

Wizards of N1O2

Streetblaster Series Wet Nitrous Systems

Owner's Manual In Brief



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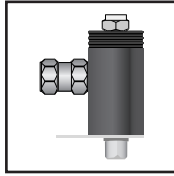
List of Components



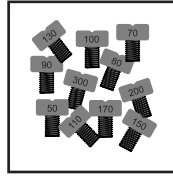
- 5lb bottle
- 11lb bottle



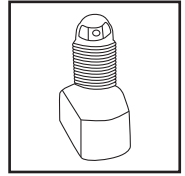
- Bottle bracket



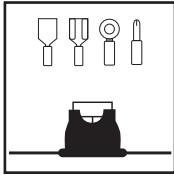
- N2O Sol
- Fuel Solenoid



- Jets
- Crossfire injector



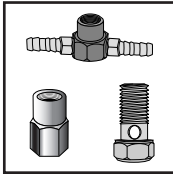
- Micro Switch & bracket



- Wiring 3m
- Connectors
- Fuse holder
- 20 amp fuse



- 4mm (red)
- 4mm (blue)
- 5mm (red)
- SS braided



- Fuel Fitting
- Fuel barb
- Schrader
- Banjo bolt



- Arming switch & flip cover



- 4mm nuts/olives
- 5mm nuts/olives



- 4 way D-Block
- 6 way D-Block

Fitting in Brief

1. Mount the nitrous bottle with the valve higher than the base and the outlet pipe pointing downwards.
2. Mount the Pulsoids in as cool a location as possible and close to the injector.
3. Run the supply pipe from the bottle to the Pulsoid taking the coolest route.
4. Connect into the existing fuel supply line (**in the delivery side not the return side**) using the fuel adapter supplied with the system.
5. Install the Crossfire injector in the induction system near to the Throttle Body.
6. Run the red (fuel) and blue (nitrous) nylon pipes from the Pulsoid outlets to the injectors and connect using the nuts and olives supplied.
7. Mount and/or connect the appropriate activation switch (TPS or micro switch) and wire up the electrical circuit.

Static Test Procedure

1. Disconnect the outlet pipes from the injector/s and aim the N2O to atmosphere and the fuel pipe into a bottle. Hold both pipes securely and activate the system briefly, monitoring the results at the open pipe ends. Fuel and N2O liquid should be seen flowing from the pipes as the system is activated, and should stop flowing when the system is switched off.

Important: Do not use the system if fuel doesn't flow when the system is activated.

Phone for assistance.

2. Re-connect the nylon pipes to the injector/s.
3. Start the engine and run up to normal temperature, hold the revs at approx. 1/3 of max. rpm (e.g. max. rpm limit 6,000 test rpm 2,000), then activate the nitrous. Hold the system activated whilst monitoring the engines response and exhaust emissions, as long as the engine rpm doesn't exceed the red line, bog badly or make any unusual noises - in which case the system should be de-activated.
4. Engine rpm should rise (as if you had operated the throttle) and then fall back to normal as you release the switch.

The nearer the engine rises to the redline the closer the mixture is to optimum but it should also be kept in mind, that it also means the mixture is leaner than a lower rpm response so you need to be confident about the strength & tune of your engine to run at those settings, **b)** Revving past the redline indicates an overly lean mixture and the fuel jet size should be increased, **c)** A low rpm rise indicates the mixture is too rich and a smaller fuel jet will be needed to correct this

The response that delivers the best and safest result is one that rises to within 500 - 1000 rpm of the red line

5. If all goes as it should, then you can take the vehicle on the road and carry out the next tests; **a)** Accelerate hard from say 30 mph up to 70 mph. Slow to a stop and then shut off the engine, stop the vehicle and remove the spark plugs for inspection. **b)** Repeat the test using nitrous this time and compare the plug colour with the colour without nitrous. You should feel a stronger acceleration and the plugs should be the same or slightly darker colour. If you hear any noises other than a louder exhaust or you feel anything other than a smooth surge of power, cease testing.