



Universal Single Stage Plate Installation

GM SINGLE STAGE NITROUS PLATE SYSTEM INSTRUCTIONS

INSTALLATION INSTRUCTIONS

Plate Installation

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

**** For 97-04 Corvettes the power steering reservoir spacer kit is required. Part # 00-42000****

1. Disconnect battery and remove the air induction tube from the throttle body.
2. Release all pressure from the vehicles fuel system by removing the gas cap.
3. Remove any engine covers or other shields on top of the intake.
4. If your vehicle has a throttle cable rotate back the Pivot Arm on the side of the throttle body. This will put slack in your throttle cable. Now remove the throttle cable from the Pivot Arm.
5. Disconnect all sensors and hoses from the throttle body.
6. Remove the throttle body from the intake manifold.
7. Place the nitrous plate in between the throttle body and intake with the fuel fitting on the drivers side or the Nitrous Outlet logo is readable from the front of the vehicle. Use the supplied bolts to mount the throttle body and plate back to the intake. The gasket will be facing the throttle body. ***For 2010 Corvette you need to flip the throttle body upside down.***
8. Using the universal solenoid brackets find a good place to mount you solenoids keeping in mind the length of your nitrous/fuel lines.
9. 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.
10. If your car uses a throttle cable you will need to unbolt the two bolts that hold the throttle cable bracket to your intake. Using the supplied extension bracket(s), line the counter sink holes up with the bolt holes on the intake bolt the extension bracket to the intake.. Bolt your factory throttle cable bracket to the extension bracket using the supplied bolts. Reconnect the throttle cable to the throttle body pivot arm.
11. Connect the sensors and vacuum hoses back to the throttle body. When everything is reconnected attach the cold air tube back to the throttle body.



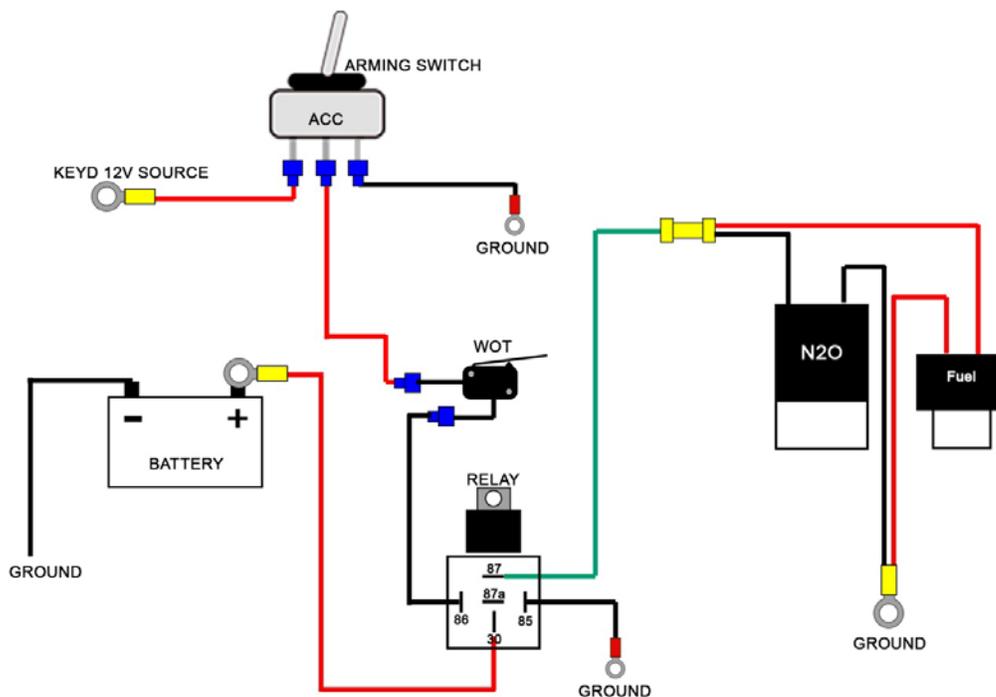
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12. Place the nitrous and fuel jets of your desired HP setting into the jet fitting on the Nitrous plate. (make sure the jet is free of any obstruction) The plate is stamped "N" for Nitrous and "F" for Fuel. Connect your nitrous and fuel lines to the solenoids, be sure to use loc-tite or teflon paste on the NPT fittings.
13. You can now bolt everything back together in the reverse order that it came off. Make sure to double check all of your fittings are tight and secure to prevent leaks.
14. 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. Find a good, solid mounting spot for your bottle and with the brackets on the bottle mark and drill your holes to mount the bottle bracket. You will also 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. The bottle should be mounted like the diagram below due to the siphon tubes orientation.



ELECTRICAL

Using the diagram below 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. Failure to do so could tank your engine.