



Acura RSX ***Nitrous Oxide System***

Kit Number 05126NOS



INSTALLATION MANUAL **P/N 199R10362**

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. If you have any questions regarding the performance of your system, call NOS Technical Service at 1-866-GOHOLLEY.

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: This NOS System is 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). The components are included in the kit and must be installed for additional user safety.

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

IT IS NOT LEGAL TO ENGAGE NITROUS OXIDE INJECTION SYSTEMS ON PUBLIC ROADS OR HIGHWAYS. NITROUS OXIDE INJECTION SYSTEMS ARE ONLY TO BE ENGAGED DURING SANCTIONED COMPETITION OR RACING EVENTS.

Do not attempt to start the engine if the nitrous has been injected while the engine was not running. Disable the ignition system (consult owner's manual) 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.

Please note that the NOS bottle label has changed to a two-part assembly. The first label is already located on the bottle. Upon filling your bottle with nitrous oxide, apply the (second) material information label in the area indicated in the picture to the right.

NOTE: The material information decal is located in the same plastic bag as the bottle.

WARNING! Once the nitrous bottle has been filled, it must be shipped according to the applicable transportation and shipping regulations!

Do not deface or remove any markings, which are used for content identification.

Nitrous bottle valves should always be closed when the system is not being used.

Notify the supplier of any condition that may 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 Teflon-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 Teflon Tape on any pipe threads. Pieces of Teflon 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

Kit Number 05126NOS is intended for 4 cylinder 2000-2005 Acura RSX applications. This kit was designed to be used on late model multi-point fuel injection type engines with 43 psi \pm 5 psi fuel pressure.

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-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 smoothness of 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
- ☐ Engine speed is above 3000rpm

Horsepower and torque increases due to these kits will vary with engine displacement and modifications. Power gains based on testing using a 2002 Acura RSX Type S and a Superflow Chassis dyno are projected in the table below.

CAUTION! DO NOT EXCEED a 40% to 50% increase in power output from your stock engine. This can result in premature engine failure.

Table 1 Jetting Combinations

Nitrous/Fuel	Power Increase (RWHP)
26/18*	35 HP
32/22*	50 HP
36/24**	75 HP

*Jet combinations provided in kit

** Jets not provided. Additional tuning is highly recommended for this jetting.

Timing should also be retarded at least two degrees at WOT and octane booster or race fuel is recommended.

CAUTION! Colder copper core spark plugs are recommended for all nitrous use, such as NGK BKR8EIX (stock number 2668) for the K20A2 and NGK BKR7EIX (stock number 2667) for the K20A3.

NOTE: If jets other than the combinations recommended in the table are used, please refer to Chapter 3, "Baseline Tuning Suggestions" and Chapter 4, "Preparing for Operation", for additional information on jet selection.

Driveability, fuel economy, and exhaust emissions should not be affected under normal conditions when the nitrous oxide injection is inactive.

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.

☐ Spark Plugs

You must replace your stock spark plugs with a copper core spark plug at least one heat range colder than stock for proper nitrous burning to occur.

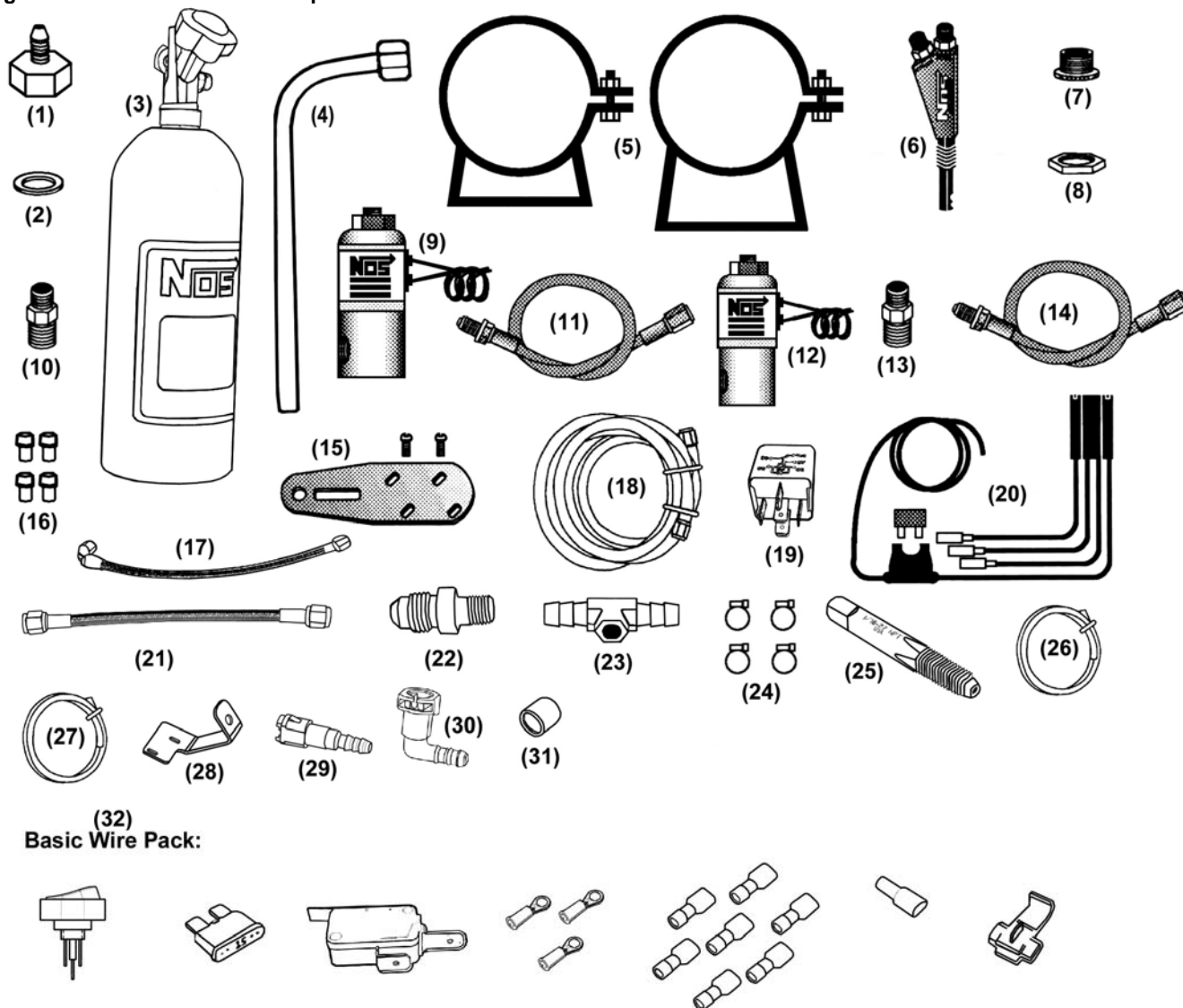
1.3 Kit Components

Before beginning the installation of your NOS kit, compare the components in your kit with those shown in Figure 1 and listed in Table 2. If any components are missing, please contact NOS Technical Support at 1-866-GOHOLLEY.

Table 2 NOS Wet Kit 05126NOS Parts List

Item	Description	Quantity	NOS P/N
(1)	4AN Bottle Nut Adapter	1	16220NOS
(2)	Bottle Nut Teflon Washer	1	16210NOS
(3)	#10 N ₂ O Bottle	1	14745-TPINOS
(4)	Bottle Blow Down Tube	1	16160NOS
(5)	#10 Bottle Bracket Set	1	14125NOS
(6)	Soft Plume Nozzle	1	13716NOS
(7)	Soft Plume Nozzle Mounting Bung	1	13715-SNOS
(8)	Soft Plume Nozzle Mounting Bung Nut	1	13713-SNOS
(9)	Nitrous Solenoid	1	16020NOS
(10)	1/8" NPT x 4AN N ₂ O Filter	1	15570NOS
(11)	2 ft. 3AN Hose (Blue)	1	15060-1NOS
(12)	Fuel Solenoid	1	16080NOS
(13)	1/8" NPT x 4AN Fuel Filter	1	15571NOS
(14)	2 ft. 3AN Hose (Red)	1	15060-2NOS
(15)	Solenoid Mounting Bracket w/ screws	1	16505NOS
(16)	Flare Jets	1	13760-18,-22,-26,-32NOS
(17)	12 in. 200 psi Fuel Hose	1	15006-RNOS
(18)	14 ft. 4AN Hose (Blue)	1	15295NOS
(19)	Wiring Relay—30 AMP	1	15618NOS
(20)	Harness for Wiring Relay with 15 AMP Fuse	1	15604-SNOS
(21)	1 ft. 4AN Hose (Red)	1	15215-SNOS
(22)	1/16" NPT x 4AN Fitting	1	17945NOS
(23)	Tee Fitting	1	19R904
(24)	5/16" Hose Clamp Fittings	4	36R646A
(25)	1/16" NPT Pipe Tap	1	15990NOS
(26)	14 Gauge Blue Wire	1	15751NOS
(27)	14 Gauge Red Wire	1	15752NOS
(28)	Throttle Switch Bracket	1	49R2094
(29)	Fuel Quick Connect (straight)	1	52R422
(30)	Fuel Quick Connect (90°)	1	52R423
(31)	4AN Cap Plug (Red)	1	A1001-SNOS
(32)	Basic Wire Pack	1	15612-VSNOS
	Rocker Switch	1	15602NOS
	15 amp Fuse	1	208R2
	Microswitch	1	15640NOS
	4-40 x 1 SL PAN HD M Screw*	2	15647-SNOS
	4-40 Hex Nut*	2	15648-SNOS
	1/4" Ring Terminal	3	15882-SNOS
	Blue Female Spade Terminal .25	7	15885B-SNOS
	Blue Male Spade Terminal .25	1	15886B-SNOS
	Scotchlock	1	15891-SNOS

Figure 1 Universal Wet Kit Components



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 may be exposed to direct sunlight.

NOS recommends that the bottle be environmentally separated from the driver's compartment. Since this is hatchback type vehicle and does not have a firewall between the trunk area and the driver's compartment, the 16160NOS racer safety blow down tube must be installed. 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.

WARNING! Whenever drilling or punching holes in body panels, carefully inspect the underside to ensure that no parts will be damaged when the panel is penetrated.

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

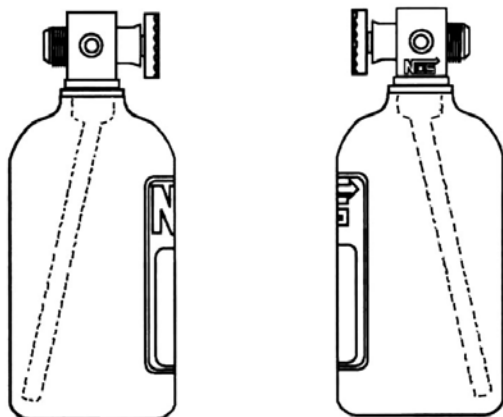
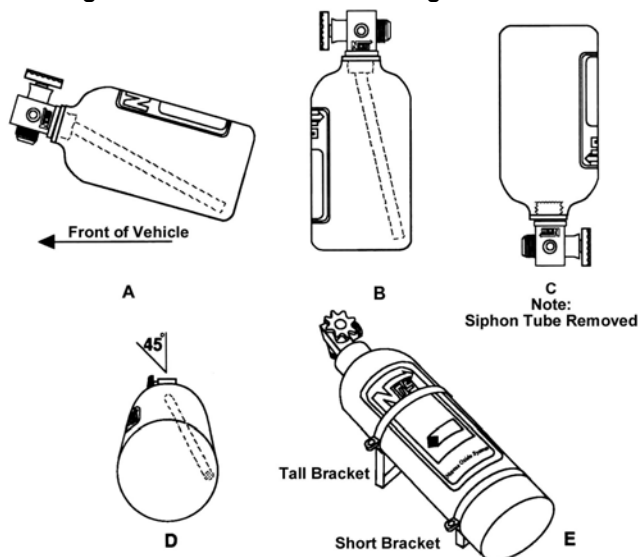


Figure 3 Nitrous Bottle Mounting Orientations



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° 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).

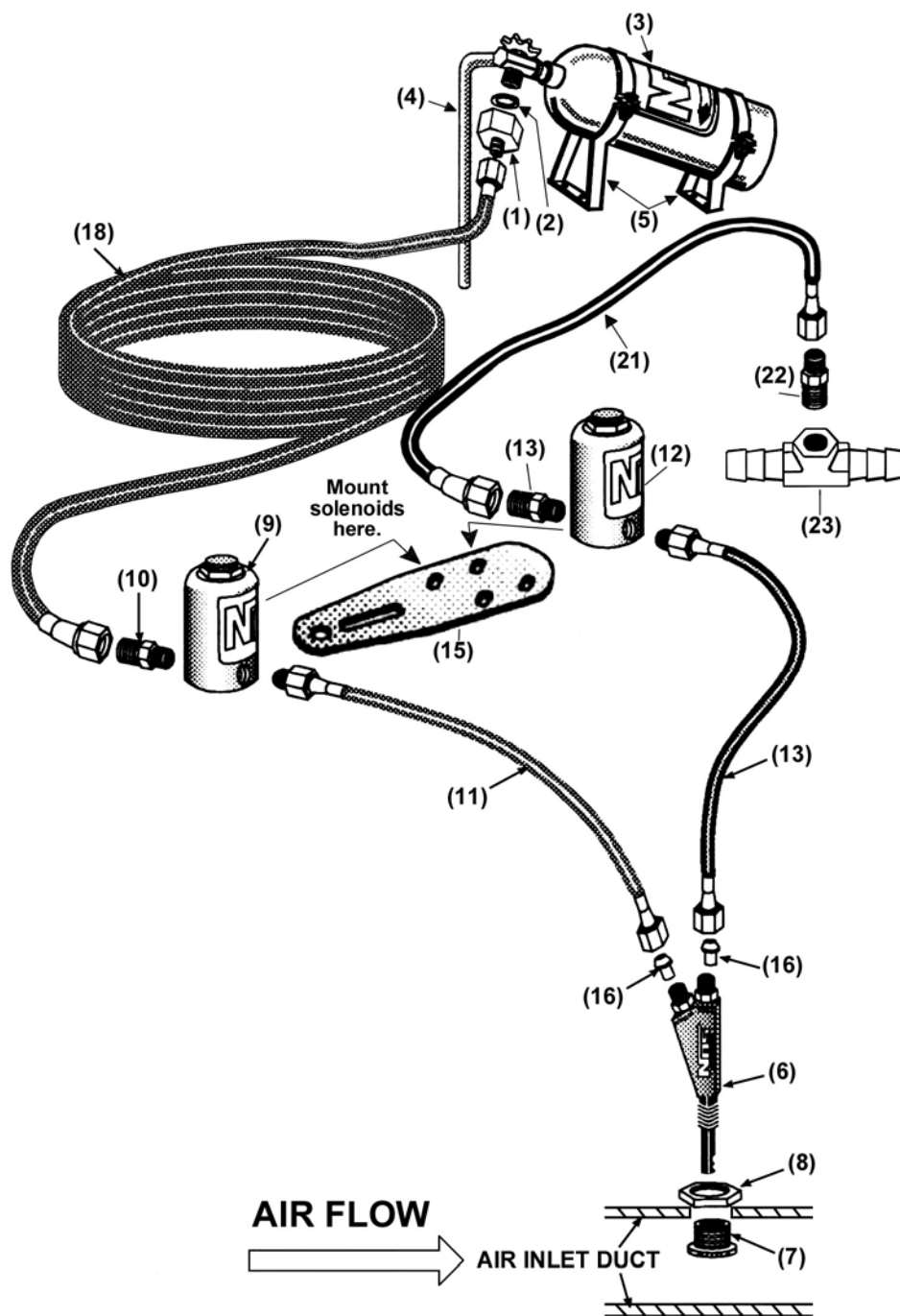
The most efficient mounting is the lay-down position (Figure 3A) with the valve handle toward the front of the vehicle. This position allows the greatest amount of liquid to be used before the siphon tube begins to pick up gaseous nitrous oxide.

2.3 Bottle Installation

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

NOTE: Numbers in parentheses () refer to the parts list / assembly drawing number for the component. Figure 4 shows the installation assembly for the Acura RSX NOS system.

Figure 4 Exploded View of 05126NOS Wet Nozzle System



1. Install the bottle nut adapter and Teflon 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 and bracket with blow down tube as a pattern to mark the mounting surface and drill four 5/16" holes for the brackets and a 1/2" hole for the blow down tube.

CAUTION! When drilling or punching holes for these brackets, be aware what component, 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.

6. Secure the nitrous bottle in the mounting brackets and tighten the bracket clamps.
7. Route the blow-down tube through the hole in the trunk, install and fasten to the fitting on the bottle valve.

2.4 Soft Plume Nozzle Installation

NOTE: The recommended mounting location for the Soft Plume nozzle is in the air inlet duct between 6 and 12 inches before the throttle body or any major turn. See Figure 6. 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 that the nozzle adapter needs to be restrained during final installation, and 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 fuel rail cover (See Figure 5).



Figure 5

4. Remove the air inlet duct and air box assembly
5. 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. If the wall thickness of your metal tube is too thin, proceed with the instructions below for hard plastic mounting using the nozzle adapter and nut to create a bung.

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.

6. 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 Teflon paste to ensure adequate sealing of the nozzle body to your new inlet.
7. Install the air inlet duct for test fit and remove for clearance for other component installation.

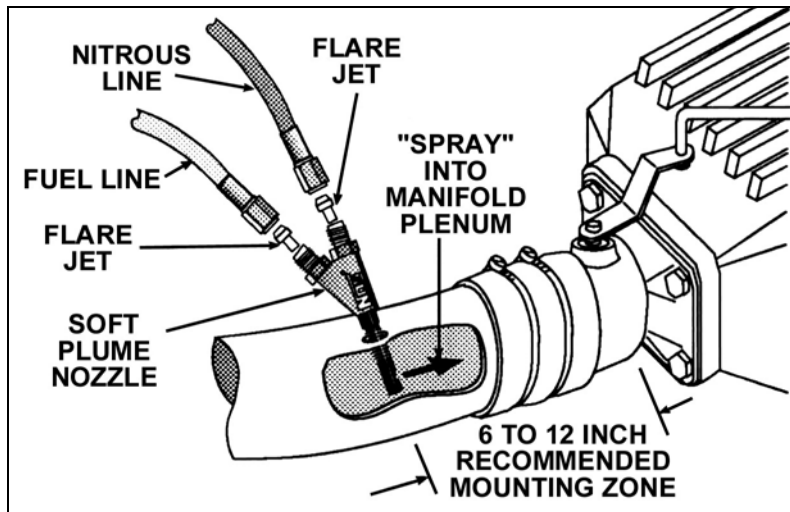


Figure 6 Soft Plume Nozzle Installation Cut-Away

2.5 Fuel Supply Connection

WARNING! This vehicle is equipped with main fuel line that is hard plastic with a rubber-like shell. **DO NOT** cut into this type of line! A leak-proof connection cannot be achieved using clamps and the barb fitting supplied. You must follow the below instructions and replace a section of stock fuel line with supplied hose and fittings.

1. Locate the first section of line from the fuel rail to the first junction on the side of the valve cover.

CAUTION! When removing the fuel line, use caution. Fuel in the system is under high pressure. Have plenty of rags available to clean up spilled fuel. **NEVER** remove the fuel line segment when the engine is hot.

2. Squeeze the plastic retainer on the fuel quick connect at the rail and separate the fuel line from the fuel rail. Capture as much fuel as possible when the line disconnects.



Figure 7



Figure 8

3. Squeeze the plastic retainer on the fuel quick connect at the next junction toward the rear of the valve cover. Capture any additional spilled fuel
4. Use the removed stock line as a template to build your adapter using parts 22, 23, 27, 28, 29, and 30 pictured below. The hose lengths are approximately 3" each.

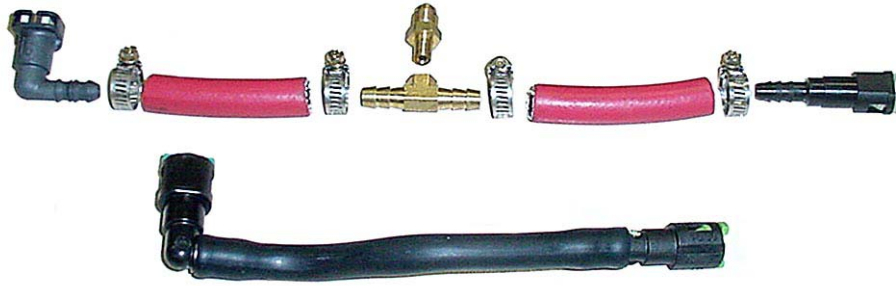


Figure 9

5. Apply a small amount of Teflon paste to the NPT threads on the 1/16" NPT to 4AN adapter and insert into the 5/16" hose barb fitting. Tighten at least 1 turn after finger tight.

CAUTION! Do not use excessive amounts of thread paste. No sealant may enter the fuel passage. Engine damage may occur.

6. Assemble the parts to mimic the stock fuel line. Orient the AN fitting in the assembly to help route fuel supply line to solenoid. Tighten hose clamps.



Figure 10

CAUTION! All debris MUST be removed from the inlet fitting assembly. Failure to do so can result in severe engine damage.

7. Reinstall into fuel supply system.

WARNING! DO NOT cycle the ignition key as this will prime the fuel system. After mounting the fuel solenoid in the following section, you will connect the fuel supply line from this hose to the fuel solenoid.

2.6 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. Apply a small amount of Teflon paste to the NPT threads on the 1/8" NPT x 4AN nitrous filter fitting (with screen). Thread into the IN port of the nitrous solenoid and tighten at least 1 ½ turns after finger tight.

CAUTION! Do not use excessive amounts of thread paste. No sealant may enter the fuel or nitrous passages. Engine damage may occur.

3. Apply a small amount of Teflon paste to the NPT threads on the 1/8" NPT male end of the blue 2 ft. 3AN hose and thread into the OUT port of the nitrous solenoid. Tighten at least 1 ½ turns after finger tight. Remove solenoid from vise.
4. Clamp the fuel solenoid in a bench vise.
5. Apply a small amount of Teflon paste onto the threads of the 1/8" NPT x 4AN Fuel Filter Fitting (with screen) and insert into the IN port of the fuel solenoid. Tighten at least 1 ½ turns after finger tight.
6. Apply a small amount of Teflon thread sealant to the NPT threads of the 1/8" NPT male end of the red 2 ft. 3AN hose and thread into the OUT port of the fuel solenoid. Tighten at least 1 ½ turns after finger tight. Remove solenoid from vise.
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 nozzle inlet ports and the fuel supply line without being stretched or kinked.
10. Securely mount the solenoid assembly.
11. Attach the fuel supply line from the main fuel supply adapter from section 2.5 to the IN side of the fuel solenoid.

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 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, shifter actuators, 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 to discharge any debris that may have accumulated in the line.
6. Attach the nitrous supply line to the filter installed in the nitrous solenoid inlet port.

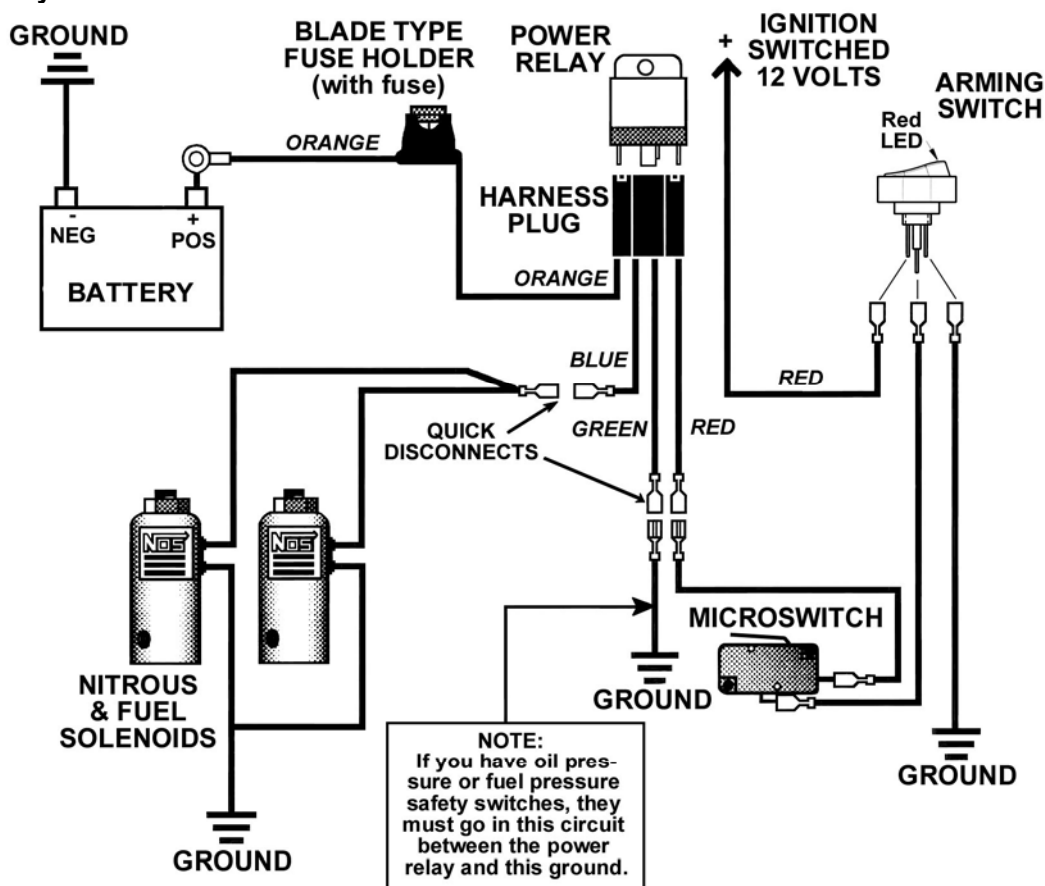
2.8 Solenoid / Soft Plume Nozzle Hose Connection

1. Select the proper nitrous and fuel jets based on desired HP gains. 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 blue 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 red 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.

2.9 Electrical System Installation



WIRING COLOR KEY	
ORANGE	TO BATTERY POSITIVE (+) TERMINAL
BLUE	TO ONE WIRE FROM EACH SOLENOID
GREEN	TO GROUND
RED	TO IGNITION SWITCHED + 12V THROUGH MICROSWITCH AND ARMING SWITCH

Figure 11 Electric Wiring Schematic

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

1. Disconnect the negative battery 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:
 - A. Loosely mount the throttle microswitch on the supplied throttle bracket.
 - B. Remove the upper bolt that holds the throttle pedal assembly to the firewall in the driver's compartment and install the bracket/switch assembly.



Figure 12

- C. Adjust the microswitch to trigger at wide-open throttle by adjusting the microswitch's position in the slots on the bracket (See Figure 12) to ensure the actuation arm of the microswitch "clicks" at the same point your throttle linkage reaches wide-open against the throttle stop.

NOTE: A universal microswitch is also provided. The microswitch may be mounted in multiple positions and on either side of the bracket. The bracket may be bent to suit custom application.

3. Install the NOS arming switch in the vehicle interior, within easy reach of the driver. This switch is to be used to activate the nitrous system once safe engine RPM levels are reached.

CAUTION! **Never activate your nitrous system below 3000 engine RPM. Installation of an RPM activated window switch, P/N 15879NOS, is highly recommended to reduce the risk of engine damage while using this kit. Call NOS Technical Support for the correct switch for your 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.
8. Connect the green relay wire to a good chassis ground.
9. Connect red relay wire to either terminal on the microswitch.
1. Connect the other terminal on the microswitch to the center terminal on the arming switch.
2. Connect the terminal (away from the LED) on the arming switch to a switched +12 volt power source.
3. Connect the terminal (on the side of the LED) of the arming switch to the ground.
10. Reconnect the battery ground.
11. Turn the arming switch on.
12. 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 11.

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 with nitrous and fuel jetting based upon chassis dyno results using a 2002 Acura RSX Type S. The jetting combinations are conservative and are intended to work with stock ignition and +92 octane unleaded pump gasoline and will maintain air-fuel ratios near 11:1. Nitrous jetting combinations were derived based upon 950 psi nitrous bottle pressure.

Table 3 Nitrous and Fuel Baseline Jetting

Nitrous/Fuel Jets	Power Increase (RWHP)
26/18*	35 HP
32/22*	50 HP
36/24**	75 HP

*Jet combinations provided in kit

** Jets not provided. Additional tuning is highly recommended for this jetting.

Timing should also be retarded at least two degrees at WOT and octane booster or race fuel is recommended.

CAUTION! Colder copper core spark plugs are recommended for all nitrous use, such as NGK BKR8EIX (stock number 2668) for the K20A2 and NGK BKR7EIX (stock number 2667) for the K20A3.

NOTE: 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

1. Turn on the ignition switch so that the fuel system primes. Check for fuel leaks at the fuel system splice and the IN side of the fuel solenoid. Shut off ignition switch.
2. Start the vehicle. With the nitrous bottle closed (and the line purged empty), turn the arming switch on. Set the engine speed at 2000 RPM and briefly activate the microswitch. Engine speed should decrease due to extra fuel provided via the nitrous system if the fuel delivery system is performing properly. If not, refer to Appendix A, Troubleshooting Guide.

NOTE: The NOS test vehicle showed that the stock fuel system could easily support a .024" jet on the fuel side, but the system was not able to keep up with a .032" jet. 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 2 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.

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

CAUTION! Never activate your nitrous system below 3000 engine RPM. The installation of the Throttle / RPM-Activated Switch, P/N 15879NOS is highly recommended to reduce the risk of engine damage while using this kit. Call NOS Technical Support for the correct switch for your 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, we recommend you 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 ratio included is to provide you with a safe starting point. It is intended to be used with 950 psi nitrous bottle pressure and fuel pressures. 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 13 for tips on reading the spark plugs).
 - 2A. If spark plugs appear to be excessively rich, decrease the fuel jet size 2 steps (ex. 26 to 24, 24 to 22, etc;).
 - 2B. If spark plugs appear to be excessively lean, increase the fuel jet size 2 steps (ex. 24 to 26, 22 to 24, 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.

How to Read Spark Plugs form 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 phenomenon 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.

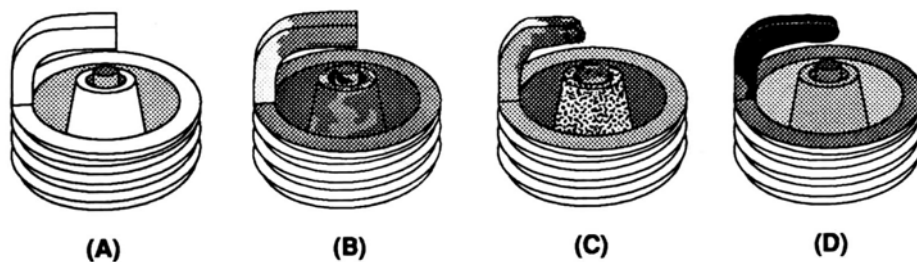


Figure 13 Spark Plug Condition

5.2 Determining Optimum Ignition Timing

IMPORTANT! For typical nitrous use, it is recommended that ignition timing be retarded approximately 2 degrees per 50 HP increase due to nitrous oxide injection. Testing for this application revealed no need to reduce timing when spraying 50hp or less. If you are planning on spraying more than 50hp, start with the engine's best total timing and reduce from there using the following procedure. Use the initial settings, which are 2-3 degrees more retarded than you expect to be optimum.

Example:	Total Ignition Timing with Nitrous-----	38°
	100 HP Increase from Nitrous-----2°/50HP-----	4° Retard
	Initial Safety Margin-----	<u>2° Retard</u>
	Initial Timing with Nitrous-----	32°

The following scheme for determining ignition timing should allow you to determine the optimum setting for your vehicle, without incurring engine damage during the tuning phase.

1. Estimate the reduced ignition timing that you think will produce the best power, based upon the 2-degree retard per 50 horsepower increase rule.

2. Set the ignition timing 2 to 3 degrees retarded from your best power estimate setting.
3. Stabilize the nitrous bottle pressure at 950 psi.
4. Perform a dynamometer pull or a full throttle pass down the racetrack. Note the power reading or vehicle mph.
5. Increase the ignition timing 2 degrees.
6. Perform a dynamometer pull or a full throttle pass down the racetrack. Note the power reading or vehicle mph. Examine the spark plugs for signs of detonation (refer to Figure 13 for tips on reading spark plugs).
 - 6A. If power increase or vehicle mph increase **and** spark plugs show no sign of overheating or detonation, increase the ignition timing 2 degrees.
 - 6B. If power increase or vehicle mph increase **and** spark plugs begin to show slight signs of detonation—STOP. Do not advance the timing further. You may choose to reduce the timing 2 degrees at this point for an extra margin of safety.
 - 6C. If power decreases or vehicle mph decreases, reduce the ignition timing 2 degrees.
7. Repeat step 6 until optimum ignition timing is obtained.

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** Teflon 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 Teflon 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

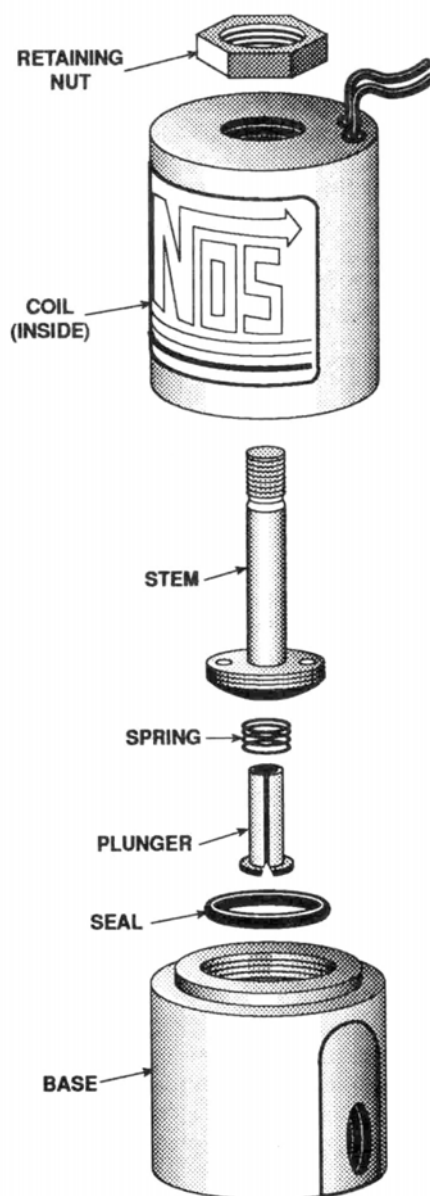
1. Close the valve on the nitrous bottle.
2. Empty the main nitrous supply line.

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 16665-SNOS). **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 13 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. If you still need assistance determining or fixing problems, call the NOS Technical Support at 1-866-GOHOLLEY.

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 ₂ 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.	WARNING: Solenoid discharges nitrous at a high rate. Don't inhale nitrous; death may occur. Skin contact may cause frostbite. 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 ₂ O at a high rate.	Rebuild solenoid.
No change in performance when system is activated.	System wired incorrectly.	Compare N ₂ O wiring to schematic (Fig. 11).	Wire system per instructions.
	Loose ground wire(s).	Connect 12V test light to battery (+) terminal. Check for continuity at grounds noted in Fig.11.	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. 11).	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: 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.

Nitrous Oxide Accessories

NOS systems are calibrated for optimum performance with a bottle pressure of 900-950 psi. The pressure will change with temperature. Heater kits are thermostatically controlled or pressure controlled to keep the bottle near 85° F to provide correct pressure. **Bottle Heater (P/N 14164NOS)** or the **Pressure-Activated Bottle Heater (P/N 14169NOS)** are available for 10 & 15 lb. bottles.

Insulating the bottle helps maintain pressure by keeping heat in the bottle when it's cold, or heat out when it's hot outside. The blankets are made of a rugged, easily cleaned Nylon outer shell with insulation. It's also an excellent "dress up" accessory and perfect for "covering" battle-scarred bottles. **Bottle Blanket (P/N 14165NOS)** is a 7" diameter blanket for the 10 lb. bottle.



P/N 14164NOS



P/N 14165NOS

The **Throttle/RPM-Activated Switch (P/N 15879NOS)** allows hands-free nitrous operation and prevents nitrous from being injected at speeds above or below operator-set levels. It greatly reduces the chance of accidental engine damage. The ON/OFF levels adjust from 2000 to 9000 RPM. **NOTE:** P/N 15879NOS is not designed to work on vehicles with distributorless ignition systems. Call NOS Technical Support for the right RPM-Activated switch for your particular vehicle.

The **Remote Bottle Valve (P/N 16058NOS)** is the perfect convenience accessory—it electronically turns the nitrous bottle on and off with the flick of a switch—no more trips to the trunk. It is also great as a safety shut-off valve. It operates on 12V DC. The complete kit includes hardware and installation instructions.

With the 35 PSI **Adjustable Pressure Switch (P/N 15686NOS)**, you won't be blasting nitrous into the engine if the fuel pressure is below what is required to supply the required extra fuel. This fuel pressure safety switch can be adjusted to any desired setting, but is preset to 35 PSI at the factory.



P/N 15879NOS



P/N 16058NOS



P/N 15686NOS

The primary purpose of a **Purge Valve, P/N 16030NOS**, is to release trapped air or gaseous nitrous from the feed line(s). This helps to ensure consistent performances. And, purging looks cool too!

Nitrous Pressure Gauges (P/N 15910NOS) measure from 0-1500 psi (although recommended level is 900-950 psi) and are essential in monitoring the bottle.

The **Quick Release Hinged Aluminum Bracket, P/N 14140NOS**, is available for 10 lb. and 15 lb. bottles. **P/N 14147NOS** is available for the carbon fiber bottle.



P/N 16030NOS



P/N 15910NOS



P/N 14140NOS

For those who want the ultimate in appearance, NOS offers many popular bottles that are fully polished. **P/N 14745-PNOS** is our 10 lb. fully polished bottle.

For optimum weight reduction and distinctive high-tech looks, these DOT-approved NOS carbon fiber-wrapped bottles are it! Weighs about half of the standard bottle (empty). **P/N 14747NOS** has 12.5 lb. capacity.



P/N 14745-PNOS



P/N 14747NOS

To order, contact your local NOS dealer.

NOS Technical Support
Toll-Free Phone: 1-866-GOHOLLEY
Phone: 1-270-781-9741
Fax: 1-270-781-9772

For online help, please refer to the Tech Service section of our website: www.holley.com
For bottle refill information:
1-800-99-REFILL

199R10362
Date: 6-15-05