



Dual Stage Hornet Plate Conversion

Universal Dual Stage Hornet Instructions

Part #'s 00-106XX

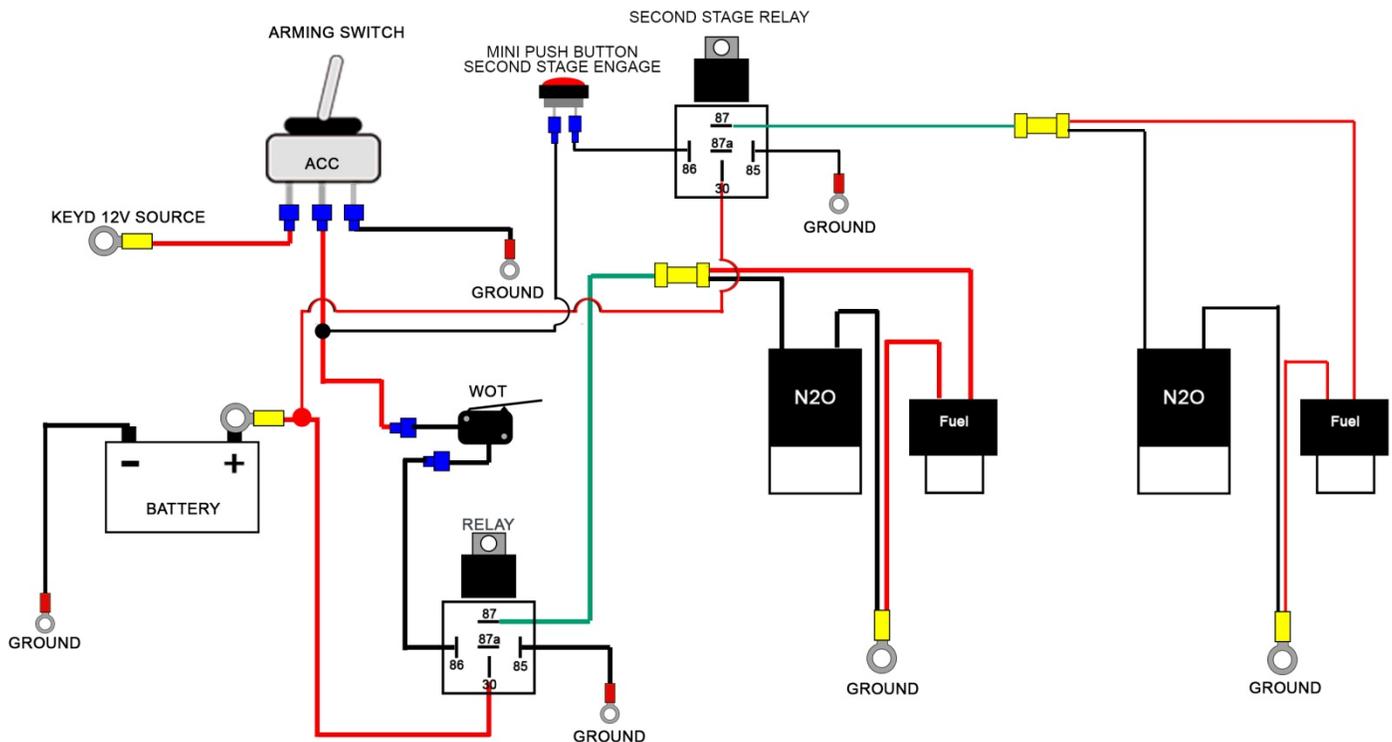
INSTALLATION INSTRUCTIONS

Plate Installation

ATTENTION: Never use teflon tape or Teflon paste. Loctite is recommended. AN fittings and compression fittings do not require any sealer. Always wear protective gear!

1. Disconnect battery and remove the air filter from the throttle body/Carburetor.
2. Release all pressure from the vehicles fuel system by removing the gas cap.
3. Remove the throttle cable from the throttle body/Carburetor.
4. Disconnect the vacuum hoses, TPS, and IAT sensors from the throttle body, and fuel feed if carbureted.
5. Remove the throttle body/carburetor from the intake and clean up any gasket residue.
6. Because there are so many options for carbureted/plate applications we do not supply the extended bolts you will need to attach the throttle body/Carburetor back to the intake.
7. Place the stinger and bracket set up between the intake and the throttle body/Carburetor with the fuel solenoids in front. Do a visual inspection to make sure you clear everything on top of the engine. Always use new gaskets!
8. After you are sure that the bracket and solenoids are free from rubbing or coming into contact with moving parts you are ready to bolt the throttle body/carburetor back down using your intakes suggested torque specs.
9. Re-assemble your throttle body/carburetor and install the wide open throttle switch so that the throttle lever clicks the switch at WOT using the supplied universal bracket. This will be your first stages system activation. The red push button switch will activate the second stage; this will be covered in the wiring diagram.
10. Find a good place for your arming switch and mini push button switch in the cab and note its position, you will mount these once you are sure your wiring is done and you are sure you have enough wire length.
11. Attach the two 12 " 6AN nitrous line to the nitrous solenoids, and attach them to the high flow Y block, you are now ready to run your main feed line.

12. If your bottle is in the trunk you can run the main feed line under the car to the trunk, its best to run the feed line with the stock fuel line. You will need to drill a hole in the bottom of the trunk to route the line into the trunk. If your bottle is in cab run the nitrous line through the firewall.
13. Using the diagram below you can wire up the rest of your system.



Attention: This is a custom built product. Jetting may vary from application to application. We strongly suggest dyno tuning with a wide band O2 reading to make sure your air fuel is correct. We *HIGHLY* suggest running dual stage systems on a nitrous controller such as the NOS mini two stage controller, NOS Launcher, or the Lingenfelter NCC-002. You can purchase these from our [website](http://www.nitrousoutlet.com), or by calling a Tech specialist at 1-866-648-7637.