter in the correct direction. Use the supplied clamps to secure the hose to the fittings. The fuel lines from the NPFI™s will connect directly to the fuel splitter.

*Three and Four cylinder motors require a second tap in the fuel bottle for a second fuel line. NOTE: Do not connect or add more than two fuel lines per fuel outlet.



Nitrous Bottle Mounting Instructions

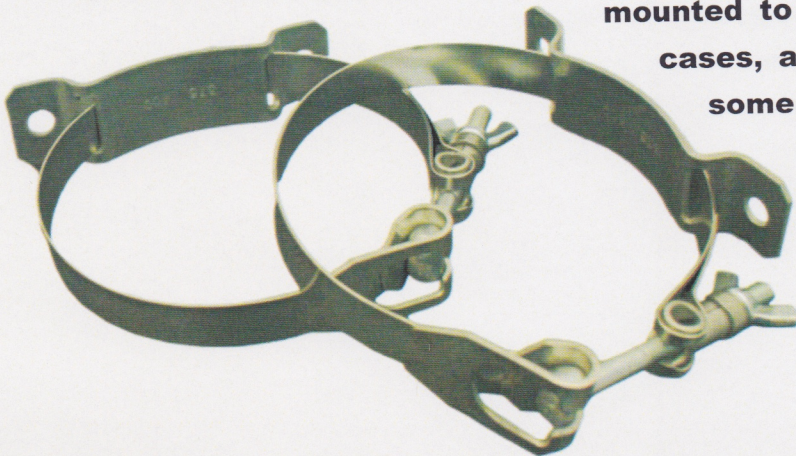
There are a few things to remember when mounting the nitrous bottle. The bottle mounting location is completely up to the user. Placement should be limited to locations where the bottle will not be damaged by road debris. The bottle should have easy access to turn on/off when not in use, and for easy removal for refilling.

Additional items to consider:

1. BOSS nitrous bottles should be mounted upside down so the label is right-side up. The exception is if at the time of purchase, you ordered your system with a siphon tube installed. Bottles are mounted this way because nitrous is a liquid inside the bottle, and in order to get the entire amount of nitrous out of the bottle, it has to be inverted or have a siphon tube installed. The valve or siphon tube should be mounted in a way that during your riding conditions, it's the lowest point of the bottle; thus allowing the nitrous to flow from the bottle through the system.



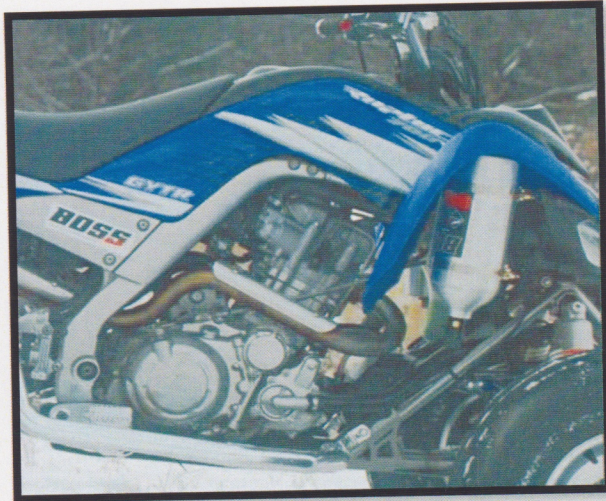
2. Bottle strap clamps are included in your system. These are intended to be mounted to a secure, flat surface. In some cases, a flat surface is not available and some minor fabrication is required for mounting the clamps.



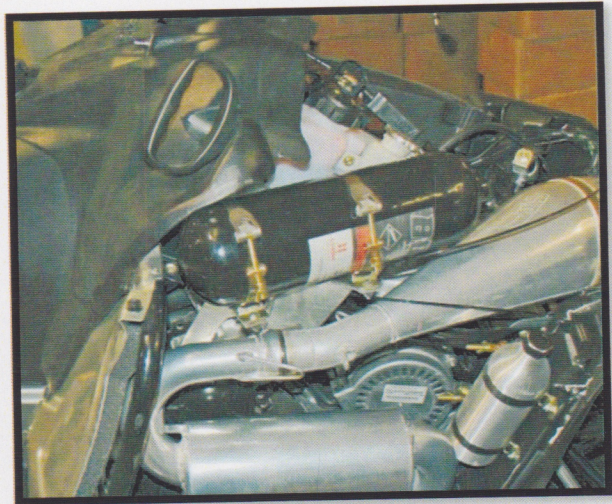
Questions? Contact Technical Support at **801-794-0307** or info@bossnoss.com

Note: For an additional charge, BOSS has flat bottle mounting brackets available for the following snowmobile applications: 2005-2011 Arctic Cat M-Series, 2008-2012 Ski-Doo XP, & 2008-2012 Polaris Dragon/RMK.

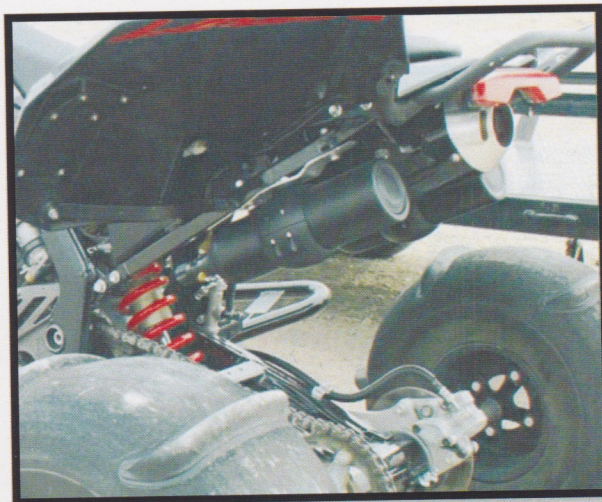
Common Bottle Mounting Locations



2007 Yamaha Raptor



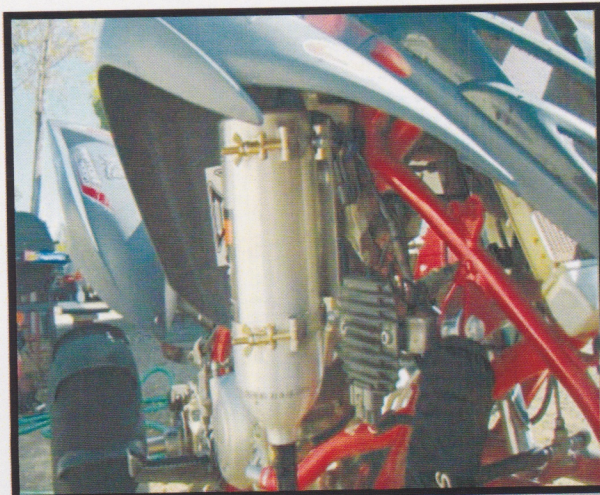
2009 Polaris Dragon w/opt. 5 lb. bottle



2008 Suzuki 450 LTR: Dual 2 lb. bottle mount



2010 Ski-Doo XP w/opt. bottle bracket



2008 Yamaha Raptor



2010 Arctic Cat M-Series w/opt. 5 lb. bottle

Snowmobile Specific Instructions

Some snowmobiles are now equipped with knock sensors. When nitrous is activated, this sensor can sometimes interpret the additional noise generated by the system as a 'knock'. Most of the time, this is not the case on a properly tuned engine. In your snowmobile system, BOSS NOSS™ has included a washer that helps to dull the sensitivity of the factory knock sensor. Installation is as simple as removing the knock sensor and placing the washer between the sensor and the crankcase. Refer to your owner's manual to locate your knock sensor. The picture to the right is on a Ski-Doo XP, but all other manufacturers are similar.

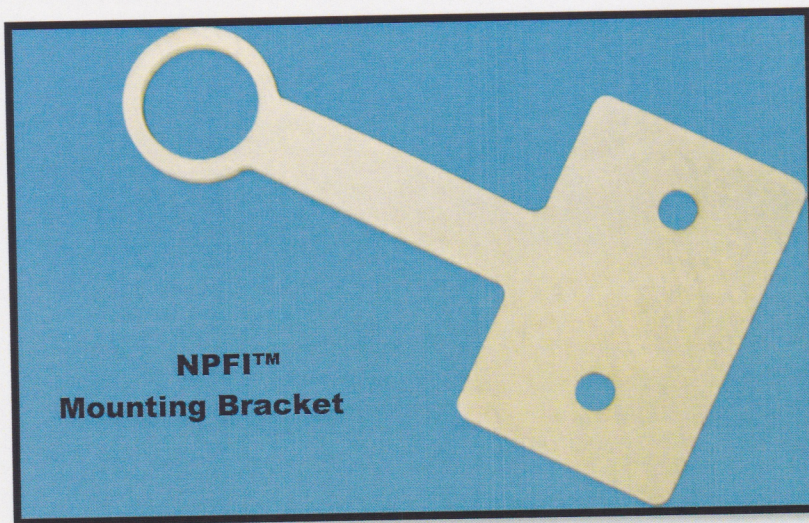


Injector Mounting Bracket

BOSS NOSS™ has provided a small bracket used to ease mounting of the NPFI™. Because of the complicated intake systems inherent with today's EFI

snowmobiles, mounting the injector(s) can be challenging. The brackets are used to mount the injector in a way that it can be aimed down the throat of your vehicle's throttle body.

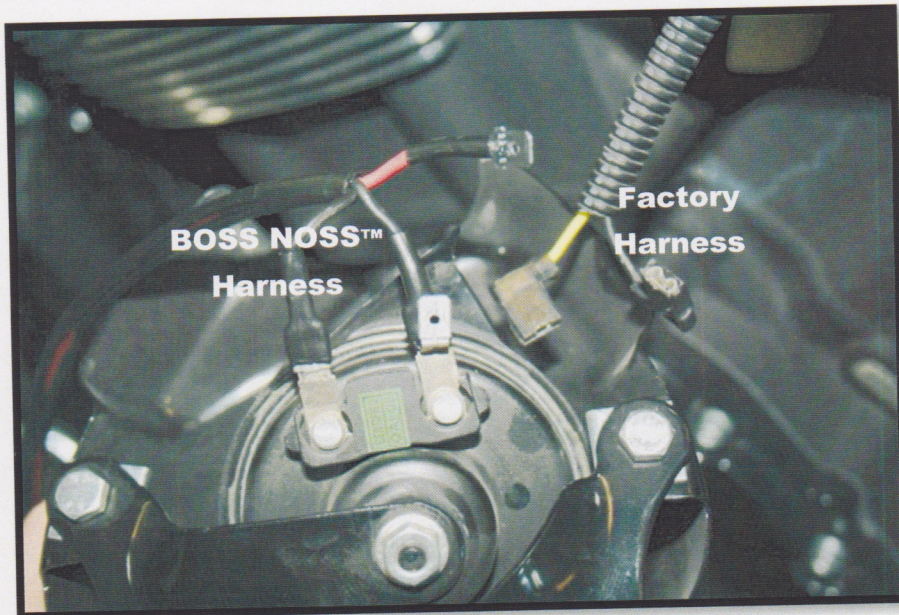
These are not always required, and care should be taken when mounting these brackets. BOSS Industries, Inc. will not be held liable for damage that may occur from improper



installation of this bracket. Extra care should be taken to make sure the injectors and brackets are secured and will not be pulled into the engine.

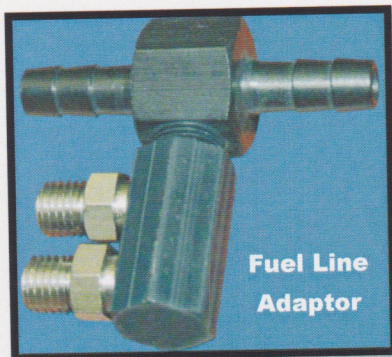
Motorcycle Specific Instructions

Route the BOSS NOSS™ harness from the SmartBox™ to your factory horn. Route the harness away from hot, sharp or moving objects and secure it with the zip ties provided. Installation is as simple as removing the factory connectors from the horn and connecting the BOSS NOSS™ harness to your horn. It does not matter which connector goes on which terminal. The factory harness then needs to be connected to the 2 male connectors on the BOSS NOSS™ harness.



Reconnect the horn back to the frame, and the harness is complete.

Carbureted models:

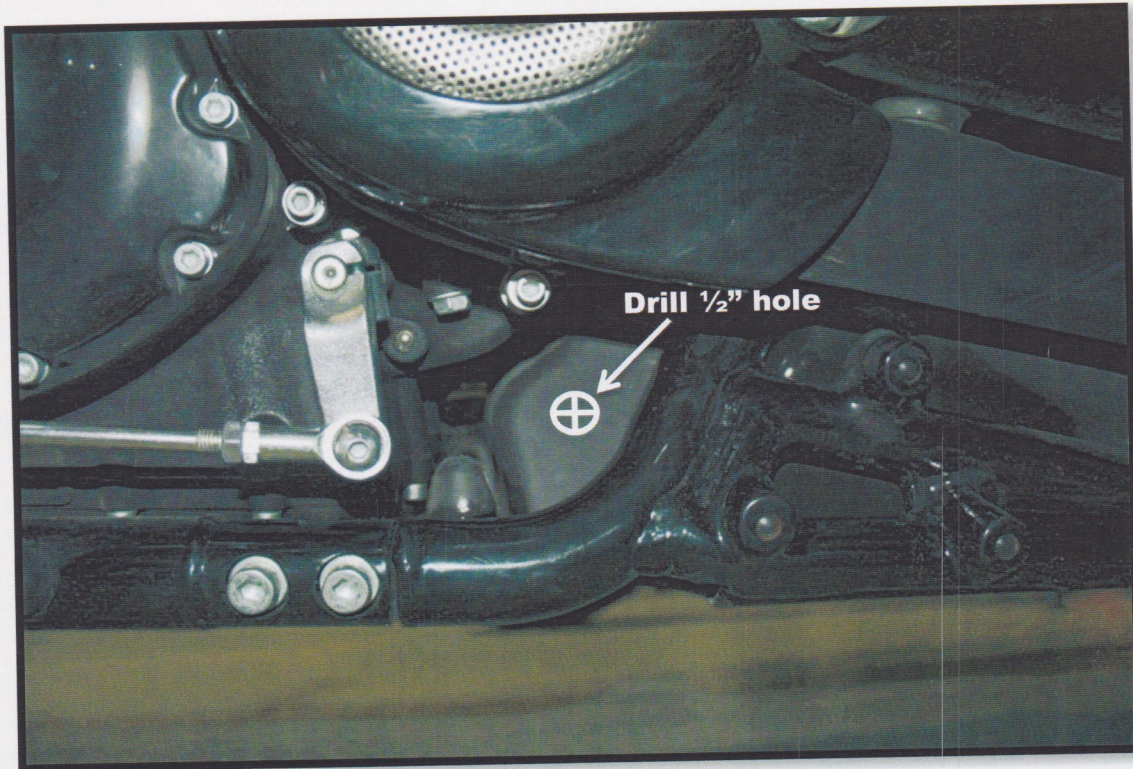


The Fuel Line Adapter should be mounted between the fuel tank and the carburetor. The nipple ends of the adapter fit in the fuel line. Using the supplied clamps, secure the adapter so there are no fuel leaks. The threaded end of the adapter is the fuel source for the NPFIs. Depending on whether you have a single injector or dual injectors, (Dual injector adaptor shown), run the appropriate lines from the NPFIs to the adapter fittings, and tighten so there are no fuel leaks.

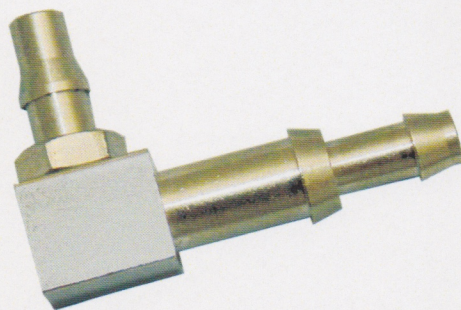
The NPFI™ can be mounted anywhere in the intake track that you desire. Common places are in the air cleaner, intake tube, or intake after the carburetor. If you only have a single injector in your system, you will want to make sure you mount the injector in a way that the airflow will divide the nitrous mixture evenly between each cylinder. A common install location for single injectors is before the carburetor, in the intake pipe or air cleaner. If you have two injectors in your system, you can mount an injector in front of each cylinder to assure that each cylinder gets an equal amount of nitrous. Refer to page 6 for an explanation of the NPFI and mounting. There are no “absolutes” about where you have to mount the NPFI. The rule of thumb is to mount it in a way that it's easily accessible.

Motorcycle Specific Instructions (continued)

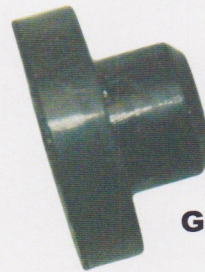
Tank-Tap Installations



For custom Tank-tap applications, mounting the fuel grommet in the tank is as simple as finding a suitable location and drilling a 1/2" hole. (This picture shows a location on the lower left hand section of the tank on a Harley V-Rod, right behind the shifter linkage.) Drill a 1/2" hole in the plastic tank and install the grommet, followed by the 90 degree fuel barb. Attach the filter assembly as shown in the Fuel Bottle instructions on page 10, and run the fuel lines to the NPFIs.



Fuel Barb

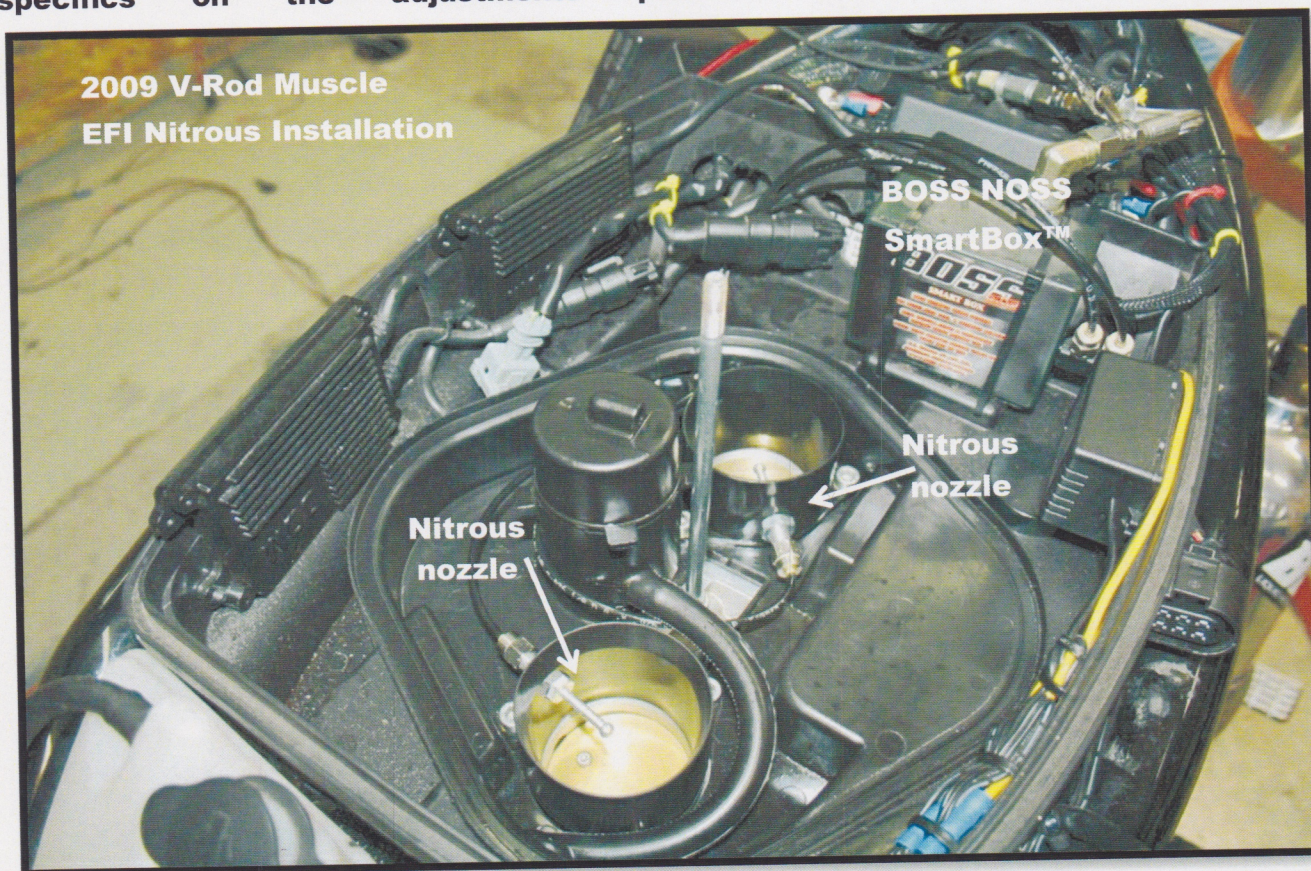


Grommet

Motorcycle Specific Instructions (continued)

Fuel Injected models

The picture below represents most BOSS NOSS™ installations that include an EFI Controller. The difference in this system compared to the NPFI™ systems, is that the nitrous and fuel are injected separately by different methods. The SmartBox™, activation, and nitrous bottle mounting are the same. As seen in this photo, the injectors are mounted in the velocity stacks, and are there solely to inject the nitrous. The nitrous nozzles can be mounted anywhere you prefer, just like the NPFI™ system. Your specific application may allow you to mount them before or after the throttle body. The EFI controller is installed separately, and allows you the ability to adjust the vehicle's fuel trim as well as the additional fuel used by the nitrous system. When the nitrous is activated, the EFI controller supplies the additional fuel through the factory EFI fuel injectors. Refer to the EFI Controller Instructions on the following page for specifics on the adjustments possible with your EFI controller.



Note: If you have another fuel controller already installed on your vehicle, it is NOT advised to "stack" multiple fuel controllers. Instead of using the EFI controller, it's advised to use the NPFI™ system which WILL work on EFI applications.

BOSS™ NOSS

EFI Controller Instructions

The BOSS NOSS™ EFI Controller is simple to use. Colored lights show the modes in which adjustments can be made. These modes are explained in the order that they appear while scrolling through the EFI controller's options.



FLASHING GREEN LIGHT - Pilot/Cruise Fuel

This mode on the box controls your Pilot/Cruise fuel. Adjusting the green light to a higher number is the same as increasing your pilot and air fuel mixture screw on a carburetor.

FLASHING YELLOW LIGHT - Acceleration Setting

This mode on the box controls your Needle Slide position and amount of fuel added.

FLASHING RED LIGHT - Main Jet (Add Fuel)

This mode will allow you to add fuel similar to how a main jet would on a carburetor. Every light position is similar to adding 5 points on your main jet. For example: light 1 being equal to a 175 main jet going to light 1-2 would be similar to going to a 180 main jet, light 2 would equal 185, etc. We recommend starting rich and leaning the motor out. Using an AFR gauge is an ideal way to monitor this setting and get it spot on.

FLASHING GREEN & BLUE LIGHTS - Nitrous Fuel Control

This mode will allow you to add fuel through your injectors while on your Nitrous Button. Going to a lower numbered light is decreasing the amount of fuel delivered with Nitrous. With this setting at light 8, your motor may bog from the extra fuel when you hit the Nitrous button. Decrease the fuel by half a light at a time until the motor stops bogging when activated.

FLASHING YELLOW & BLUE LIGHTS - Adjustable Accelerator Pump

This mode allows you to adjust your accelerator pump for different riding styles. Refer to base settings for trail mode and race mode.

FLASHING RED & BLUE LIGHTS - Adjustable RPM Setting

This mode allows you to control when your Main Jet comes in. This function can be used to more easily tune for different porting, pipes and big bores when extra top end fuel is demanded. Light 1 will bring your Main Jet in quicker than light 8 (the default setting is the same as stock).



Advanced Tuning Recommendations

When seeking the maximum horsepower potential from an engine, some changes may need to be made to the fuel, compression, timing, & certain engine components. Some information for consideration is listed below and on the following page.

Fuel: A fuel's octane is a vital concern when using N_2O . Octane is a rating of a fuel's ability to resist detonation and/or pre-ignition. It is not so much an indication of a fuel's ability to make power, but rather a fuel's ability to make power safely. The BOSS auxiliary fuel bottle allows you the ability to use the proper fuel containing the proper octane for your desired horsepower. Pump gas is NOT recommended for the auxiliary fuel. Race fuels provide the higher octane that is needed. Race fuels range from 100 octane and up. REMEMBER- the *higher* the horsepower, the *higher* the octane required.

Nitrous + Methanol = NITRANOL[®]

Did You Know? You can order your BOSS NOSS[™] system to come equipped to run methanol as your auxiliary fuel! BOSS' new NITRANOL[®] system provides many benefits, including:

- * The ability to make higher horsepower
- * Increased detonation resistance
- * An internal cooling effect
- * A lower cost compared to race fuels

Compression: BOSS has tested applications ranging from 8.5:1 ratio to as high as 17:1 ratio. With the proper octane, there was no evidence that high compression is an issue when running N_2O . However, you may find it necessary in your application to decrease some compression. Doing so will not damage the motor. Note: Decreasing the compression may decrease the engine performance.

Timing: When using N_2O , NEVER use advanced ignition timing. Increased timing has the effect of increasing cylinder temperatures, and increasing the potential for pre-ignition or detonation. When using N_2O , it is advised to remove any advanced timing that may have been added, and in some cases, the timing may need to be retarded. Each application is different and some testing may be necessary to reach peak performance.

Advanced Tuning Recommendations

Spark plugs: There are a few things to know about N₂O and spark plugs. The following is an excerpt regarding spark plug heat ranges from NGK's technical pages, and can be fully explored on their website:

The primary function of the spark plug is to ignite the air/fuel mixture within the combustion chamber under any operating condition.

The spark plug firing end temperature must be kept low enough to prevent pre-ignition, but high enough to prevent fouling. This is called "Thermal Performance", and is determined by the heat range selected.

The spark plug heat range has no relationship to the electrical energy transferred through the spark plug. The heat range of a spark plug is the range in which the plug works well thermally.

<http://www.ngksparkplugs.com>

N₂O inherently increases the cylinder pressure of an engine and as such, increases cylinder temperature. When significant amounts of nitrous are used, using a colder plug is necessary. A general rule of thumb, is when more than 20hp of nitrous per cylinder is used, the heat range of the spark plug should be dropped one step. This does not take into account any other motor modifications. If motor modifications exist, it may be necessary to drop the heat range even further, with additional spark plug monitoring.

Pistons: When using large amounts of nitrous, there are a few things to consider when dealing with cast and forged pistons. A large majority of manufacturers are using forged pistons in the powersports market. This allows you in most cases to use nitrous without the concern of piston failure. When stepping up to race systems, a good aftermarket forged piston is the best choice as they are not subjected to many of the mass production tolerances a factory piston has. Aftermarket forged pistons are stronger, often lighter, and you can adjust your compression ratio for your specific application to make efficient use of the nitrous. Consult a reputable piston manufacturer if you have questions about using a specific piston for nitrous use. Most have a shelf stocking piston that will work or can custom build a piston to your specifications.



BOSS NOSS™ User Agreement

DO NOT USE THIS PRODUCT UNTIL YOU HAVE CAREFULLY READ THIS AGREEMENT!

The BOSS NOSS™ nitrous system is a high performance product and is intended for Race use only.

ALL SALES ARE FINAL. USE THIS PRODUCT AT YOUR OWN RISK!

Any modification performed by the BUYER or END USER to the original equipment **VOIDS** the warranty and can result in severe damage. This agreement sets forth the terms and conditions for the use of this product. The installation of this product indicates that the end user (hereafter BUYER) has read and understands this agreement and accepts its terms and conditions.

I- DISCLAIMER OF LIABILITY:

BOSS Industries Inc. and its successors, distributors, jobbers, and dealers (hereafter SELLER) shall in no way be responsible for the product's proper installation, use and/or service.

The BUYER acknowledges that he/she is not relying on the SELLER's skill or judgment to select or furnish goods suitable for any particular purpose, and that there are no liabilities which extend beyond the description on the face hereof and the BUYER hereby waives all remedies or liabilities, expressed or implied, arising by law or otherwise (including without obligations, the SELLER with respect to fitness, merchantability and consequential damages), or whether or not occasioned by the SELLER's negligence.

The SELLER disclaims any warranty and expressly disclaims any liability for personal injury or damages. The BUYER acknowledges and agrees that the disclaimer of any liability for personal injury is a material term for this agreement and the BUYER agrees to indemnify the SELLER and to hold the SELLER harmless from any claim related to the item of the equipment purchased. Under no circumstances will the SELLER be liable for any damages or expenses by reason of use or sale of any such equipment.

The SELLER assumes no liability regarding the improper installation or misapplication of its products. It is the installer's responsibility to check for proper installation and if in doubt, contact the manufacturer.

II- LIMITATION OF WARRANTY:

BOSS Industries Inc. (hereafter SELLER) gives Limited Warranty as to the description, quality, merchantability, fitness, for any product's purpose, productiveness, or any other matter of the SELLER's products sold herewith. The SELLER shall be in no way responsible for the product's open use and service, and the BUYER hereby waives all rights other than those expressly written herein. This Warranty shall not be extended or varied except by a written instrument signed by the SELLER and BUYER.

The Warranty is Limited to one (1) year from the date of sale and limited solely to the parts contained within the product's system. If a unit is defective due to materials or workmanship, the unit will either be repaired or replaced (at SELLER's option) without charge to the BUYER, after the unit has been received and inspected positively confirming the warranty claim legitimacy.

-SHIPPING CHARGES ARE NOT COVERED-

IF DURING THE WARRANTY PERIOD, YOU CHOOSE TO OBTAIN REPAIR OR REPLACEMENT, PLEASE MAKE THE ARRANGMENTS AS SPECIFICALLY DESCRIBED BELOW.

1. Call BOSS Industries Inc. to obtain an RMA number (Return of Materials Authorization). Be ready to provide personal information and system info (date purchased, serial #, name, address, etc.). You will need to provide a credit/debit card number to cover shipping expenses.
2. Pack the system (you do not need to include the bottle if it is not part of your warranty claim) in the original box. If the original box is not available, then use a sturdy carton with plenty of padding so the unit cannot move and is protected from shipping damage.
3. Carefully print on the outside of the carton the following: BOSS Industries, Inc. RMA # (then print the number that BOSS Industries Inc. will provide you when you call), 3537 N. Main, Spanish Fork, Utah 84660 USA
4. Put your complete address on the outside of the package. Inside the package YOU MUST include the following: (1) Your name (2) address (3) daytime telephone number (4) a copy of your original receipt (5) a detailed description as to why the unit is being returned. NOTE: If you provide a PO Box or you live outside the USA, the unit will be returned via US Postal Service (unless you request otherwise).

IMPORTANT NOTE: You must complete and mail the attached warranty registration within ten (10) days of the purchase to qualify for this warranty. Units returned without proper warranty registration or units returned after the warranty has expired, will be repaired or replaced (at SELLER's option) for a nominal charge.

Under no circumstances shall the SELLER be liable for any labor charge or travel time incurred in diagnosis for defects, removal or reinstallation of this product, or any other contingent expenses.

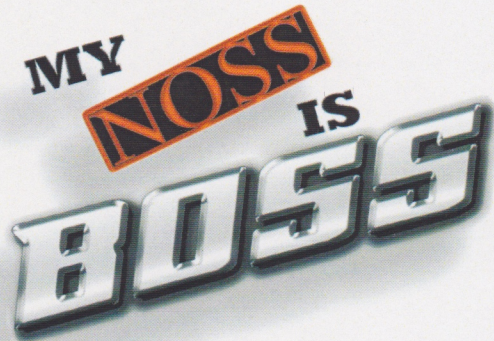
Under no circumstances will the SELLER be liable for any damage or expenses incurred by reason of the use or sale of any such equipment.

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