



# 1992-1997 GM LT1/LT4 52/58mm PLATE CONVERSION/SYSTEM INSTRUCTIONS

Part #'s 00-42001, 00-42002, 00-10117-52, 00-10117-58

## INSTALLATION INSTRUCTIONS

### TOOLS NEEDED:

1. 10mm wrench or socket/ratchet
2. Allen Wrench set.



**Step 1:** Remove the stock throttle cable and cruise control cable from throttle body and cable bracket. Leave Bracket on the intake at this time.

**Step 2:** Remove the 4 mounting bolts that hold the throttle body in place. Remove throttle body being careful not to tear the throttle body stock gasket.

**Step 3:** Install nitrous plate with the fittings aimed towards firewall. And install new gasket from your kit between the throttle body and nitrous plate. Using the replacement bolts and washers torque to original oem. specs.



**Step 4:** Remove your stock linkage bracket. Install the 3 extension brackets using the 3 hex head bolts in your kit and hand tighten. Make sure to keep your extension brackets as flat as possible to keep the throttle cable bracket alignment.



Linkage extension brackets installed. Must be aimed forward and straight. Tighten the counter sunk bolts.



Reinstall stock bracket using stock bolts. You must grind a little material away from the bottom bolt area and just below the 2nd bolt area, so that the bracket can move forward.

**Step 5:** Remount your stock throttle bracket using your stock bolts to the new forward location. You may have to grind a little off your stock bracket to fit correctly. Once you have confirmed your stock bracket aligns properly then tighten the 3 flat head screws from step 4.



Grind areas.





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**Step 7** Mount the solenoid bracket with the solenoids already attached to the fuel rails by removing the front fuel rail bolts on either side. Use these bolts to attach the bracket. Place fuel and nitrous jets for your desired horsepower setting in the fittings on the plate and connect the hardlines.



**Step 8** Most late model EFI GM vehicles will have a 4AN schrader valve that you can tap into on the stock fuel rail to feed your fuel solenoid, you will need to remove the valve in the fitting using a schrader valve tool or a small screw driver. If your vehicle does not have a schrader valve or you have aftermarket fuel rails you will need a manifold or fuel rail adapter. It helps to have a rag handy to catch spilled fuel.



**Step 9** Reinstall all throttle cable and test. Cable should be relaxed in an off throttle position. And be able to achieve full throttle opening with out binding. It is very important to test and make sure cable moves freely through its entire travel area. There is an area of plate that has been removed for your stock bell crank to clear the plate, this is the area where binding may happen so check it closely.

**Step 10** You can now bolt everything back together in the reverse order that it came off.

**Step 11** Make sure to double check all of your fittings are tight and secure to prevent leaks. 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.

### ELECTRICAL

Using the diagram to the right you will be able to install the remainder 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.

