



Figure A

THE POUNDS OF FUEL ADDED PER HOUR SHOULD EQUAL THE INCREASED HORSE-POWER LEVEL, DIVIDED BY TWO.

Example: 25-horsepower requires approximately 12.5 lbs of fuel.

In most applications, the vehicle's existing fuel system should be adequate with minor adjustments. In carbureted applications, jetting the carburetor to run slightly rich will accommodate the increased oxygen present in the nitrous oxide. In fuel-injected applications, an increase in fuel pressure should correct the fuel-to-oxygen ratio.

NOTE: THE NITROUS WORKS NEVER RECOMMENDS THE INTRODUCTION OF NITROUS OXIDE WITHOUT THE ADDITION OF SUPPLEMENTARY FUEL TO MAINTAIN PROPER OXYGEN TO FUEL RATIOS.

TESTING THE SYSTEM

With the valve on the cylinder closed, and the toggle switch in the 'off' position, depress the push-button switch. Nothing should happen. Then with the toggle in the 'on' position, again depress the push button. This time the solenoids should click. This will indicate that the system is wired properly.

TUNING TIPS

All NitrousWorks kits are calibrated to operate at 1000 PSI. Pressure less than this will result in decreased power and vice versa for higher pressures. The best way to monitor the cylinder pressure is to install a gauge adapter and gauge (Part Number 16005).

Check the spark plugs to determine if the calibration is correct. If they are black and wet, the system is rich. If the plugs are white or have a semi-burned tip, the system is lean. Remember, in order to get a good spark plug reading, they must be checked immediately after a run; not after a drive back to the pits.

Due to the low-horsepower settings of this kit, no timing modifications are necessary, unless the increases in power represent a 50% increase over the naturally-aspirated power level. In this case retarding the timing may be necessary.

For further questions, please contact our technical department at (706) 864-7009.

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