



5411 Seymour Hwy Wichita Falls, TX 76301

Tel: 940-767-7694 Fax: 940-687-0751

WWW.NITROUSEXPRESS.COM

RZR (800) plate instructions parts #'s (67000-2.5P)

CAUTION – EXTREME DANGER – CAUTION

Do not use or mix any other manufacturer's products with any Nitrous Express products.

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THESE INSTRUCTIONS APPLY TO NITROUS EXPRESS PRODUCTS ONLY!

FOR SANCTIONED RACE USE ONLY – NOT FOR SALE OR USE IN CALIFORNIA

READ...UNDERSTAND...AND...FOLLOW...these instructions. If there is something you don't understand, STOP! Call the NX tech department for help. 9:00 AM to 5:00 PM CST 940-767-7694. The installation procedures are divided into 5 sections.

Please pay particular attention to each one:

1. Mounting the bottle.
2. Mounting the nitrous plate
3. Plumbing the fuel system.
4. Wiring the system
5. Testing the system

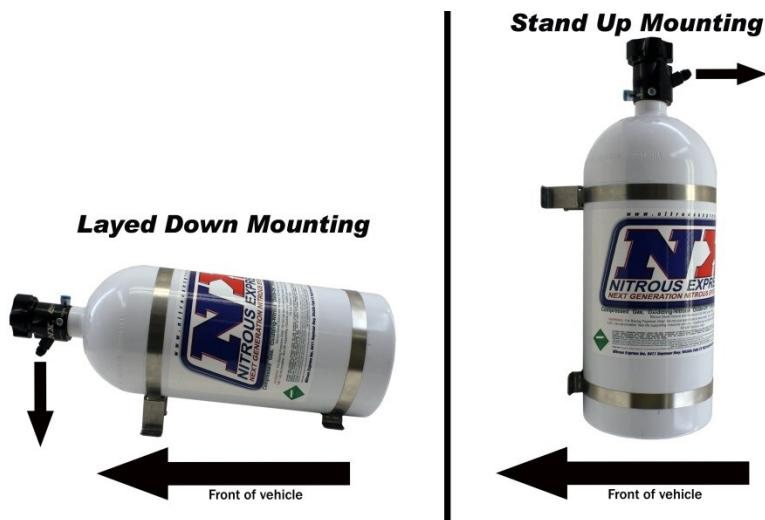
Before starting any installation steps:

1. Disconnect the negative battery terminal.
2. Never use Teflon tape on any system fittings. Tape debris will cause numerous problems ranging from clogged solenoids to blocked jets. Use the liquid thread sealer furnished with your NX system. A drop is all it takes.
3. Have your nitrous bottle filled by a reliable source, being sure it is filled to the correct capacity with FILTERED "Nitrous+" nitrous oxide.

MOUNTING THE BOTTLE

The nitrous bottle should be mounted in the trunk area or outside of the passenger compartment. If this is not possible or practical a NHRA approved blow down tube and vent fitting (PN's 11708, 11709) must be installed. The positioning of the bottle should be as shown in illustration "A". This will allow the siphon tube to be covered at all times. The mounting brackets should be assembled on the bottle with the short bracket approx.1" from the bottom, on 5lb bottle. 2" from the bottom, on 10 lb. bottles the long bracket should be place approx. 7" above the lower one, on 15lb bottles the upper bracket should be approximately 12" above the lower bracket. Note: Before drilling holes, be sure to check for clearance beneath the mounting surface i.e.: fuel tank, fuel lines, brake lines, etc.

ILLUSTRATION A



MOUNTING THE NITROUS PLATE

Before any modifications are made under the hood, we suggest that you make a diagram of all hoses, wiring, and linkages.

1. Remove the throttle body from the intake manifold.
2. The nitrous plate should be installed as shown. (See Illustration B) Fuel and nitrous fittings are to the rear. Using supplied O-ring gasket reinstall the throttle body in front of the nitrous plate and torque to factory specs using the provided hardware
3. Select the horsepower setting that you want to start with, (please see jetting chart on the last page of these instructions) insert the proper nitrous jet in the fitting marked "N2O". Insert proper fuel jet in the fitting marked "Fuel" (CAUTION: You must always use a back-up wrench when tightening the 3 nitrous or fuel fittings, otherwise the jet fitting may break. Failure to use a back-up wrench will void the system warranty!!!!)

4. Connect the main feed line to the plate's nitrous fitting. The nitrous fitting can be identified by the "N2O" marked on the top of the plate. Connect the fuel supply line to the plate's fuel fitting; (the fuel fitting will be marked "FUEL"). NOTE: Always check each jet for obstructions before using.

NOTE: Always check each jet for obstructions before using. BE SURE ALL NUTS ON SOLENOID MAGNETS ARE TIGHT!

5. Remove the air cleaner.
6. Disconnect the throttle linkage, noting its position.
7. Carefully remove the fuel line, being careful to avoid spilling any raw fuel on hot engine parts.
8. Remove the throttle body; noting all vacuum connections before disconnecting anything. Install the N2O plate and throttle body using the new bolts provided.
9. It is now time to route the nitrous supply line.

Note: Place a piece of tape over the end of the hose to prevent debris from entering the feed line during the routing process. Route the line carefully to prevent the possibility of restricting nitrous flow. Make sure the smaller 3an end connects to the plate and the larger 4an end connects to the bottle. If routed under the vehicle, locate and drill a $\frac{3}{4}$ inch diameter hole in a suitable area near the bottle valve for the feed line. Starting at the bottle nipple (Do not attach line to the bottle yet) route the line to the engine compartment. Note: Keep maximum clearance between all moving parts, suspension components and hot engine components, securing the supply line where possible. Be careful of the feed line being near and "HOT" electrical leads, even a small spark will cause a leak in the steel braided line. Before you attach the nitrous supply line to the nitrous solenoid, purge the line of any foreign matter that may have accidentally entered the line during installation. Do so by removing the tape used during installation and blowing compressed air through the feed line. (Have an assistant hold the end of the hose aimed away from the car and any people. Wearing a glove is recommended). Immediately after the purging operation connect the main feed line to the N2O solenoid and the nitrous bottle, tighten securely.

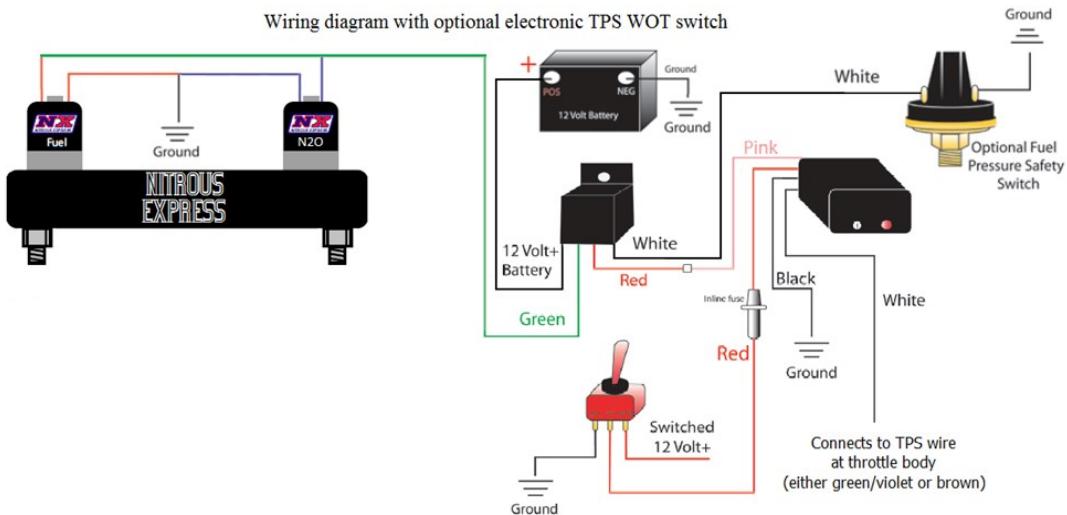
PLUMBING THE FUEL SYSTEM

WARNING: THE FUEL RAIL AND/OR FUEL LINES ARE UNDER HIGH PRESSURE. USE EXTREME CAUTION WHEN DISCONNECTING ANY FUEL LINE. QUICKLY COLLECT AND PROPERLY DISPOSE OF ANY EXCESS FUEL SPILLAGE.

1. Locate the Fuel rail.
2. After locating the fuel rail relieve the pressure and disconnect the fuel rail, clean up and spillage, now install the supplies fuel rail adapter in between the fuel line and the fuel rail.

3. Install one end of the 4AN Stainless braided line to the 4AN fitting on the side of the fuel rail fitting, and connect the other end of the line to the 3AN fuel inlet fitting on the NX plate.

Wiring diagram with optional electronic TPS WOT switch



WIRING THE NITROUS SYSTEM

1. Mount the Master Arming Switch in a location that is within easy reach of and in plain sight of the driver.
2. Using 18-ga. wire and connectors supplied in the switch kit, connect a key switched HOT lead (12 VDC POSITIVE) to the “Power” terminal of the Master Arming Switch (this is the terminal on the opposite side of the gold terminal). (Use 5 amp inline fuse if desired). This power source must be controlled by the ignition switch.
3. Connect an 18-ga, grounded wire to the Ground terminal of the Master Arming Switch (this is the gold terminal on the master arming switch).
4. Connect an 18-ga. Grounded wire to the black wire of the TPS Wide Open Throttle Module.
5. Connect the white wire of the TPS Wide Open Throttle Module to the Yellow wire with a white stripe on the accelerator pedal.
6. Connect an 18-ga. wire from the center terminal “ACC” of the Master Arming Switch to the red wire of the TPS Wide Open Throttle Module
7. Connect the pink wire of the TPS Wide Open Throttle Module to the “Red” wire on the supplied heavy duty relay. (See wiring diagram).
8. Attach the white wire of the relay to ground. If using an optional fuel safety switch connect the switch between the white wire.
9. Using 12-ga. Wire, connect the “Black” wire of the heavy duty relay to the positive + post on the vehicle battery. (If desired a 40 amp fuse may be installed near the battery)
10. Using 12-ga. Wire, attach one wire from each of the solenoids to the “Green” wire on the relay.
Note: These coils are direct current and it does not matter which wire is positive or negative. Now attach the two remaining solenoid wires to a good ground.
11. Reconnect the battery cable.

Note: The nitrous and fuel solenoids are rated only for intermittent duty. Do not engage either solenoid for more than 20 continuous seconds. Solenoids that have “burned or scorched” electromagnets will not be replaced under warranty.

NOTE: On all vehicles equipped with factory rev-limiters should take extreme care not to over-rev the engine. If the rev-limiter is engaged with the N2O system on, serious engine damage could result. An aftermarket RPM window switch (NX PN# 18959) should be used to disengage the N2O system 200 RPM's before the rev-limiter activates.

After a complete check and verification of all components of the system for proper installation and operation it is time to have some fun.

TESTING THE SYSTEM

1. Re-check all installation procedures to be sure nothing has been omitted.
2. Be sure the nitrous bottle has not been opened and the supply line is empty!
3. Using the toggle switch "ARM" the system.
4. Test solenoid operation by using the system activation switch. Both solenoids should "Click" (The nitrous solenoid should click loud, and the fuel solenoid will click soft). If they do not, re-verify all electrical connections and wiring diagrams.
5. Open the nitrous bottle and check all connections for leaks. With the lines disconnected from the solenoids, crack your nitrous bottle open to allow Nitrous pressure into the system. Check for any leaks that may be present, and tend to any that may exist. If the solenoid itself is not sealing, activate the nitrous solenoids a few times in rapid bursts to seat the plunger in the solenoids.
6. Do not start the engine if nitrous has been accidentally injected while the motor was not running! All nitrous must be cleared from the engine before starting; otherwise a violent intake manifold explosion could occur!
7. Start engine and check for any fuel leaks. Correct any leaks before proceeding.
8. The Nitrous System is now ready for normal usage.
9. All NX systems are intended for off road use only and should only be used in that context.

Additional parts recommended for operating your nitrous system satisfactorily:

- Nitrous Pressure gauge (PN 15508) - STRONGLY RECOMMENDED
- Purge Valve (PN 15603)
- Bottle Jacket (PN 15945 for 10lb bottle or PN 15946 for 15lb bottle)
- Fuel pressure Safety Switch (PN 15718)
- Bottle heater (NX 15940) - STRONGLY RECOMMENDED
- NHRA legal blow down vent fitting (PN 11709)
- NHRA legal blow down vent tube (PN 11708)
- TPS/RPM Window Switch (PN 18959)

SAFETY TIPS

Do not attempt to start engine if nitrous has been accidentally injected while the engine was not running. Disconnect coil wire and turn motor with throttle wide open for several revolutions before attempting to restart. If it is not possible to disable the ignition then the spark plugs must be removed and the engine cleared of all nitrous before attempting to start engine.

1. Never permit oil, grease, or any other readily combustible substances to come into contact with nitrous cylinders, valves, solenoids, hoses and fittings. Oil and certain gases (such as oxygen and nitrous oxide) may combine to produce a flammable condition.
2. Never interchange solenoids or other appliances used for one compressed gas with those used for another. 7
3. Identify the gas content by the label on the bottle before using. If the bottle is not identified to show the gas contained, return the bottle to the supplier.
4. Do not deface or remove any markings, which are used for content identification.
5. Cylinder valves should be closed except when nitrous is actually being used.
6. Notify supplier of any condition, which might have permitted any foreign matter to enter the valve or bottle.
7. Never drop or violently strike the bottle.
8. Keep valves closed on all empty bottles to prevent accidental contamination.

RZR 800 Plate Jetting

Do not use platinum tip, extended tip or any spark plug with multiple ground straps or split ground straps. When in doubt about heat range always go one step colder.

CHECK ALL JETS FOR OBSTRUCTIONS UPON INSTALLATION!!!!!!

	RZR 800 Plate Jetting					
	HP	N20	Gasoline	E85	Flowing fuel pressure	
	10	12	9	11	38-42	
	20	22	12	14	38-42	
	30	25	15	17	38-42	
	40	30	18	21	38-42	

This jetting chart is for informational purposes only, NX is not responsible for misuse or misapplication.

UNDERSTANDING

HAZARDS OF NITROUS OXIDE

IN AUTOMOTIVE AND RACING APPLICATIONS



**USERS OF NITROUS OXIDE
MUST UNDERSTAND THE
HAZARDS. NITROUS OXIDE:**

- ! MAY CAUSE OR INTENSIFY FIRE; IT IS AN OXIDIZER.
- ! CONTAINS GAS UNDER PRESSURE, MAY EXPLODE IF EXPOSED TO AN OPEN FLAME.
- ! MAY DISPLACE OXYGEN AND CAUSE RAPID SUFFOCATION.
- ! MAY CAUSE DROWSINESS OR DIZZINESS.
- ! MAY CAUSE FROSTBITE.



**NEVER INHALE NITROUS
OXIDE OR NITROUS OXIDE
MIXTURES EXCEPT UNDER
MEDICAL SUPERVISION.**

- ! RACING NITROUS OXIDE PRODUCTS CONTAIN SULFUR DIOXIDE.
- ! INHALATION OF RACING NITROUS OXIDE PRODUCTS MAY BE HARMFUL OR FATAL.



**NEVER APPLY AN OPEN
FLAME TO A NITROUS
OXIDE CYLINDER**

- ! WHEN FILLING FROM ONE CYLINDER TO ANOTHER.
- ! TO ENHANCE PERFORMANCE WHEN CYLINDERS ARE IN USE.



**FOLLOW REGULATORY
REQUIREMENTS AND INDUSTRY
STANDARDS WHEN USING
NITROUS OXIDE CYLINDERS
OR WHEN TRANSFERRING
PRODUCT FROM ONE CYLINDER
TO ANOTHER (TRANSFILLING)**

- ✓ ONLY COMPETENT, TRAINED PERSONNEL SHOULD TRANSFILL CYLINDERS.
- ! TRANSFILLING CYLINDERS CAN BE DANGEROUS.
- ✓ ONLY FILL NITROUS OXIDE CYLINDERS BY WEIGHT.
- ! DO NOT COOL DOWN RECEIVING CYLINDER.
- ✓ ONLY USE CYLINDERS THAT ARE DEDICATED FOR NITROUS OXIDE SERVICE. DO NOT CHANGE THE CYLINDER SERVICE TO OR FROM A DIFFERENT GAS.



**DO NOT MAKE ALTERATIONS
TO CYLINDER OR CYLINDER
COMPONENTS**

- ! DO NOT MODIFY PRESSURE RELIEF DEVICE (PRD).
- ! DO NOT REPLACE, CHANGE, OR MODIFY VALVE.
- ! DO NOT ALTER, REMOVE, OR COVER PRODUCT LABEL.



**FOLLOW SAFE
PRACTICES FOR THE
STORAGE AND USE OF
OXIDIZERS**

- ✓ SECURE ALL CYLINDERS AND CONTAINERS WHEN BEING USED OR STORED.
- ✓ POST NO SMOKING SIGNS IN AREAS WHERE OXIDIZERS ARE STORED OR USED.
- ✓ SEPARATE OXIDIZERS FROM FLAMMABLES WHEN STORING.
- ✓ STORE AND USE IN WELL VENTILATED AREAS THAT ARE FREE OF COMBUSTIBLE MATERIALS.
- ✓ KEEP OIL AND GREASE AWAY FROM CYLINDER AND CYLINDER VALVE.