

300 ZX TWIN TURBO NITROUS OXIDE SYSTEM INSTALLATION INSTRUCTIONS

INTRODUCTION This system is designed as a supplemental system to fill in the low end power missing from high output turbocharged cars. The system automatically shuts itself off when the turbochargers have sufficiently spun up to carry the power demanded at higher RPM.

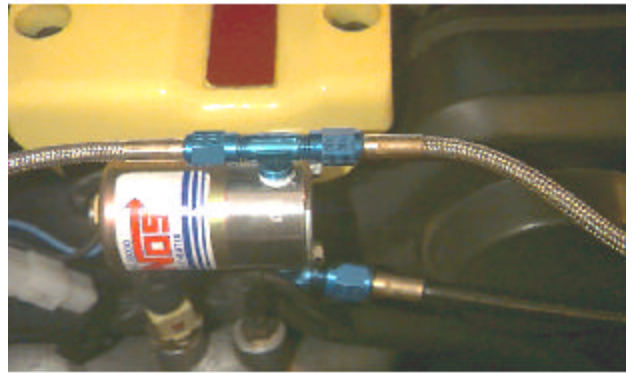
This SYSTEM CONSISTS OF A CONVENTIONAL solenoid operated nitrous oxide spray nozzle. However the supplemental fuel is not added by a separate fuel spray nozzle, as with most conventional N2O systems. Older conventional systems sprayed supplemental fuel through the intake manifold along with the nitrous oxide, requiring the addition of a extra solenoid, line and fuel source. Most fuel injected engines have intake runners that are designed to run "dry" and will not distribute fuel droplets evenly, causing some cylinders to run dangerously lean during nitrous usage. Our system uses the original fuel injectors to deliver the additional fuel needed to run the system. A custom module inside the E.C.U. (engine control unit) has been installed that switches between two programs. Program #1 is our normal performance program, used when nitrous is not flowing. Program #2 is used for controlling the engine when the nitrous system is operating. This program is calibrated to deliver additional fuel and control ignition spark timing. Program #2 is activated only when the nitrous arming switch is on, the throttle has been fully depressed, and the air flow into the engine is below a pre-set level (this is set to shut off the nitrous system as the boost rises so that the cylinder pressure does not become critically high).

There are three new wires coming from the E.C.U.. One wire (top of the "T" plug) is 12 volt + supplied from the E.C.U. to power the relay and nitrous solenoid. The second wire (lower leg of the "T" plug) is the signal wire from the E.C.U. that operates the relay to turn on the nitrous solenoid. The third wire is a shielded wire pair with the arming switch on the end, this must not be modified and the shielding must remain bolted to the ECU as recieved.

1. Locate the **nitrous bottle** in rear hatch area (drivers side rear corner)with the **valve forward and the outlet facing down**, fasten the bottle brackets securely to floor and **drill** a hole to pass the nitrous supply hose through (this hole should be drilled **from under the car** to insure it does not interfere with the suspension or brake lines) in the floor.

2. Run the **nitrous supply hose under the car** along the drivers side next to the brake lines under the plastic covers. Secure it with plastic ties so it won't abrade any other lines. Be careful to secure the line **away from the steering shaft** as it runs up the firewall in the engine compartment.

3. Connect the **nitrous supply hose to the nitrous solenoid** using the fitting with the filter screen in it, using Teflon thread tape, install it in the **port marked "IN" on the solenoid**. Mount the solenoid in front of the engine on or near the plastic throttle cable cover.



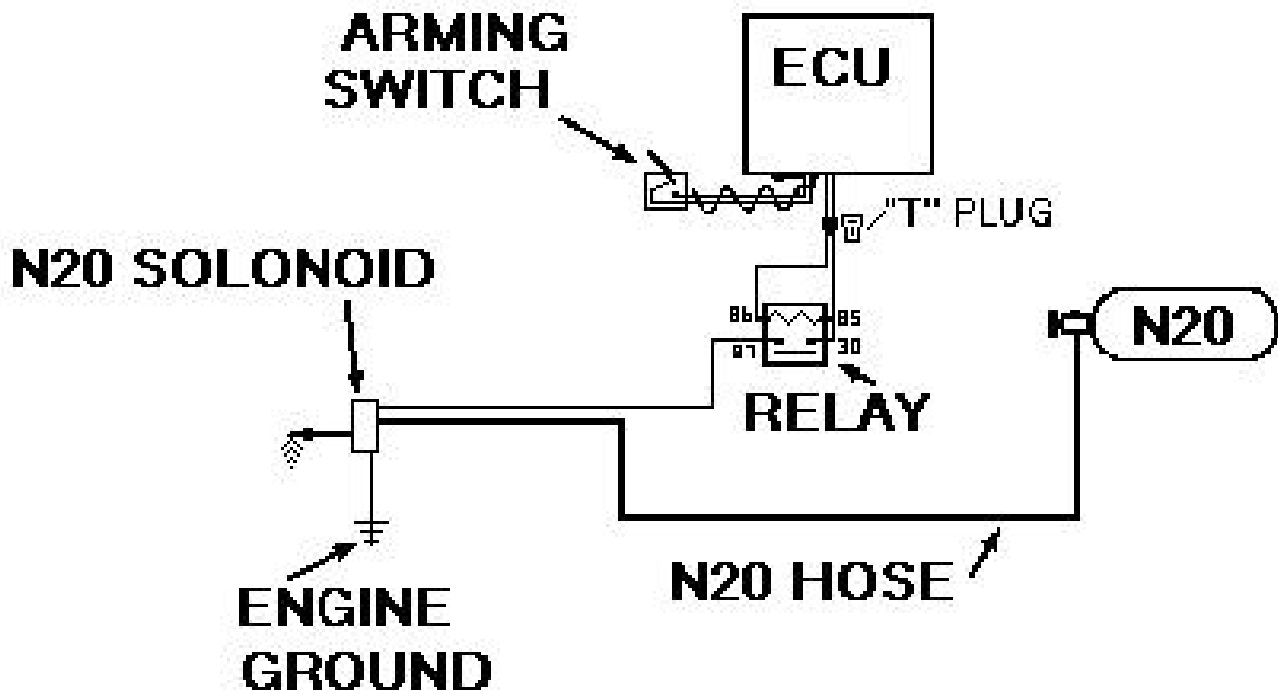
4. Remove the rubber intake hoses from the throttle chambers, and cover the open ends. **Using a D size drill and a 1/16" pipe tap, drill and tap the nitrous nozzle holes.** The holes should be located **between the throttle valve plates and the edge of the rubber intake hoses.** Also the nozzles must be **located approximately 45 degrees inboard (looking from the front of the car by the clock 1:30 on the passenger side and 10:30 on the driver side).** This will allow for proper hood clearance and allow the throttle to open fully without hitting the nozzle inside. Install the nozzles using Teflon tape and **make sure the fan spray is pointing at the throttle plate.** Clean any metal chips from the inside of the throttle chamber and reinstall the rubber intake hoses.

5. Set the **nitrous flow restrictor jets** in the tops of the nozzles, and **install the short -3 nitrous hoses to the nozzles.** Make sure the nozzles **do not change direction** when tightening the hoses. Install the **"T" fitting** in the nitrous solenoid **"OUT" port** and fasten the other end of the -3 nitrous hoses to it.



6. Bolt one of the two nitrous solenoid wires to a **good ground on the engine** and run the other to **the wire from pin #87 on the relay.**

7. Connect the **"tee" shaped plug** between the ECU and the relay.



8. The remaining wire (with **arming switch** attached) should be installed so that the driver can arm the system. The **armed** position will be **opposite** the wires on the back of the switch.

9. When the system has been successfully pre-tested and all wires and hoses are safely installed (check for free throttle movement, wires not rubbing, nitrous lines tight and fastened so they won't wear through other parts, etc.) drive the car to a safe test area. With the **nitrous bottle valve still closed, turn on the arming switch**. To confirm that program #2 (nitrous program) is being switched, **briefly accelerate using full throttle**. You should see the "check engine" light come on at full throttle (this is built into program #2 and indicates it is correctly switched), also since the nitrous is not opened the car will act rich and lazy.

10. The final step will be to **purge the nitrous lines**. First **open the bottle and leave the arming switch on**. With the car moving at a **slow speed (15 to 25 MPH)** move the **throttle to the floor (engine light should come on)** and the engine may hesitate until the nitrous flows from the bottle to the nozzles. By **repeating this a few times** the system will be safely purged. The nitrous will shut off automatically as the turbos spool up and will come on again after each shift to spool the turbos up in that gear. **Do not try to purge the system by revving the engine while not moving or while engine is not running with key on. Both methods can damage the motor**

CAUTION:

- IGNITION TIMING SHOULD NEVER BE MORE THAN STOCK -CHECK IT BEFORE RUNNING N2O.
- OCTANE SHOULD ALWAYS BE 92+ R+M/2 - USE OCTANE BOOSTER OR RACE GAS DURING RACE CONDITIONS.
- BOTTLE PRESSURE SHOULD NOT EXCEED 950 PSI.