



INSTRUCTIONS

#82218 Turbo Nitrous System

Thank you for choosing ZEX™ products; we are proud to be your manufacturer of choice.



Description	Qty.	Description	Qty.
Nitrous Management Unit	1	.028 N20/Fuel Jet	1
24" Hose, -3AN, purple	2	.030 N20/ Fuel Jet	1
3' Hose, -4AN, purple	1	.032 N20/ Fuel Jet	1
16' Hose, -4AN, purple	1	.036 N20/ Fuel Jet	1
Wet Nitrous Nozzle	1	.040 N20/ Fuel Jet	1
1/8 NPT Bulkhead Fitting w/ Nut	1	Wire Harness w/Arming Switch	1
-4AN, 90 deg., Swivel Fitting	1	Aircraft Switch Cover	1
-4AN, 90 deg. Fitting	1	Red 18 GA. Wire	10 ft.
Fuel Tee Fitting	1	White 18 GA. Wire	2 ft.
10lb. Nitrous Bottle w/Valve	1	5/16-18 X 1" Bolt for Bottle Brackets	4
Bottle Bracket (short)	1	5/16 - 18 Nut for Bottle Brackets	4
Bottle Bracket (long)	1	5/16 Flat Washer	4
.017 N20/Fuel Jet	1	#8 x 1/2, Sheet Metal Screw	6
.019 N20/Fuel Jet	1	Hose Clamp	2
.021 N20/Fuel Jet	1	Schrader Valve Tool	1
.026 N20/ Fuel Jet	1	1/8-27 NPT Tap	1

Why our nitrous system is better:

- A complete nitrous system, specifically designed to eliminate boost lag in turbocharged engines. Everything is included in this kit for a safe and easy installation.
- Spools-up the turbo, then shuts-off at the desired boost level. This maximizes boost response and engine safety.
- Adjustable from 25-75 horsepower. Just the right amount of nitrous to spool up any size turbo.
- The turbo nitrous system is initially activated at wide open throttle with advanced electronics that monitor your throttle position sensor (TPS). Easy and safe activation, especially with newer throttle-by-wire systems.
- Unique nozzle design has Active Fuel Control™ built in. This feature monitors bottle pressure and when the nitrous system is engaged, it adds or subtracts enrichment fuel so the engine never runs too rich or too lean.

Read This Pre-installation Guide Before Installing Kit !!!!!!!

How the ZEX™ Turbo Nitrous System works: The ZEX™ Part #82218 nitrous oxide injection system begins with a connection to a supply cylinder containing pressurized liquid nitrous oxide and a connection to the engine's fuel system. These connections go to the nitrous management unit, which houses the nitrous and fuel solenoids. These solenoids are normally closed but are opened when the TPS switch senses that the nitrous system is armed, the engine is at wide-open throttle and the engine has not yet reached its desired boost level. Once these solenoids open, the nitrous and fuel are delivered to the nitrous nozzle via flexible delivery lines. The nitrous system will stay activated at WOT until the desired boost level is achieved, at which point, the boost switch will deactivate the system. The amount of nitrous and fuel that is injected through the nozzle is adjustable by means of metering jets installed in the nozzle itself. These metering jets allow for easy changes in horsepower settings.

Work safely. Always wear eye protection and gloves when working with lines or hoses that contain pressurized nitrous oxide or fuel. Never transport nitrous cylinders loose behind a seat or in the back of a pick-up truck. Always disconnect the GROUND side of the battery when working on any electrical components.

Nitrous oxide won't fix problems you already have. Before you install your nitrous system, be sure your engine is in good mechanical condition. Intermittent wiring problems, etc., can lead to erratic system performance and possible engine damage.

Never defeat operation of the safety relief disc in the nitrous cylinder's valve. It's required by law and is there for your safety. Never drill, machine, weld, deform, scratch, drop, or modify a nitrous oxide tank in ANY way whatsoever!

Never overfill nitrous cylinders. That little bit extra will put you and others at risk of injury. More often than not, when the cylinder warms up, the pressure goes above the limit of the safety relief disc and you lose all the nitrous you just paid for.

All the power comes from the fuel, not the nitrous. Nitrous oxide is simply a tool that allows you to adjust how much and how quickly the engine burns the fuel. If the fuel isn't there, the power won't be either.

Avoid detonation at all times. Nitrous enhanced detonation is much more damaging than detonation that occurs when naturally-aspirated due to the increased amount of fuel available for releasing energy and the fact that more oxygen is present.

When system is activated, if something doesn't feel or sound right, BACK OFF. If you hear any detonation or feel anything unusual, get off the throttle. It's a lot easier to check everything over than it is to just try to drive through it and damage expensive parts. Don't activate or have the system activated when you hit the stock rev limiter. The stock rev limiter is a fuel cutoff. If you cut fuel while you're injecting nitrous, you're instantly very lean. This momentary lean condition has the potential of causing engine damage.

Spark plugs and nitrous performance: Quite often, factory type, wide-gap, projected nose spark plugs will produce a detonation condition after a few seconds of nitrous use. The solution to the problem is to install spark plugs that have a colder heat range and proper ground strap design for nitrous use. Consult your preferred spark plug manufacturer to ensure you install the correct plugs for the nitrous level you choose to run. Also, due to the cooler and denser inlet air charge that nitrous creates, it may be necessary to close-up your spark plug gaps to eliminate any misfiring. In our experience, .030 to .035 in. spark plug gaps typically will ensure proper ignition. You may be able to run a wider gap, or you may have to close them up, just be aware of this if you start to experience an ignition misfire when you are using your nitrous system.

Do not use Teflon sealing tape on any fittings in a ZEX™ nitrous system. It is easy for Teflon tape to get pulled into the system, causing blockages that can ultimately lead to incorrect nitrous system performance and potentially, engine damage. Only use liquid thread sealer for all NPT type fittings. Do not use any thread sealing compound on AN style threads.

Do not attempt to start your engine if nitrous has been accidentally injected into the engine while it was not running. If this occurs, disable the ignition by unplugging the leads going to the coil or coil packs. Push the accelerator pedal to wide open throttle and hold it there, push the clutch in, and with the throttle wide open, engage the starter and turn over the engine for several seconds to clear the nitrous from the engine. Failure to do this before attempting to restart the engine can lead to a dangerous intake system backfire.

Do not engage your nitrous system below 2500 rpm. This ensures that you will not have excessive cylinder pressures that could cause engine damage. The ZEX™ Traction Control Window Switch (Part #82085) is ideal for controlling the rpm range that your nitrous system operates in.

When finished using your nitrous system, close the nitrous bottle valve and relieve the line pressure. This eliminates the possibility that nitrous could inadvertently accumulate in the intake manifold while the nitrous system is not being used.

Do not run excessive bottle pressures. Excessive bottle pressures, over 1100psi, are dangerous to your engine. Your ZEX™ nitrous system is calibrated and optimized to operate from 900-1000psi.

Exceeding this will not improve performance. Over 1100psi also runs the danger of locking the nitrous solenoid closed due to excessive pressure working against the valve's plunger. If this happens, you must cool the nitrous bottle down to lower the pressure. This will allow the valve to operate properly again.

Start with the lowest horsepower setting, and work your way up. This ensures if you have any tuning issues to work out on your vehicle, they will get sorted out with a smaller shot of nitrous that will be less likely to damage your engine. Once you have the car working well on the smaller shot, you can then safely start to step up your nitrous kit horsepower.

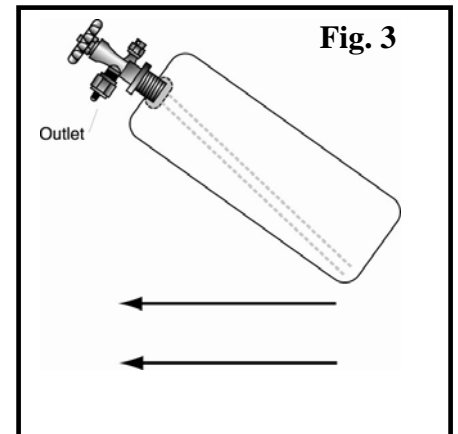
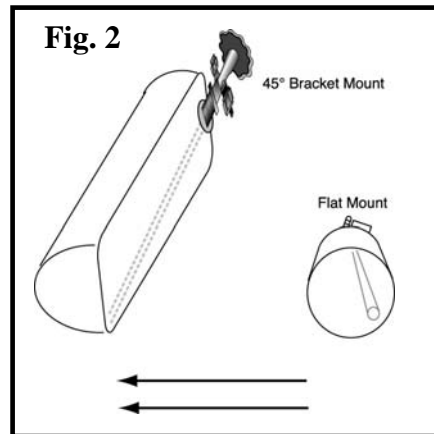
Make sure your vehicle has an adequate fuel supply. Nitrous systems put a large demand on your vehicle's fuel system. Make sure you have a large enough fuel pump to handle the demands of your engine, as well as the nitrous system.

How to adjust power levels: The ZEX™ Turbo Nitrous System is designed for multiple power levels. Metering jets installed in the nitrous nozzle control these power levels. To change the power output, all you need to do is install the appropriate set of jets. The correct combination of jets is listed on the tune-up sheet on the back of this instruction manual.

Engine computer modifications: Do not use any nitrous system if a non-nitrous custom tune has been programmed into your engine's computer. Custom computer tunes generally advance the ignition timing to optimize non-nitrous horsepower. If nitrous is injected while these non-nitrous tunes are loaded into your engine's computer, detonation will occur and this can lead to severe engine damage. It is important to only use computer tunes that have been specifically programmed for nitrous use. Specific tunes for nitrous should have the ignition timing reduced, per the tune-up chart at the end of this instruction manual. It is generally recommended that you retard the ignition timing around 2 degrees for every 50 hp worth of nitrous used, based on an optimized ignition curve for your engine.

Installation Instructions:

- 1. Decide where to put everything.** Before you start to install the various components of this kit, you'll have to determine the best locations of each component by trial fitment and careful measurement. First, decide where you want to mount the nitrous management unit. Remember, the stainless steel braided lines that connect the NMU to the nitrous nozzle are 24 inches long. Observe and mark the location on the air inlet tube where you would like to put the nitrous nozzle. The arming switch should be installed in a position convenient to the driver but not in an area where it could be accidentally armed. Next, decide where and how you'll mount the nitrous supply bottle, check Fig. 1, 2, and 3 for technical restrictions on bottle mounting locations and positions. Finally, have a reputable performance shop fill your nitrous bottle with automotive grade nitrous oxide before you begin. Do not overfill the nitrous bottle.

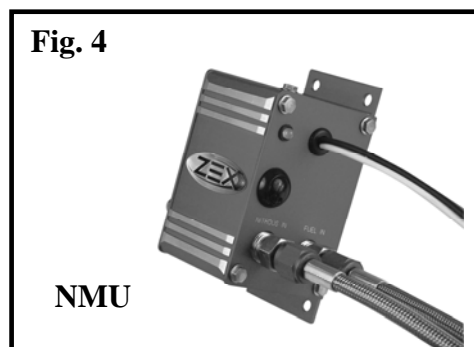


2. Mount nitrous supply bottle

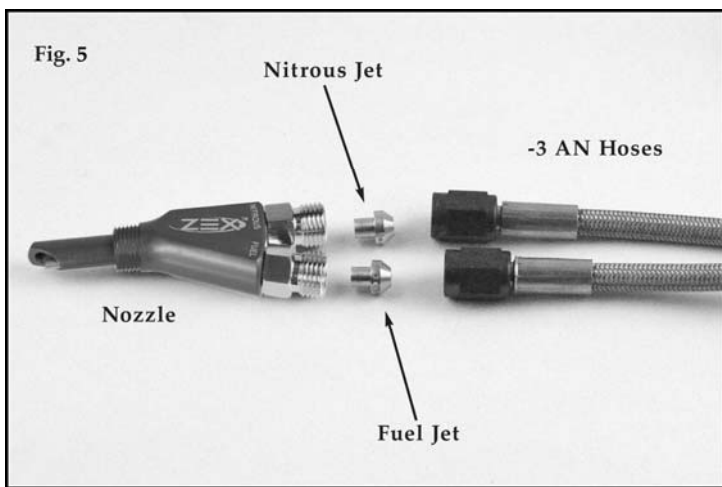
- A. Mount the nitrous supply bottle with the outlet facing down. You may want to consider installing a safety blow-down tube (ZEX™ Part #82099), as most racetracks require one. Route the tube from the safety pressure relief cap to the exterior of the vehicle, preferably under the chassis. Doing so will prevent your vehicle from filling with a cloud of nitrous oxide should the safety pressure relief cap rupture.
- B. Index the pickup tube with bottle position, refer to fig. 1, 2, and 3. ZEX™ nitrous bottles are designed with the bottom of the siphon tube at the bottom of the bottle towards the outlet. Always mount the bottle so that as your vehicle accelerates, the liquid flows toward the pickup tube.

3. **Mount nitrous delivery line under the vehicle.** When routing the nitrous delivery line under the vehicle, try to use the subframe as a conduit. This protects the line and eliminates the need to use clamps. The supplied cable ties work if you can run the line higher in the under-body so that it's safe from road level obstacles. For the pro-race look, you can use steel loom clamps with rubber sheathing to fasten the line to the body.

4. **Mount nitrous management unit.** Keeping in mind the length restrictions of the nitrous nozzle feed lines, mount the Nitrous Management Unit (Fig.4) in a suitable location. It's a pretty rugged piece of equipment that is built to withstand underhood temperatures as well as exposure to weather. Connect the nitrous delivery line to the nitrous management unit.



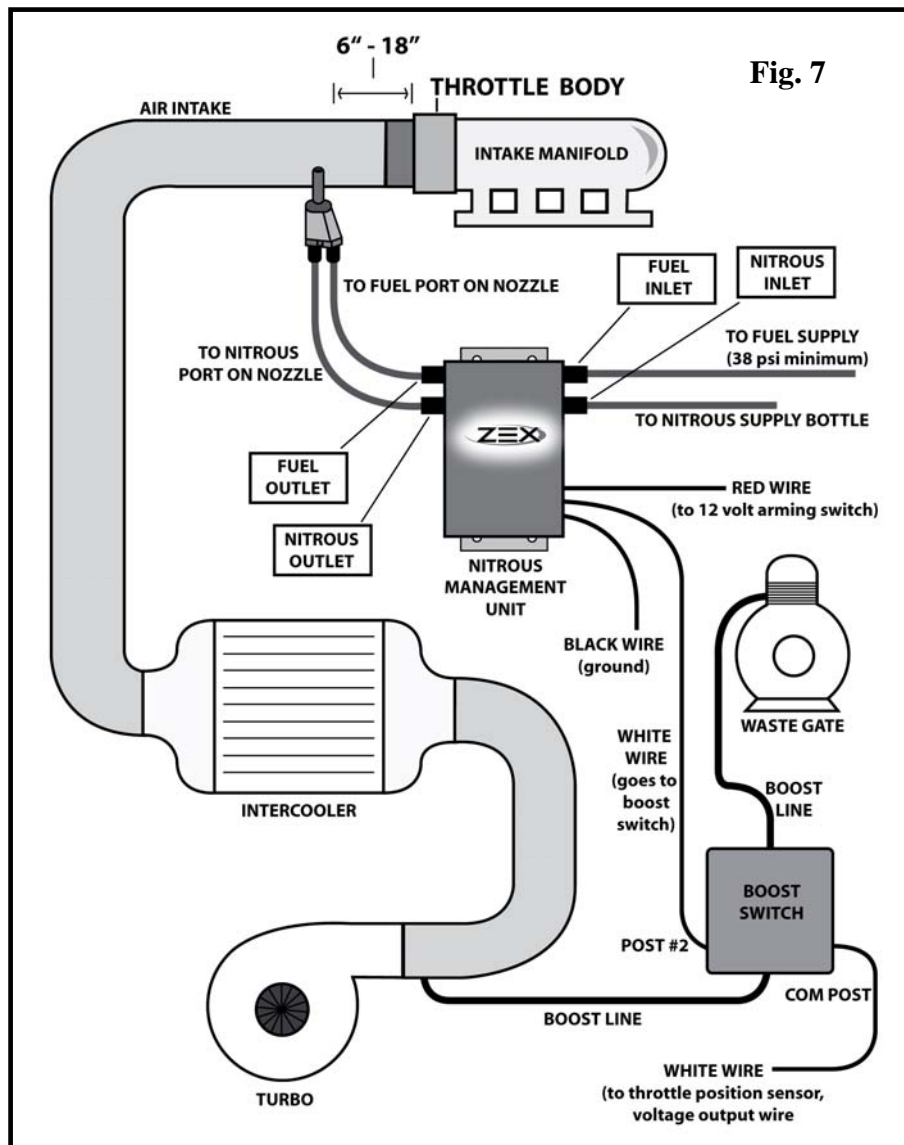
- 5. Install nitrous nozzle.** Optimum nozzle placement is 6” to 18” from the throttle body, refer to Fig. 7 for the ideal nozzle location. This range of distance gives the nitrous, fuel and air, the proper time to mix before it enters the intake manifold plenum. After you have determined where to mount the nitrous nozzle (Fig. 6) in the intake, make sure this location won’t interfere with other components. After you’ve found the spot, mark it and remove the air inlet duct from your engine. Drill a 9/16 inch mounting hole and install the bulk head fitting. Be sure to remove any drill shavings since they can severely damage your engine. Install the nitrous nozzle so that the spray is in the direction of airflow. We’ve enclosed a tap (Fig. 6) should you need to mount the nozzle in a metal duct. Just drill a 11/32 inch hole where you want to mount the nozzle, tap the hole and install the nozzle. Once the nozzle is installed, place the appropriate tuning jets in the nozzle and attach the 2-foot long, -3AN hoses to the nozzle jet fittings and the Nitrous Management Unit (Fig. 5).



ZEX™ #82218 Nitrous System Tune-Up Specs

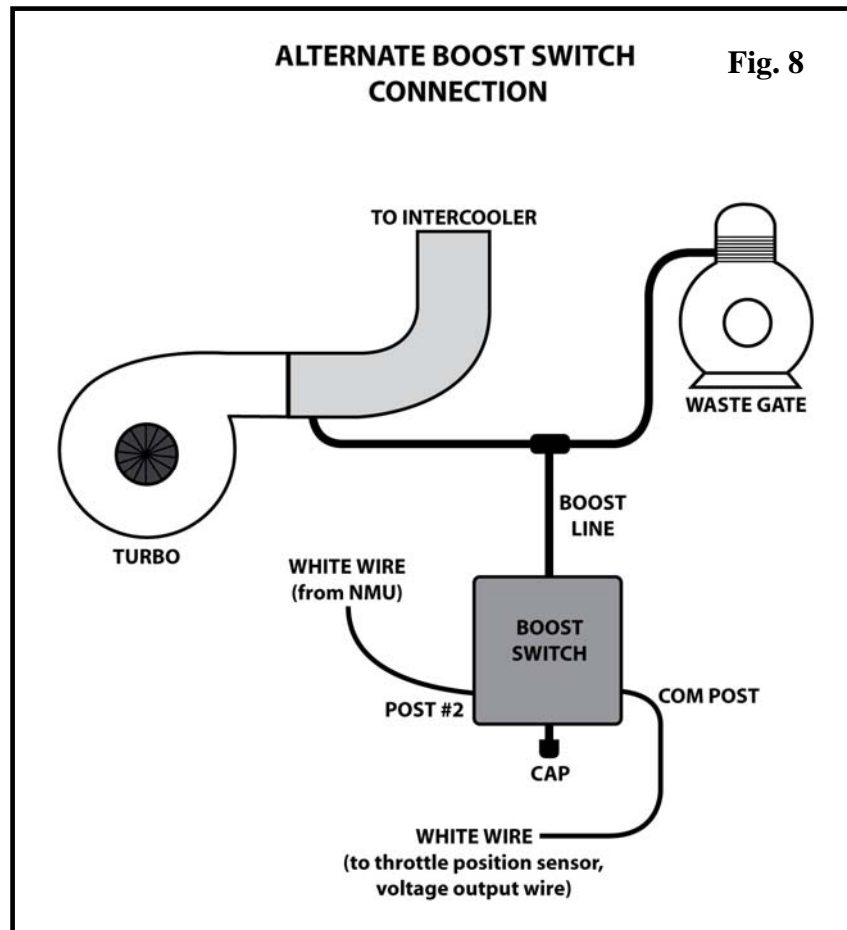
	25 hp	35 hp	45 hp	55 hp	65 hp	75 hp
Nitrous Jet (950psi)	26	28	30	32	36	40
Fuel Jet (40psi)	17	17	17	17	19	21
Ignition Retard (deg.)	1	1	2	2	2	3

Note: To ensure proper fuel flow at lower horsepower settings, a 17 fuel jet is used for all power settings 55 hp and lower.



- 6. Install boost pressure switch.** Locate the rubber line that connects your turbo's wastegate pressure fitting to the manifold pressure fitting. Cut this rubber line and install the boost pressure switch "in-line". Secure the rubber hose ends that have been slipped over the boost switch's hose barbs with a couple plastic tie straps.

Note: If your wastegate pressure lines are larger than the 1/8 in. hose barbs on the boost pressure switch, it is OK to install a properly sized T-fitting in your main wastegate vacuum/pressure line and run a separate 1/8 in. pressure feed line to the boost pressure switch. Remember to seal off the unused 1/8 in. hose barb on the switch with a rubber vacuum cap, etc. (Fig. 8)



The Boost Pressure Switch is adjustable from 2-24psi, but is factory set at 7psi. Adjustments can be made using the 5/64 Allen screw located on the boost switch itself. Clockwise will increase the boost activation point and counterclockwise will decrease the boost activation point.

7. Wire it.

NOTE: Refer to Fig. 7 for a visual reference on the correct connections.

Once you have mounted the components, you are ready to wire the nitrous system. From the nitrous management unit, find a suitable ground for the black wire and connect to it with the included crimp-on ground ring. Run the red wire through the firewall of the vehicle into the interior, behind the dashboard. Ensure that the red wire passes through a grommeted hole and not a bare metal hole. The wire's insulation may be rubbed off if put through a non-grommeted hole. Run the white wire from the nitrous management unit to post #2 on the boost pressure switch. Then attach a white wire lead from the boost switch's COM post to the throttle position sensor output voltage wire. After those connections are completed, you need to install the arming switch/wire harness assembly. Find a suitable place in the interior of the vehicle for the arming switch and drill a 1/2 inch (.500) hole. Mount the switch and switch cover through this hole. Take the lead that the fuse assembly is attached to and find a suitable 12 volt accessory source of power under the dash. Use the T-tap electrical connector to splice into the 12 volt accessory wire and plug in the wire harness lead. Take the other lead from the arming switch and connect it to the red wire from the nitrous management unit.

8. Program Activation Switch. Now that you have completed the wiring of your nitrous system, the next step is to program the activation switch. To program the activation switch, turn the vehicle's ignition on, but do not start the engine. Turn the nitrous arming switch to the "ON" position. Go to the nitrous management unit (NMU) and locate the push-button switch. Depress, then release, the push-button switch. Observe the NMU's operation light. At this point, it should be RED. This RED light informs you that the NMU's activation switch is in learn mode. Return to the driver's seat and depress the accelerator pedal to the floor, holding it there for ten seconds. Release the accelerator pedal and go back to the NMU and observe the operation light. At this point, the light should be flashing continuously from RED to GREEN to OFF. This is the NMU's way of telling you that it has successfully learned the voltage curve of your engine's throttle position sensor. Go back to the driver's compartment and turn off the system's arming switch, then turn it back on. Go back to the NMU and observe the operation light. It should be solid GREEN at this point. This informs you that the system is armed and ready to activate at wide-open throttle. Return to the driver's seat and depress and release the accelerator pedal several times. You should hear the solenoids click each time you reach wide-open throttle. At this point, your Activation Switch is fully programmed and ready for use. If you ever transfer your nitrous system to another vehicle, perform this same procedure on the new vehicle to "relearn" the NMU's activation switch.

9. Install fuel delivery line.

WARNING!! The factory fuel system maintains fuel system pressure, even when the vehicle has been shut off.

- A. The first step in installing the fuel supply line is to determine where you would like to draw the fuel from. The ZEX™ nitrous kit comes with several fittings that will allow you to decide what the best solution is for your vehicle.
- B. If you would like to use the fuel tee fitting, ensure that the fuel line pressure has been relieved and then cut the rubber fuel line. Insert the barbed ends of the fuel tee into the rubber hose ends and secure with the provided hose clamps. Using an appropriate thread sealant, install the 90 deg. -4 AN fitting into the threaded hole.
- C. Another option is to remove the fuel rail and drill and tap it for the 90 deg. -4 AN fitting. Pick the spot you would like to drill and mark it. Using a 5/16 drill bit, drill the hole and then tap it with the supplied 1/8 NPT tap. Using an appropriate thread sealant, install the 90 deg. -4 AN fitting into the threaded hole. Before installing the fuel rail back on the engine, ensure that all metal shavings have been cleaned out.
- D. There are also certain vehicles that already have a -4AN Schrader valve fitting attached to the fuel rail. The factory uses this for fuel pressure testing, but once the Schrader valve core is removed, with the tool provided in the ZEX™ kit, this factory fuel rail fitting makes for a very clean and easy hook-up for the nitrous system's fuel supply.
- E. Connect the fuel supply line from the fuel feed fitting to the nitrous management unit fuel inlet connection.

10. Check fuel and nitrous pressure lines.

- A. Perform a final inspection of all plumbing and electrical connections to ensure that they are correct.
- B. Ensure that the nitrous bottle is turned off and the line pressure is relieved.

- C. Start the engine and observe all fuel connections for any leaks. Fix any fuel leaks before proceeding.
- D. Turn off the engine.
- E. Open the nitrous bottle valve. Listen carefully for any leaks as your valve is opened. Leaks in the nitrous supply line will be obvious because they will be covered in frost.
- F. If everything checks out, close the nitrous bottle and relieve the line pressure.

11. Check fuel quality & ignition timing. The last thing to do before enjoying your new nitrous system is to ensure that premium fuel (92 R/M Octane or better) is in the fuel tank and that your ignition timing is programmed correctly. All recommended ignition timing retard amounts, in the tune-up specs, are calculated off of a properly tuned engine. If the correct ignition timing retard amounts are not used, severe engine damage may occur from detonation.