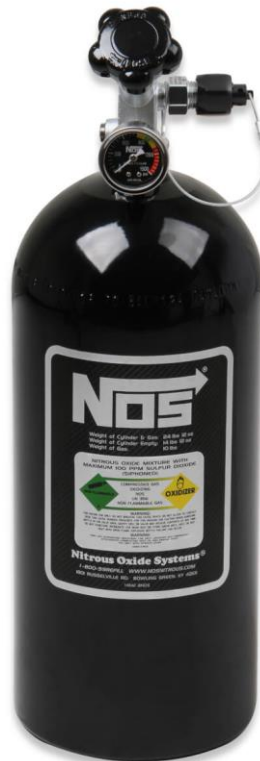




P/N 199R11677

# *Fogger Wet Nitrous Oxide Systems*



# OWNER'S MANUAL

**CONGRATULATIONS** on purchasing your NOS Nitrous Oxide Injection System! Your system is composed of the highest quality components available. It should provide many miles of trouble-free performance when used correctly.

**NOTICE: Installation of Nitrous Oxide Systems Inc. products signifies that you have read this document and have agreed to the terms stated within.**

It is the purchaser's responsibility to follow all installation instruction guidelines and safety procedures supplied with the product as it is received by the purchaser to determine the compatibility of the product with the vehicle or the device the purchaser intends to install the product on.

Nitrous Oxide Systems Inc. assumes no responsibility for damages occurring from accident, misuse, abuse, improper installation, improper operation, lack of reasonable care, or all previously stated reasons resulting from incompatibility with other manufacturers' products.

Nitrous Oxide Systems Inc. assumes no responsibility or liability for damages incurred by the use of products manufactured or sold by Nitrous Oxide Systems Inc. on vehicles used for competition or racing.

Nitrous Oxide Systems Inc. neither recommends nor condones the use of products manufactured or sold by Nitrous Oxide Systems Inc. on vehicles, which may be driven on public roads or highways, and assumes no responsibility for damages incurred by such use.

NOS nitrous oxide is legal for use in most states when used in accordance with state and local traffic laws. NOS does not recommend or condone the use of its products in illegal racing activities.

NOS has not pursued California Air Research Board (CARB) exemptions for these kits, hence, they are not legal for use on pollution-controlled vehicles in California. A correctly installed NOS nitrous system should not alter the emission control performance of your vehicle under standard EPA test cycle conditions.

**NOTICE: The NOS Universal 8 Cylinder NOS System Kits are not intended for use on hatchback type vehicles without the use of NOS part numbers 16160NOS (External Aluminum Blow-Down Tube) and 16166NOS (Racer Safety Pressure Relief Cap).**

## HAZARDS DEFINED

This manual presents step-by-step instructions that describe the process of installing your NOS Nitrous Oxide Injection System. These procedures provide a framework for installation and operation of this kit. Parts are referenced by name and number to avoid confusion. Within the instructions, you are advised of potential hazards, pitfalls, and problems to avoid. The following examples explain the various hazard levels:

**WARNING! Failure to comply with instructions may result in injury or death.**

**CAUTION! Failure to comply with instructions may result in damage to equipment.**

**NOTE:** This information is important, needs to be emphasized, and is set apart from the rest of the text.

**HINT:** These special instructions provide a handy work tip.

## NITROUS OXIDE INJECTION SYSTEM SAFETY TIPS

### WARNINGS

- **Do not attempt to start the engine if the 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.**
- **Never permit oil, grease, or any other readily combustible substances to come in contact with cylinders, valves, solenoids, hoses, and fittings. Oil and certain gases (such as oxygen and nitrous oxide) may combine to produce a highly flammable condition.**
- **Never interchange nitrous and fuel solenoids. Failure to follow these simple instructions can result in extreme engine damage and/or personal injury.**
- **Never drop or violently strike the bottle. Doing so may result in an explosive bottle failure.**

- **Never change pressure settings of safety relief valve on the nitrous bottle valve. Increasing the safety relief valve pressure settings may create an explosive bottle hazard.**
- **Identify the gas content by the NOS label on the bottle before using. If the bottle is not identified to show the gas contained, return the bottle to the supplier.**
- **Do not deface or remove any markings, which are on the nitrous bottle.**
- **Nitrous bottle valves should always be closed when the system is not being used.**
- **Notify the supplier of any condition, which might have permitted any foreign matter to enter the valve or bottle.**
- **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.**
- **It is important that all threads on the valves and solenoids are properly mated. Never force connections that do not fit properly.**

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## WHAT IS NITROUS OXIDE?

### NITROUS OXIDE...

...Is a cryogenic gas composed of nitrogen and oxygen molecules

...Is 36% oxygen by weight

...Is non-flammable by itself

...Is stored as a compressed liquid

...Exists in two grades—U.S.P. and Nitrous Plus:

- ❑ U.S.P. is medical grade nitrous oxide; its common use is dental and veterinary anesthesia. It is also commonly used as a propellant in canned whipped cream. U.S.P. is not available to the public.
- ❑ Nitrous Plus differs from U.S.P. in that it contains trace amounts of sulphur dioxide added to prevent substance abuse. Nitrous Plus is intended for automotive applications and is available for sale to the public.

In automotive applications, Nitrous Plus and fuel are injected into the engine's intake manifold, which produces the following results:

- ❑ Lowers engine intake air temperature, producing a dense inlet charge.
- ❑ Increases the oxygen content of the inlet charge (air is only 22 percent oxygen by weight).
- ❑ Increases the rate at which combustion occurs in the engine's cylinders.

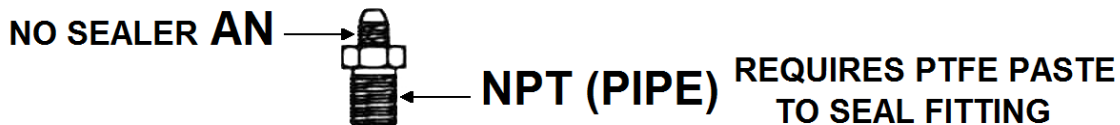
## Do's and Don'ts of Nitrous Oxide

### Do's

- ❑ Read all instructions before attempting to install your NOS nitrous system.
- ❑ Make sure your fuel delivery system is adequate for the nitrous jetting you have chosen. Inadequate fuel pressure or flow will result in engine damage.
- ❑ Use 14 gauge (minimum) wire when installing electrical system components.
- ❑ Use high-quality connections at all electrical joints.
- ❑ Use PTFE-based paste on pipe-style fittings.
- ❑ Make sure your engine and related components (ignition, carburetor, and driveline) are in proper working condition.
- ❑ **If nitrous is accidentally injected into the engine when it is not running, remove the engine coil wire, open the throttle, and crank the engine 10 to 15 seconds before starting. Failure to do so can result in an explosive engine failure.**
- ❑ **Use your NOS nitrous system only at wide-open throttle and at engine speeds above 3000 RPM.**
- ❑ **Install a proper engine-to-chassis ground. Failure to do so may result in an explosive failure of the main nitrous supply line.**
- ❑ Use a high-quality fuel, as suggested in Chapter 3, Baseline Tuning Suggestions.

### Don'ts

- ❑ Engage your nitrous system with the engine off. Severe engine damage can occur.
- ❑ Modify NOS nitrous systems (if you need a non-stock item, call NOS Technical Service for assistance).
- ❑ Overtighten AN type fittings.
- ❑ Use PTFE Tape on any pipe threads. Pieces of PTFE tape can break loose and become lodged in nitrous or fuel solenoids or solenoid filters. Debris lodged in a nitrous or fuel solenoid can cause catastrophic engine failure.



- ❑ Use sealant of any kind on AN type fittings.
- ❑ Allow nitrous pressure to exceed 1100 psi. Excessive pressure can cause swelling or in extreme cases failure of the nitrous solenoid plunger. Solenoid plungers are designed so that pressure-induced failures will prevent the valve from operating. No leakage should occur with this type of failure.
- ❑ **Inhale nitrous oxide. Death due to suffocation can occur.**
- ❑ **Allow nitrous oxide to come in contact with skin. Severe frostbite can occur.**
- ❑ Use octane boosters that contain methanol. Fuel solenoid failure may occur, producing severe engine damage.

## Chapter 1 Introduction to your NOS Nitrous Oxide Kit

### 1.1 General Information

This kit was designed to be used on late model multi-point fuel injection-type engines with 43 psi  $\pm$  5 psi fuel pressure. The kit includes jet sizes for higher or lower fuel pressures. To select the jets for applications with higher or lower fuel pressures, refer to **Table 3 on Page 15**.

**NOTE:** This nitrous oxide injection system injects a mixture of nitrous oxide and fuel into the air intake duct. If the instructions are not carefully followed, poor mixture distribution can occur, resulting in variations of air to fuel ratio from cylinder to cylinder. In extreme cases, intake manifold backfires can occur, if the instructions are not followed exactly.

These kits have been designed for safety and smooth operation. Nitrous oxide is injected into the engine only when the following conditions are met:

- Bottle valve is opened.
- System is armed.
- Engine is at wide-open throttle.

Horsepower and torque increases while using these kits will vary with engine displacement and modifications. Approximate power increase estimates can be made based upon the massflow of nitrous oxide into the engine. Please refer to Chapter 3, "Baseline Tuning Suggestions" and Chapter 4, "Preparing for Operation", for information on jet selection. NOS **strongly** suggests an upper limit of approximately 40% to 50% increase over the stock engine output. Exceeding this can result in premature engine failure.

Driveability, fuel economy, and exhaust emissions should not be affected under normal (part throttle) conditions.

## 1.2 System Requirements

When used correctly, these kits will work with stock internal engine components. **To ensure proper performance and engine life, the following is an absolute must:**

### Manual Transmissions

If the vehicle is to be exposed to severe operating conditions, such as drag strip usage, the standard clutch should be replaced with a high performance unit.

### Automatic Transmissions

If the vehicle is to be exposed to severe operating conditions, such as drag strip usage, a reputable high-performance transmission shop should service the automatic transmission.

## Chapter 2 Kit Installation

### 2.1 Bottle Mounting Instructions

**NOTE:** Disconnect the battery ground before beginning installation.

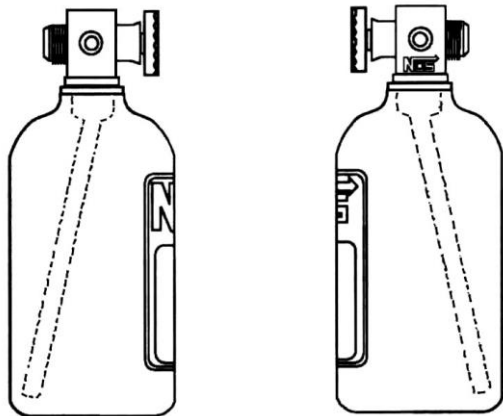
#### 2.1.1 Street Vehicles

Accurate calibration of your NOS nitrous system depends on the bottle remaining at a stable temperature. Mount the bottle away from heat sources, such as the engine compartment or exhaust system, and away from windows, where the bottle is exposed to direct sunlight.

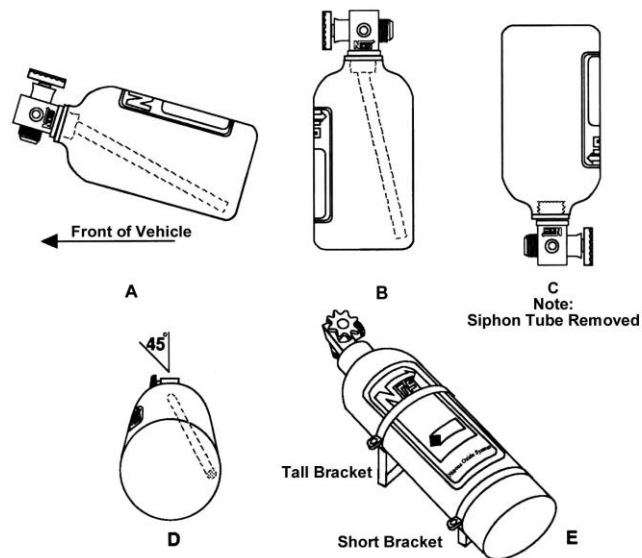
NOS recommends that the bottle be environmentally separated from the driver's compartment. Because hatchback-type vehicles generally do not have a firewall between the trunk area and the driver's compartment, the safety pressure relief cap should be replaced with P/N 16166NOS and P/N 16160NOS should be added. P/N 16160NOS is an aluminum blow-down tube (a -8 neoprene-line braided hose can be substituted). The blow-down tube should be routed to the exterior of the vehicle (preferably under the vehicle). This procedure will prevent filling the driver's compartment with a cloud of nitrous oxide, if the safety pressure relief cap should happen to rupture for any reason.

#### 2.1.2 Racing Vehicles

Before mounting a nitrous bottle in a racing vehicle intended for use in sanctioned events, check with the sanctioning association for any rules regarding this subject. Most associations require that the bottle be mounted within the confines of the safety roll cage with the safety pressure relief cap vented away from the driver's compartment.



**Figure 2 Nitrous Bottle Siphon Tube Orientation**



**Figure 3 Nitrous Bottle Mounting Orientations**

## 2.2 Bottle Orientation

Bottle placement is critical to the performance of your NOS nitrous system. It is important to understand how the bottle valve and siphon tube are assembled to properly orient the bottle in your vehicle and ensure that it picks up liquid nitrous while undergoing acceleration. All NOS nitrous bottles are assembled so that the bottom of the siphon tube is at the bottom of the bottle and opposite the bottle label (Figure 2).

Whenever the bottle is mounted in a lay-down position, the valve handle must be towards the front of the vehicle with the label facing up (Figure 3A).

If the bottle is mounted vertically, the valve handle and label must face toward the front of the vehicle (Figure 3B). This orientation will position the siphon tube at the back of the bottle where the liquid  $N_2O$  will be during acceleration.

**WARNING! DO NOT attempt to remove the siphon tube without completely emptying the bottle of all nitrous and pressure. Failure to completely empty the bottle will result in an explosive condition causing injury or death.**

A bottle mounted upside-down must have the siphon tube removed before use (Figure 3C). Non-siphon bottles can be specially ordered from NOS.

If the bottle must be mounted parallel to the axles of the vehicle (sideways), the valve handle and label must be angled at approximately  $45^\circ$  toward the front of the vehicle (Figure 3D). This orientation will position the siphon tube toward the rear of the bottle.

**NOTE:** When using a bottle with a siphon tube, the tall bracket should be at the valve end of the bottle and the short bracket at the bottom (Figure 3E).

The most efficient mounting is the lay-down position (Figure 3A) with the valve handle toward the front of the vehicle. This position allows the greatest amount of liquid to be used before the siphon tube begins to pick up gaseous nitrous oxide.

## 2.3 Bottle Installation

After you have determined the location and orientation of the nitrous bottle, use the following procedure to install the bottle:

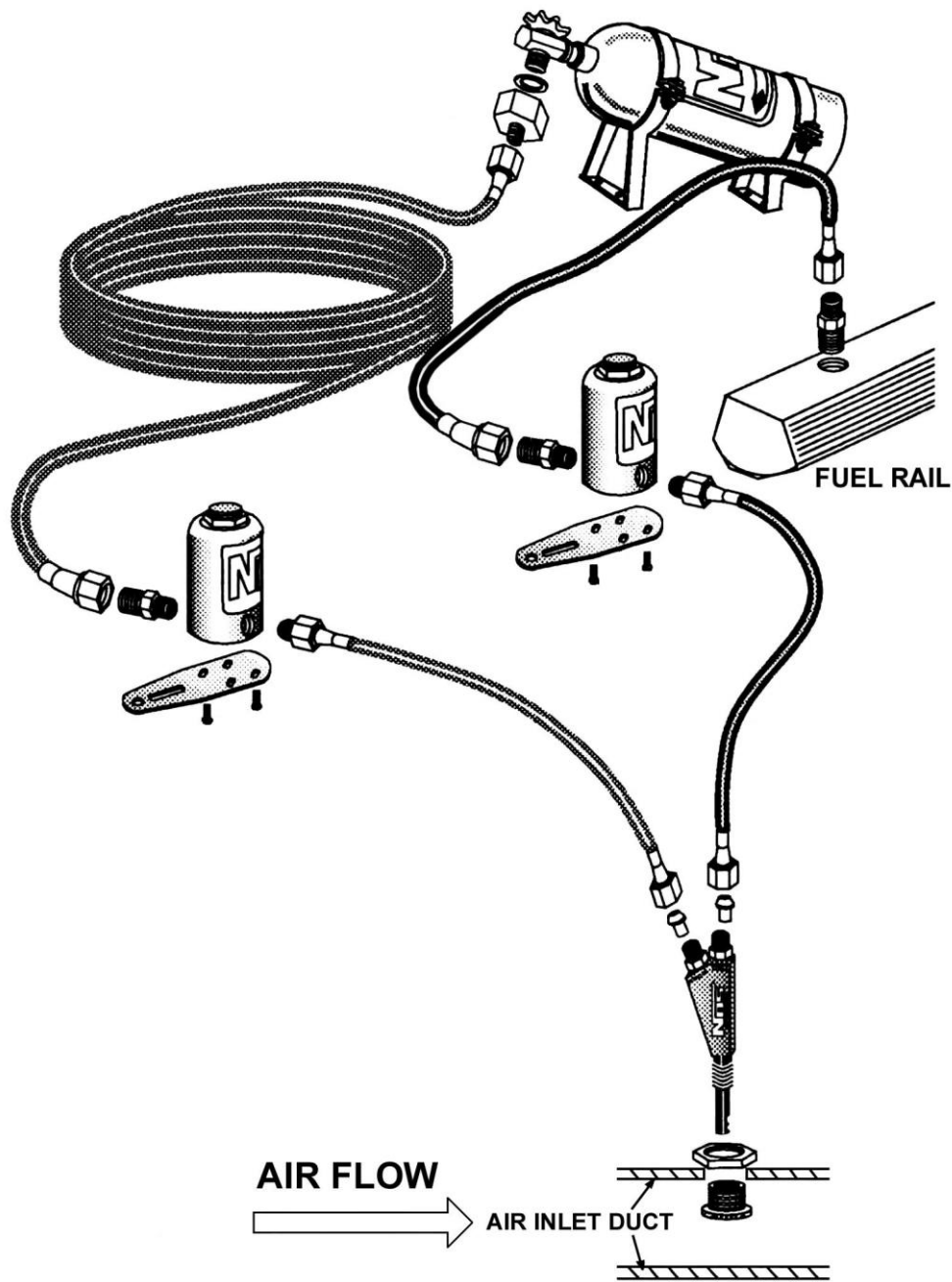


Figure 4 Exploded View of Universal Wet NOS System

1. Install the bottle nut adapter and PTFE washer on the nitrous bottle. Tighten securely.
2. Loosely install the bottle mounting brackets on the nitrous bottle, as shown in Figure 3E.
3. Locate the bottle/bracket assembly in the desired mounting location, ensuring that the location will provide easy access to the bottle valve, hose connection, and bracket clamp bolts to facilitate bottle changing.
4. Use the assembled bottle/bracket unit as a pattern to mark and drill four 5/16" holes in the mounting surface.

**CAUTION! When drilling or punching holes for these brackets, be aware what components, wires, or hoses are located or routed behind the general area to avoid vehicle or equipment malfunction.**

5. Mount the brackets securely to the surface (recommended minimum of 5/16" bolts or No. 12 sheet metal screws).



6. Secure the nitrous bottle in the mounting brackets and tighten the bracket clamps.

## 2.4 Soft Plume Nozzle Installation

**NOTE:** The recommended mounting location for the Soft Plume nozzle is in the air inlet duct, between the throttle body and the mass airflow sensor (in applications where a mass airflow sensor is used). In certain applications where the throttle body is an integrate part of the air cleaner housing, install the nozzle between the throttle body and the intake manifold. If possible, install the nozzle between 6 and 12 inches before the throttle body or any major turn in the air inlet duct. See Figure 5. If your vehicle does not facilitate the above installation requirements, call the NOS technical department to determine compatibility before continuing installation.

1. Before making any permanent modifications to the vehicle, layout the location of all the major components (solenoid, nozzle, fuel/nitrous supply lines, etc.).
2. Select the desired mounting location for the Soft Plume Nozzle, taking into account the length of the nitrous and fuel supply hoses and the intended location of the solenoids. Take into account when installing soft plume nozzle that accessibility of a tool is important. Make sure the nozzle and feed lines will not interfere with engine components or accessories and will not interfere with the hood when closed. The nozzle should not move from the perpendicular position in the air inlet duct due to strain induced by the nitrous and/or fuel supply hose.
3. Remove the air inlet duct.
4. A. **Metal Mounting Surface:** Drill a 1/4" hole perpendicular to the centerline of the inlet duct. Tap the hole using a 1/16" NPT tap. Tap depth should be deep enough, so that the discharge orifice of the nozzle is completely submerged into the duct, but not so deep that the Soft Plume nozzle bottoms out.

**CAUTION!** All debris **must** be removed from the air inlet duct. Use compressed air, if available. Failure to do so can result in severe engine damage.

- B. **Rubber/Hard Plastic Mounting Surface:** Drill a 7/16" hole perpendicular to the inlet duct centerline through the inlet duct. Insert the Soft Plume nozzle adapter into the 7/16" hole with the head inside the duct. Use Loctite or a similar compound on the nozzle adapter threads and securely tighten the nozzle adapter nut to the nozzle adapter.

**CAUTION!** Severe engine damage can occur if the nozzle adapter / nozzle assembly works loose from the air inlet duct. Ensure that the Soft Plume nozzle is securely tightened in the air duct.

5. Note the discharge side of the Soft Plume nozzle. Install the Soft Plume nozzle in the inlet duct with the discharge side pointed toward the engine (downstream or in the direction of the induced air stream). Use PTFE paste to ensure adequate sealing.
6. Install the air inlet duct.

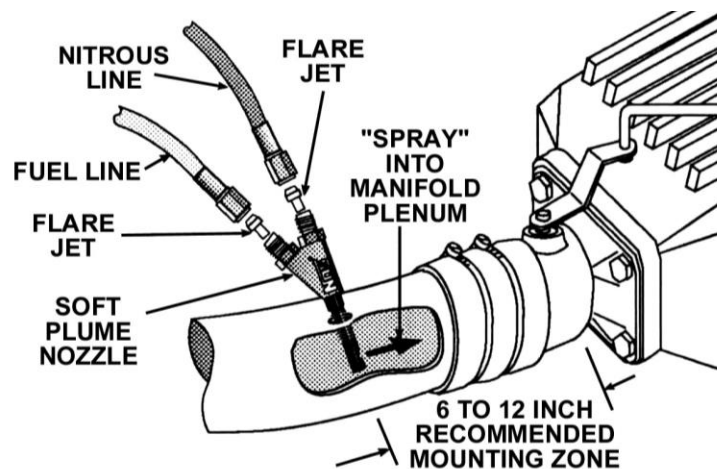


Figure 5 Soft Plume Nozzle Installation Cut-Away

## 2.5 Solenoid Mounting

**CAUTION:** Do not overtighten the vise in the following procedure, or the solenoid will be damaged.

1. Clamp the nitrous solenoid in a bench vise.

2. Thread the 1/4" NPT x 4AN nitrous filter fitting into the inlet port of the nitrous solenoid. Use PTFE paste to avoid leaks.
3. Thread the 1/8 NPT male end of the 2 ft. 3AN hose into the outlet port of the nitrous solenoid. Remove from the vise.
4. Clamp the fuel solenoid in a bench vise.
5. Thread the 1/8" NPT x 4AN fuel filter fitting into the inlet port of the fuel solenoid. Remove from the vise.
6. Thread the 1/8 NPT male end of the 2 ft. 3AN hose into the outlet port of the fuel solenoid. Use PTFE paste to avoid leaks.
7. Attach the nitrous solenoid to the solenoid mounting bracket.
8. Attach the fuel solenoid to the solenoid mounting bracket.
9. Select the mounting location for the solenoid assembly. Ensure that the assembly and lines do not interfere with engine accessories or body parts, and that hoses reach the Soft Plume nozzle inlet ports without being stretched or kinked.
10. Securely mount the solenoid assembly.

## 2.6 Solenoid/Soft Plume Nozzle Hose Connection

1. Select the proper nitrous and fuel jets. Place the desired jets in the Soft Plume nozzle, making sure that the jets are inserted into the correct locations, as marked on the nozzle.

**NOTE:** Please refer to Chapter 4, "Preparing for Operation", and Chapter 3, "Baseline Tuning Suggestions", for additional information on jet selection.

2. Connect and tighten the open end of the 2 ft. 3AN hose to the Soft Plume nozzle inlet port marked "nitrous". Hold the Soft Plume nozzle in position with a wrench to ensure the nozzle doesn't rotate out of position when the line is tightened.
3. Connect and tighten the open end of the 2 ft. 3AN hose to the Soft Plume nozzle inlet port marked "fuel". Hold the Soft Plume nozzle in position with a wrench to ensure the nozzle doesn't rotate out of position when the line is tightened.

## 2.7 Nitrous Feed Line Mounting

**HINT:** Most late model vehicles have access plugs in the trunk floor, which are convenient for nitrous line routing. Following the fuel lines along the underbody, and entering the engine bay through the front fender well between the plastic inner fender panel and the body usually works well.

1. Determine the route for your nitrous feed line to follow. Ensure the path is clear of exhaust system, suspension, steering, wheels, electrical lines and components, and tires.
2. Feed the nitrous supply line along the proposed route.
3. If it is necessary to support the nitrous supply line under the vehicle, use 1/2" Tinnerman clamps or nylon tie-wraps to support the line securely.
4. Attach the nitrous supply line to the 4AN bottle nut adapter on the nitrous bottle.

**WARNING!** Nitrous oxide can cause death if inhaled. Severe frostbite can occur, if allowed to contact the skin. Always point the nitrous line opening away from people when purging the line.

5. Purge the nitrous supply line.
  - A. Wrap the end of the nitrous line with a rag and hold securely.
  - B. Point the opening **away** from people.
  - C. Briefly open the bottle valve.
6. Attach the nitrous supply line to the filter installed in the nitrous solenoid inlet port.

## 2.8 Fuel Supply Connection

The fuel supply can be achieved by connecting into any component of the original equipment high-pressure fuel supply system. Some examples are as follows:

- Connecting to the fuel pressure test port installed in the fuel rail (if available)
- Connecting to the fuel rail by tapping into the end caps of the rail
- Connecting to the fuel fitting on some fords that have a 1/8" NPT port
- Connecting to the fuel supply hose of the original fuel system

### 2.8.1 Fuel Supply Connection by using Fuel Rail Test Port

Supplemental fuel for the NOS nitrous oxide injection system is taken directly from the fuel rail, which feeds the engine's fuel injectors. Figure 6 shows the typical fuel rail configurations. If you cannot locate the fuel rail on your engine, consult a repair manual for your vehicle.

1. Identify the location of the fuel rail "test port" on the fuel rail.
2. Remove the protective cap from the test port. Remove the Schrader valve from the test port using a tire valve core tool.

**CAUTION!** When removing the Schrader valve from the fuel rail test port, use caution. Fuel in the rail is under high pressure. Never remove the Schrader valve when the engine is hot.

3. Connect the 18 in. 4AN to 3AN hose to the fuel rail test port using the 4AN side.

**NOTE:** Some vehicles equipped with a fuel rail test port do not have threads on the test port compatible with the 4AN supply line. If your vehicle is so equipped, you must either replace the test port fitting with the 1/16" NPT x 4AN fitting, or install a 1/16" x 4AN fitting using steps A through F on the following page.

### 2.8.2 Fuel Supply Connection by Tapping Fuel Rail

**NOTE:** If your vehicle's fuel rail is not equipped with a test port, the fuel rail will need to be removed and tapped with a 1/16" NPT x 4AN fitting using steps A through F on the following page.

**CAUTION!** Before attempting any modifications to the fuel rail, make sure that enough wall thickness is available to achieve 3 to 4 threads of engagement during the tapping operation. This would be equivalent to 0.120" (3.00mm) to 0.150" (4.00mm) wall thickness.

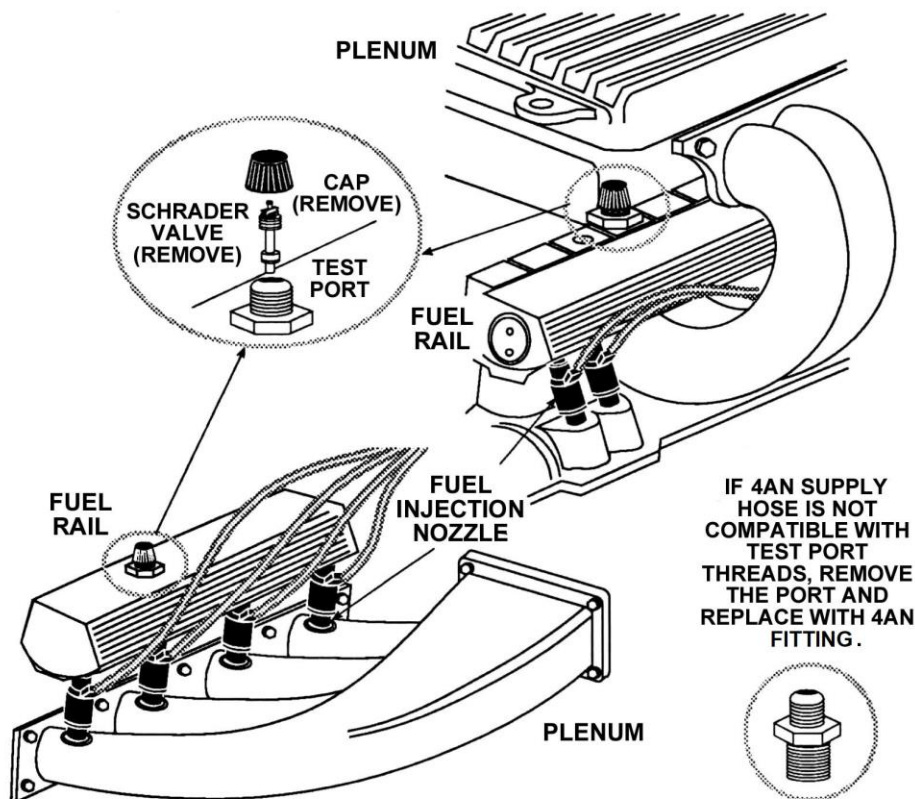


Figure 6 Typical Fuel Rail

- A. Select a location for a 1/16" NPT x 4AN fitting on the fuel rail. Make sure that the fitting and line are clear of all engine components.
- B. Remove the fuel rail from the engine. Remove the fuel injectors and regulator (if applicable) from the fuel rail. Drill a 1/4" hole in the fuel rail, making sure that the hole is perpendicular to the mounting surface, and that the hole penetrates into the fuel rail reservoir.
- C. Tap the 1/4" hole with a 1/16" NPT tap. De-burr entry and exit hole edges.

**CAUTION! All debris must be removed from the fuel rail. Failure to do so will result in an engine failure.**

- D. Remove all debris from the fuel rail.
- E. Install the 1/16" NPT x 4AN fitting in the tapped hole. Use PTFE paste to avoid fuel leaks.
- F. Re-install the fuel injectors and regulator. Use clean engine oil to lubricate the o-rings.
- G. Install the fuel rail on the engine.

- 4. Connect the 18 in. 4AN to 3AN hose to the test port / 4AN fitting.

### 2.8.3 Fuel Supply Connection by Tapping into Main Fuel Supply Fitting

Some engines utilize a fuel rail or distribution block system that does not have test ports and does not allow drilling and tapping to install the 4AN fitting. Supplemental fuel for the NOS nitrous oxide injection kit must be acquired from the fuel injectors high-pressure supply line.

- 1. Locate the main fuel supply line. The main fuel supply line feeds pressurized fuel from the fuel pump (in-line or in-tank fuel pump) to the fuel filter and from the fuel filter to the fuel rail or distribution block. The most desired location to "tap" into the fuel line is after the fuel filter.
- 2. Disconnect the factory fuel line from the fuel rail using a fuel rail disconnect tool kit.
- 3. Install the 3/8" fuel line adapter (17002NOS) or 5/16" fuel line adapter (17003NOS) and reconnect the fuel line to the adapter. This will give you a 4AN Fuel supply fitting to get fuel to the nozzle as well as provide a 1/8" NPT port for an optional gage.
- 4. Connect the 18 in. 4AN to 3AN hose to the 4AN fitting on the fuel line adapter.

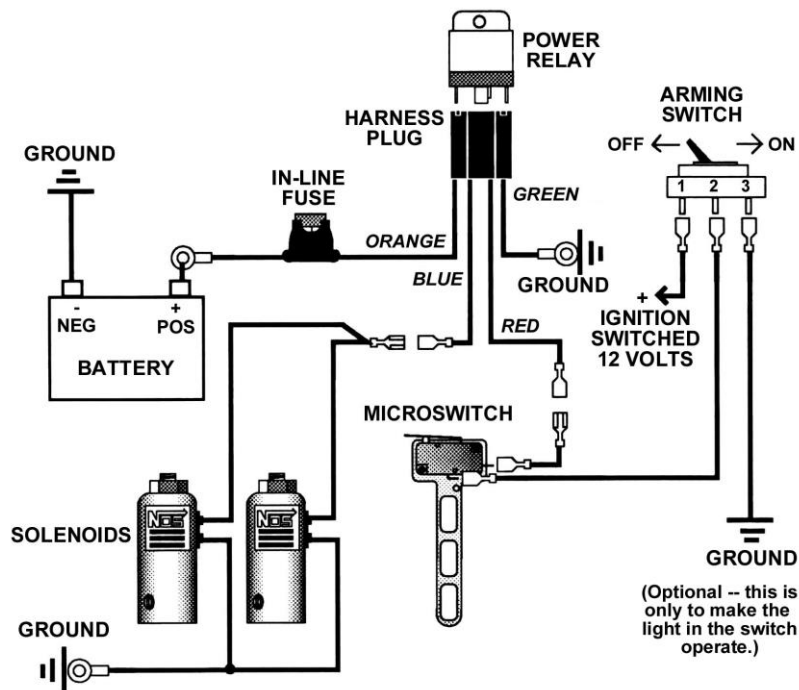


Figure 7 Electric Wiring Schematic

### 2.9 Electrical System Installation

Refer to Figure 7 and the procedures in this section for electrical system installation.

**WARNING! Death or injury may occur from working on a charged electrical system.**

- 1. Disconnect the car battery at the ground cable (if not already done).

**WARNING! Binding or dragging of the throttle linkage will create a potentially dangerous stuck-throttle condition. Ensure that the microswitch does not interfere with normal throttle linkage operation.**

- 2. Install the throttle microswitch as follows:

**HINT:** The microswitch may be mounted to the bracket in a variety of positions and on either side of the bracket. The bracket may be bent to suit the application.

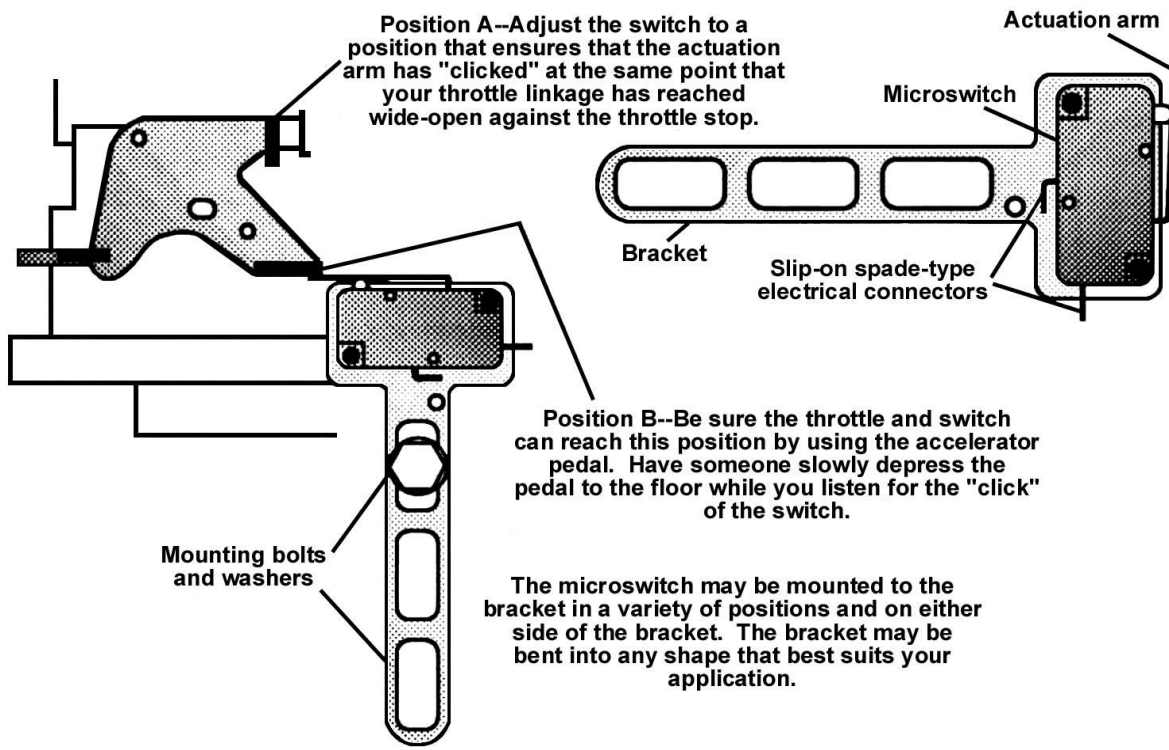
- A. Mount the throttle microswitch on the throttle body so that the throttle linkage movement triggers the microswitch.
- B. Adjust the microswitch to trigger at wide-open throttle by adjusting the microswitch's position to ensure the actuation arm of the microswitch "clicks" at the same point your throttle linkage reaches wide-open throttle against the throttle stop (Figure 8, Position A).
- C. Ensure that the throttle and switch can reach the activation position, as shown in Figure 8, Position B, by using the accelerator pedal. Have an assistant slowly press the pedal to the floor while you listen for the "click" of the microswitch.
- D. If the application has an electronic throttle body, the microswitch may be installed behind the accelerator pedal to be activated when the pedal is depressed all the way down.

**WARNING!** When installing microswitch in drive by wire throttle body applications, traction control or other electronic driver assistance could be activated causing possible risk of engine damage.

3. Install the NOS arming toggle switch in the vehicle interior, within easy reach of the driver. This switch is to be used to power the nitrous system. It is not used to activate the nitrous system.

**CAUTION!** Never activate your nitrous system below 3000 engine RPM. The installation of the NOS 2 Stage WOT/RPM Activated Window Switch, P/N 15982NOS is highly recommended to reduce the risk of engine damage while using this kit. Mini 2-Stage Progressive Nitrous Controller, P/N 15974NOS is also a good option. Call NOS Technical Support for the right RPM-Activated switch for your particular vehicle.

4. Install the wiring relay and relay harness in the engine compartment near the battery. The relay's orange wire should reach the battery (+) terminal.
5. Connect the orange relay wire to the battery (+) terminal. Install a 15 AMP fuse into the fuse socket.
6. Connect one wire from each solenoid together. Join the solenoid wires to the blue relay wire.
7. Join the remaining solenoid wires together. Connect to a good chassis ground.



**Figure 8 Microswitch Mounting**

1. Connect the green relay wire to a good chassis ground.
2. Connect red relay wire to either terminal on the microswitch.

3. Connect the open terminal on the microswitch to the middle (#2) terminal on the arming toggle switch.
4. Connect the #1 terminal on the arming switch to a switched 12 volt power source.
5. Connect the #3 terminal of the arming switch to a ground.
6. Reconnect the battery.
7. Turn the arming switch on.
8. Push the throttle wide open while the engine is off. Each solenoid should make a clicking noise if it is cycling correctly. If no noise is heard, check all the wiring connections and the wiring schematic in Figure 9.

NOTE: If your application is drive by wire, the solenoid testing method may described in step 8 may not work.

### Chapter 3 Baseline Tuning Suggestions

**NOTE:** If you are unsure of your EFI system fuel pressure, you need to refer to Chapter 4, steps 2A through 2C before selecting a baseline tuning combination.

Your NOS System comes preset with nitrous and fuel jetting based upon the applications stock engine configuration. The jetting combinations are conservative and are intended to work with stock ignition and +92 octane unleaded pump gasoline. Nitrous and fuel jetting combinations are derived based upon 950 psi (85° F) nitrous bottle pressure and fuel pressures as depicted in Table 3. Using the listed jetting and suggested fuel and nitrous pressure levels should yield safe and reliable power increase.

**Table 3 EFI System Jetting Map**

| N <sub>2</sub> O Jet Size | Fuel Jet Size at Fuel Pressure [PSI] |        |        |        |        |
|---------------------------|--------------------------------------|--------|--------|--------|--------|
|                           | 20 psi                               | 30 psi | 40 psi | 50 psi | 60 psi |
| 38                        | 30-31                                | 28-29  | 26-28  | 25-26  | 25-26  |
| 40                        | 31-32                                | 29-30  | 28-29  | 26-28  | 26-28  |
| 42                        | 32-33                                | 30-31  | 29-30  | 28-29  | 28-29  |
| 44                        | 33-34                                | 31-32  | 30-31  | 29-30  | 28-29  |
| 46                        | 34-35                                | 32-33  | 31-32  | 30-31  | 29-30  |
| 48                        | 35-36                                | 33-34  | 32-33  | 31-32  | 30-31  |
| 50                        | 37-38                                | 34-35  | 33-34  | 32-33  | 31-32  |
| 52                        | 38-39                                | 35-36  | 34-35  | 33-34  | 32-33  |
| 54                        | 39-40                                | 36-37  | 35-36  | 34-35  | 33-34  |
| 56                        | 40-41                                | 37-38  | 36-37  | 35-36  | 34-35  |
| 58                        | 41-42                                | 38-39  | 37-38  | 36-37  | 35-36  |
| 60                        | 42-43                                | 39-40  | 38-39  | 37-38  | 36-37  |
| 62                        | 42-43                                | 39-40  | 38-39  | 37-38  | 36-37  |
| 64                        | 43-44                                | 40-41  | 39-40  | 38-39  | 37-38  |
| 66                        | 43-44                                | 40-41  | 39-40  | 38-39  | 37-38  |

**Table 3**

Using these jetting combinations with lower bottle pressure and/or higher fuel pressure may produce an excessively rich condition. This can result in a loss of power, excessive exhaust smoke (black) or misfiring (backfiring through the exhaust).

If you experience any of these conditions, or you desire to maximize the power output from your system, you should refer to Chapter 5, "Advanced Tuning for Maximum Power".

**CAUTION!** Use of excessive bottle pressure and/or inadequate fuel pressure can result in an excessively lean condition. In extreme cases, this will produce catastrophic engine failure.

### Chapter 4 Preparing for Operation

**NOTE:** If jets for higher HP gains are being considered, you need to perform steps 2A through 2C before selecting a baseline tuning combination.

1. Turn on the ignition switch. Check for fuel leaks. Shut the vehicle off.
2. A. Connect a fuel pressure gauge to the fuel pressure test port or the 4AN fitting that you installed in the fuel rail / fuel rail adapter fitting in Section 2.8.

- B. Turn on the ignition switch. Check for fuel leaks. Record the fuel pressure. Shut the vehicle off.
  - C. Examine the jetting chart in Table 3. Locate the nitrous jet you are intending to use in column #1. Go across the top row to the fuel pressure your vehicle operates at. Find the box that corresponds to your fuel pressure and nitrous jet. If the recommended fuel jet was not included in your kit, phone the NOS technical department for assistance.
3. Install the correct fuel jet in the Soft Plume nozzle. Close the nitrous bottle. Turn the arming switch on. Set the engine speed at 2000 RPM. Briefly activate the microswitch. Engine speed should decrease, if the fuel delivery system is performing properly. If not, refer to Appendix A, Troubleshooting Guide. (This will not work if WOT switch is installed)

**NOTE:** If jets for higher HP gains are being considered, care must be taken to ensure that the fuel delivery system of your vehicle is adequate. Before opening the nitrous bottle valve, repeat step 2B with the vehicle under wide-open throttle acceleration. Fuel pressure should not deviate more than 4-5 psi when the fuel side of the nitrous system is activated. If the fuel pressure drop is greater than this, a supplemental fuel pump will be required. Contact the NOS technical department for recommendations. Fuel pressure safety switch P/N 15686NOS is recommended to reduce the risk of engine damage should fuel pressure drop to dangerous levels.

- 4. Open the nitrous bottle valve.
- 5. Inspect the nitrous lines and fittings for leaks.
- 6. ENJOY!

**CAUTION!** Never activate your nitrous system below 3000 engine RPM. The installation of the NOS 2 Stage WOT/RPM Activated Window Switch, P/N 15982NOS is highly recommended to reduce the risk of engine damage while using this kit. Mini 2-Stage Progressive Nitrous Controller, P/N 15974NOS is also a good option. Call NOS Technical Support for the right RPM-Activated switch for your particular vehicle.

## Chapter 5 Advanced Tuning for Maximum Power

After performing the Baseline Tuning Suggestion—Chapter 3, if you desire to maximize the performance of your system, perform the following:

**NOTE:** Always perform the nitrous/fuel ratio modifications listed in Section 5.1 before attempting to optimize the ignition timing (Section 5.2). Improper nitrous/fuel ratio combinations can mislead you when attempting to optimize the ignition timing.

### 5.1 Determining Optimum Nitrous/Fuel Jetting

The factory calibrated nitrous/fuel jet ratio included, will provide you with a safe starting point. It is intended to be used with 950 psi nitrous bottle pressure and fuel pressures as stated in Table 3. In some instances, slight changes in fuel pressure may produce performance gains.

- 1. Stabilize the nitrous bottle pressure at 950 psi.
- 2. Perform a dynamometer pull or a full throttle pass down the racetrack. Note the power reading or vehicle mph (not e.t.). Examine spark plugs for the indication of lean or rich nitrous/fuel conditions (refer to Figure 9 for tips on reading the spark plugs).
  - 2A. If spark plugs appear to be excessively rich, decrease the fuel jet size 2 steps (ex. 36 to 34, 34 to 32, etc;).
  - 2B. If spark plugs appear to be excessively lean, increase the fuel jet size 2 steps (ex. 34 to 36, 32 to 34, etc;).
  - 2C. If spark plugs have a “like new” appearance on the porcelain and electrode, do not make a fuel jetting change.
- 3. Repeat steps 1 and 2 until the desired mixture is obtained.

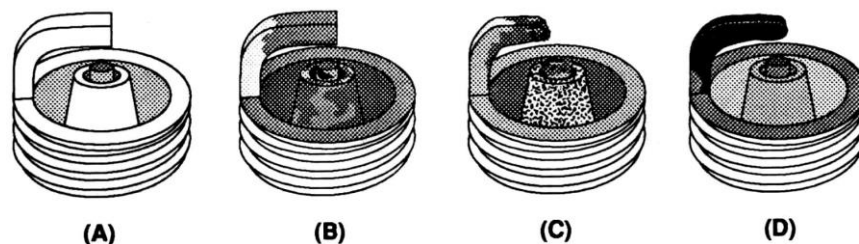


Figure 9 Spark Plug Condition

#### How to Read Spark Plugs from a Nitrous Oxide Injected Engine

### **A. Correct Timing, Mixture, and Spark Plug Heat Range**

Ground strap retains a "like new" appearance. Edges are crisp, with no signs of discoloration. Porcelain retains clear white appearance with no "peppering" or spotting.

### **B. Excessively Rich Mixture**

Porcelain may be fuel stained, appearing brown or black. In extreme cases, ground strap, electrode, and porcelain may be damp with gasoline, or smell of fuel.

### **C. Detonation**

Edges of the ground strap may become rounded. Porcelain has the appearance of being sprinkled with pepper, or may have aluminum speckles. During heavy detonation, the ground strap tip may burn off. This phenomena can result from excessive ignition timing, too high a heat range spark plug, or inadequate fuel octane.

### **D. Excessively Lean Mixture**

Edges of the ground strap may become rounded. Under moderate overheating, the tip of the ground strap can discolor, usually turning purple, or the entire ground strap can become discolored.

## **Chapter 6 Routine Maintenance**

### **6.1 Nitrous Solenoid Filter**

When nitrous bottles are refilled they can become contaminated with debris, if the refiller does not have an adequate filter in their transfer pump mechanism. Contaminants in the bottle will eventually become lodged in the nitrous solenoid filter fitting.

You should periodically (after every 20-30 pounds of nitrous usage) examine the mesh in the nitrous filter for debris.

To clean the filter, follow the following steps:

1. Close the valve on the nitrous bottle. Empty the main nitrous feed line.
2. Disconnect the main nitrous feed line from the nitrous solenoid. Remove the nitrous filter fitting from the nitrous solenoid.
3. Remove **all** PTFE paste debris from the solenoid inlet port threads and from the nitrous solenoid filter pipe threads.
4. Examine the mesh in the nitrous filter fitting for contaminants. Blow out debris with compressed air, if necessary.
5. Apply fresh PTFE paste to the nitrous filter pipe threads. Reinstall the filter in the nitrous solenoid.
6. Reconnect the main nitrous supply line to the nitrous solenoid.

### **6.2 Nitrous Solenoid Plunger**

#### **6.2.1 General Information**

The seals used in NOS nitrous solenoid plungers are constructed from materials that are designed to be used with nitrous oxide. When kept free from fuel contaminants or from overpressurization, they should provide trouble free performance.

You should periodically (after every 20-30 pounds of nitrous usage) examine the seal in the nitrous solenoid plunger.

The seals used in NOS nitrous solenoid plungers are designed to work at pressures up to 1100 psi. Exposing the plunger to excessive pressure (whether the vehicle is sitting or in-use) can result in the seal in the plunger seal swelling or in extreme cases, plunger seal disintegration.

**NOTE:** The seals are designed so that if they fail due to overpressurization, they will not leak, the valve will just fail to flow nitrous oxide.

Swelling of the nitrous solenoid plunger seal will reduce nitrous flow (causing an excessively rich nitrous/fuel condition and a loss of power).

#### **6.2.2 Nitrous Solenoid Plunger Disassembly and Inspection**

1. Close the valve on the nitrous bottle.
2. Empty the main nitrous supply line.
3. Remove the retaining nut from the nitrous solenoid.
4. Remove the coil and housing from the nitrous solenoid base.



5. Unscrew the stem from the nitrous solenoid base. Do this by double nutting the stem, or by using a solenoid stem removal tool (NOS P/N 18001NOS). **Do not use pliers on the solenoid stem. Damage to the stem will result.**
6. Remove the stem, spring, and plunger from the solenoid base.
7. Examine the plunger seal for swelling. The seal surface should be flat, except for a small circular indentation in the center of the seal;

A fuel-contaminated seal will protrude from the plunger and be dome-shaped. A fuel-contaminated seal may return to its original shape if left out in the fresh air for several days. It may then be returned to service.

A seal, which has been overpressurized, may be dome-shaped, or the sealing surface may be flat with the seal protruding out of the plunger. A dome-shaped seal may return to its original shape if left out in the fresh air for several days. It may then be returned to service. A seal, which is flat, but protrudes from the plunger body has probably failed internally and should be replaced.

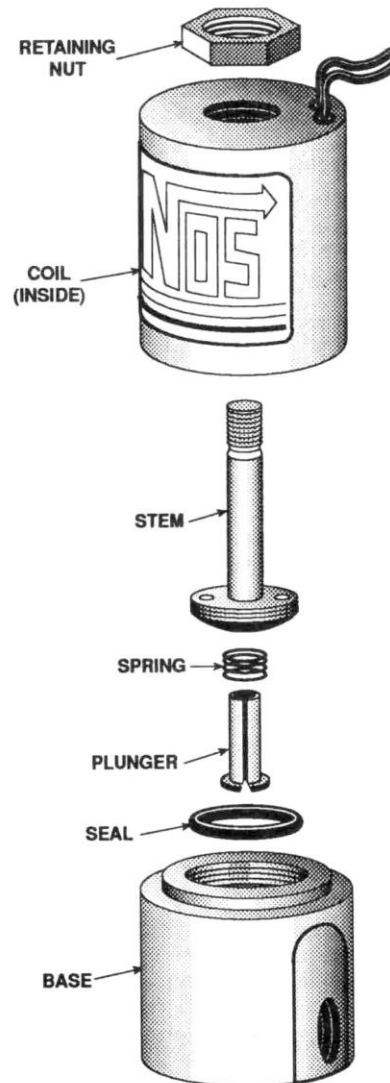


Figure 10 Exploded View of a Typical Solenoid

## Appendix A Troubleshooting Guide

The troubleshooting chart on the following pages should help determine and rectify most problems with your installed NOS system.

| PROBLEM  | POSSIBLE CAUSES                           | DIAGNOSTIC PROCEDURE  | CORRECTIVE ACTION  |
|--|---|---|--|
| No change in engine speed when the fuel solenoid is activated (Preparing for Operation—Chapter 4). | System wired incorrectly.                 | Compare wiring to schematic in Fig. 9.  | Wire per instructions.                                   |
|  | Restricted fuel line.                     | Inspect fuel line for restrictions (crimped or plugged).  | Remove restrictions.                                     |
|  | Malfunctioning fuel solenoid.             | Turn arming switch ON. Cycle the microswitch. Solenoid should make "clicking" noise.  | Repair/replace solenoid.                                 |
| Change in engine speed when nitrous bottle valve is opened (Preparing for Operation—Chapter 4).    | Malfunctioning nitrous solenoid.          | Remove and inspect solenoid.  | Repair/replace solenoid.                                 |
| Engine runs rich when system is activated.   | Bottle valve not fully opened.            | Check bottle valve.   | Open valve fully.  |
|  | Bottle mounted improperly.                | Check bottle orientation.   | Mount bottle properly.                                   |
|  | Plugged nitrous filter.                   | Inspect filter.   | Clean/replace filter.                                    |
|  | Low bottle pressure.                      | Check bottle temperature.   | Set bottle temperature to 75° to 85°F.                   |
|  | Inadequate nitrous supply.                | Weigh bottle.   | Fill bottle. (1-800-99-REFILL)                           |
|  | Mismatched N <sub>2</sub> O/fuel jetting. | Compare jetting to recommended values.  | Install correct jets.                                    |
|  | Excessive fuel pressure.                  | Install fuel pressure gauge, such as NOS P/N 15906NOS, in the fuel line. Measure the pressure during acceleration with the system activated.  | Regulate pressure down, or install smaller fuel jetting. |
|  | Loose nitrous solenoid wiring.            | Inspect the solenoid wiring.  | Repair wiring.   |
|  | Malfunctioning nitrous solenoid.          | <b>WARNING: Solenoid discharges nitrous at a high rate. Don't inhale nitrous; death may occur. Skin contact may cause frostbite.</b> Close bottle valve. Disconnect the nitrous solenoid outlet port. Disconnect the solenoid (+) lead. Open the nitrous bottle valve. Connect the +12V to the solenoid. Solenoid should discharge N <sub>2</sub> O at a high rate. | Rebuild solenoid.  |
| No change in performance when system is activated.   | System wired incorrectly.                 | Compare nitrous wiring to schematic (Fig. 9).   | Wire system per instructions.                            |
|  | Loose ground wire(s).                     | Connect 12V test light to battery (+) terminal. Check for continuity at grounds noted in Fig. 9.  | Tighten/repair loose grounds.                            |
|  | Malfunctioning arming switch.             | Turn arming switch on. Connect 12V test light to battery (-) terminal. Check for power at pole #2.  | Replace pushbutton                                       |
|  | No power to arming switch.                | Connect 12V test light to battery (-) terminal. Check for power at pole #1 on arming switch.  | Repair wiring.   |
|  | Malfunctioning throttle microswitch.      | Temporarily disconnect power relay red wire from microswitch. Connect 12V test light to battery (-) terminal. Manually set microswitch ON. Check for continuity at microswitch positive terminal (Fig. 9).  | Replace throttle microswitch.                            |
|  | Overly rich fuel condition.               | Check for black smoke or backfiring through exhaust with system activated.  | Install smaller fuel jet or decrease fuel pressure.      |
| Engine detonates mildly when system is activated.  | Excessive ignition timing.                | Check ignition timing.  | Reduce timing in 2° increments.                          |
|  | Inadequate octane fuel.                   |   | Use higher octane fuel.                                  |
|  | Spark plug heat range too high.           |   | Reduce spark plug heat range (maximum 2 steps).          |
|  | Too much nitrous flow.                    |   | Reduce nitrous jetting.                                  |

|   |  |   |   |
|---|--|---|---|
| Engine detonates heavily when system is activated.  | Inadequate fuel delivery due to:<br>Plugged fuel filter. | Inspect fuel filter.  | Clean or replace filter.                |
|   | Crimped fuel line.                                       | Inspect fuel line.  | Replace crimped line.                   |
|   | Weak fuel pump.  | Install fuel pressure gauge, such as NOS P/N 15906NOS, in the fuel line. Run engine under load at wide-open throttle, with system activated. Fuel pressure should be within 5 PSI of fuel pressure at idle. | Repair/replace fuel pump.               |
| High-rpm misfire when system is activated.          | Excessive spark plug gap.                                | Inspect spark plugs.  | Set spark plug gap at 0.030" to 0.035". |
|   | Weak ignition/ignition component failure.                | Inspect components (plug wires, distributor cap, etc.)  | Replace worn components.                |
| Surges under acceleration when system is activated. | Inadequate supply of nitrous.                            | Check bottle weight.  | Replace with full bottle.               |
|   | Bottle mounted incorrectly.                              | Compare bottle position and orientation to instructions (Figures 2 & 3).  | Mount or orient bottle correctly.       |