

D-BLOCK FITTING INSTRUCTIONS

Whenever possible we aim to minimise the modification work to the bike which also minimises the time to fit the system. One way we try to achieve this is by trying to use existing 'ports' to feed the fuel through and this is often possible by using the vac ports along with suitable adaptors in the D-Block outlets, instead of using Venom injectors which avoids the need to make any modifications at all. When such an arrangement is possible it is just a matter of using the rubber pipe (supplied), to connect the D-Block outlets to the vac points and secure the pipe ends with pipe clips (supplied).

The most important aspects of D-Block mounting are;

It is **essential** that D-Block outlet ports are **perfectly horizontal**.

The bottom section of a combined D-Block should be used for the nitrous and the top for the fuel.

When using elbow inlet fittings, the shorter of the 2 elbows should be used for the nitrous side and it should always be fitted with the black plastic restrictor in the outlet end that screw in to the D-Block as shown.

Whenever possible the injectors should be mounted in the underside of the runners with the D-Block mounted below them, so the pipes run up hill.



If that's not possible & the injectors have to be mounted in the top of the runners then the D-Block should be mounted above the injectors so that the pipes run continuously downhill.

If neither of the above options are possible and the outlet pipes have to loop up above the injector from the D-block, then the peaks of all the pipes should be at the same level.

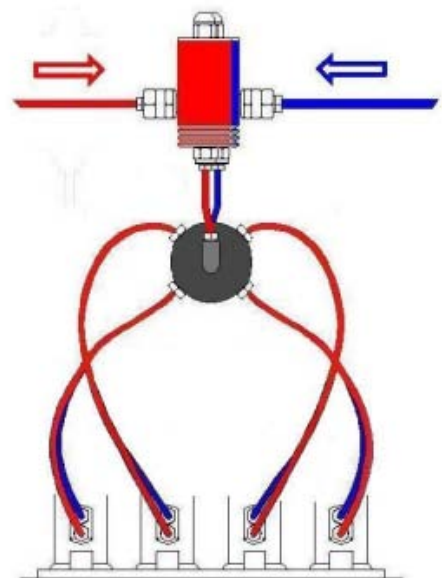
Always try to arrange the feed pipes to the D-Block entries so they are perfectly straight for as long as possible, with a **minimum** of 2" before any bend. This is particularly important when using straight inlet fittings.

The D-Block should be situated as centrally as possible, relative to the number of injectors it is to feed. In the case of a 4 cylinder engine it would be between the middle cylinders.

Pipe lengths from the D-Block to the injectors should always be cut to **exactly** the same length and kept to the minimum length that produces a gentle run to the furthest injector/s.

When using 4 way D-Blocks, arrange the outlets so the pairs closest together point to each end of the engine.

Run the pipes from the D-Block outlets furthest from the engine to the centre 2 cylinders and run those from the outlets closet to the engine to the end cylinders, as this results in a neat pipe layout.



WARNING; Never mount a D-Block any other way than described above, as it will result in uneven distribution leading to potential engine failure. If you feel it is impossible to mount the D-Block as described on your particular vehicle please contact us for assistance.