



P/N 199R10382-2

2005 Mustang Wet Single Fogger Kit

Kit Number 02121NOS



OWNER'S MANUAL

CONGRATULATIONS on purchasing your NOS Nitrous Oxide Injection System! Your system is composed of the highest quality components available. It should provide many miles of trouble-free performance when used correctly. If you have any questions regarding the performance of your system, call NOS Technical Service at 1-866-GOHOLLEY.

NOTICE: Installation of Nitrous Oxide Systems Inc. products signifies that you have read this document and have agreed to the terms stated within.

It is the purchaser's responsibility to follow all installation instruction guidelines and safety procedures supplied with the product as it is received by the purchaser to determine the compatibility of the product with the vehicle or the device the purchaser intends to install the product on.

Nitrous Oxide Systems Inc. assumes no responsibility for damages occurring from accident, misuse, abuse, improper installation, improper operation, lack of reasonable care, or all previously stated reasons resulting from incompatibility with other manufacturers' products.

Nitrous Oxide Systems Inc. assumes no responsibility or liability for damages incurred by the use of products manufactured or sold by Nitrous Oxide Systems Inc. on vehicles used for competition or racing.

Nitrous Oxide Systems Inc. neither recommends nor condones the use of products manufactured or sold by Nitrous Oxide Systems Inc. on vehicles, which may be driven on public roads or highways, and assumes no responsibility for damages incurred by such use.

NOS nitrous oxide is legal for use in most states when used in accordance with state and local traffic laws. NOS does not recommend or condone the use of its products in illegal racing activities.

NOS has not pursued California Air Research Board (CARB) exemptions for these kits, hence, they are not legal for use on pollution-controlled vehicles in California. A correctly installed NOS nitrous system should not alter the emission control performance of your vehicle under standard EPA test cycle conditions.

HAZARDS DEFINED

This manual presents step-by-step instructions that describe the process of installing your NOS Nitrous Oxide Injection System. These procedures provide a framework for installation and operation of this kit. Parts are referenced by name and number to avoid confusion. Within the instructions, you are advised of potential hazards, pitfalls, and problems to avoid. The following examples explain the various hazard levels:

WARNING! Failure to comply with instructions may result in injury or death.

CAUTION! Failure to comply with instructions may result in damage to equipment.

NOTE: This information is important, needs to be emphasized, and is set apart from the rest of the text.

HINT: These special instructions provide a handy work tip.

NITROUS OXIDE INJECTION SYSTEM SAFETY TIPS

WARNINGS

- **Do not attempt to start the engine if the nitrous has been injected while the engine was not running. Disconnect the coil wire and turn the engine over with the throttle wide open for several revolutions before attempting to start. Failure to do so can result in extreme engine damage.**
- **Never permit oil, grease, or any other readily combustible substances to come in contact with cylinders, valves, solenoids, hoses, and fittings. Oil and certain gases (such as oxygen and nitrous oxide) may combine to produce a highly flammable condition.**
- **Never interchange nitrous and fuel solenoids. Failure to follow these simple instructions can result in extreme engine damage and/or personal injury.**
- **Never drop or violently strike the bottle. Doing so may result in an explosive bottle failure.**
- **Never change pressure settings of safety relief valve on the nitrous bottle valve. Increasing the safety relief valve pressure settings may create an explosive bottle hazard.**
- **Identify the gas content by the NOS label on the bottle before using. If the bottle is not identified to show the gas contained, return the bottle to the supplier.**
- **Do not deface or remove any markings, which are on the nitrous bottle.**
- **Nitrous bottle valves should always be closed when the system is not being used.**
- **Notify the supplier of any condition, which might have permitted any foreign matter to enter the valve or bottle.**
- **Keep the valves closed on all empty bottles to prevent accidental contamination.**
- **After storage, open the nitrous bottle valve for an instant to clear the opening of any possible dust or dirt.**
- **It is important that all threads on the valves and solenoids are properly mated. Never force connections that do not fit properly.**

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WHAT IS NITROUS OXIDE?

NITROUS OXIDE...

...Is a cryogenic gas composed of nitrogen and oxygen molecules

...Is 36% oxygen by weight

...Is non-flammable by itself

...Is stored as a compressed liquid

...Exists in two grades—U.S.P. and Nitrous Plus:

- U.S.P. is medical grade nitrous oxide; its common use is dental and veterinary anesthesia. It is also commonly used as a propellant in canned whipped cream. U.S.P. is not available to the public.
- Nitrous Plus differs from U.S.P. in that it contains trace amounts of sulphur dioxide added to prevent substance abuse. Nitrous Plus is intended for automotive applications and is available for sale to the public.

In automotive applications, Nitrous Plus and fuel are injected into the engine's intake manifold, which produces the following results:

- Lowers engine intake air temperature, producing a dense inlet charge.
- Increases the oxygen content of the inlet charge (air is only 22 percent oxygen by weight).
- Increases the rate at which combustion occurs in the engine's cylinders.

Do's and Don'ts of Nitrous Oxide

Do's

- Read all instructions before attempting to install your NOS nitrous system.
- Make sure your fuel delivery system is adequate for the nitrous jetting you have chosen. Inadequate fuel pressure or flow will result in engine damage.
- Use 14 gauge (minimum) wire when installing electrical system components.
- Use high-quality connections at all electrical joints.
- Use Teflon-based paste on pipe-style fittings.
- Make sure your engine and related components (ignition, carburetor, and driveline) are in proper working condition.
- If nitrous is accidentally injected into the engine when it is not running, remove the engine coil wire, open the throttle, and crank the engine 10 to 15 seconds before starting. Failure to do so can result in an explosive engine failure.**
- Use your NOS nitrous system only at wide-open throttle and at engine speeds above 3000 RPM.**
- Install a proper engine to chassis ground. Failure to do so may result in an explosive failure of the main nitrous supply line.**
- Use a high-quality fuel, as suggested in Chapter 3, Baseline Tuning Suggestions.

Don'ts

- Engage your nitrous system with the engine off. Severe engine damage can occur.
- Modify NOS nitrous systems (if you need a non-stock item, call NOS Technical Service for assistance).
- Overtighten AN type fittings.
- Use Teflon Tape on any pipe threads. Pieces of Teflon tape can break loose and become lodged in nitrous or fuel solenoids or solenoid filters. Debris lodged in a nitrous or fuel solenoid can cause catastrophic engine failure.



- Use sealant of any kind on AN type fittings.
- Allow nitrous pressure to exceed 1100 psi. Excessive pressure can cause swelling or in extreme cases failure of the nitrous solenoid plunger. Solenoid plungers are designed so that pressure-induced failures will prevent the valve from operating. No leakage should occur with this type of failure.
- Inhale nitrous oxide. Death due to suffocation can occur.**
- Allow nitrous oxide to come in contact with skin. Severe frostbite can occur.**
- Use octane boosters that contain methanol. Fuel solenoid failure may occur, producing severe engine damage.

Chapter 1 Introduction to your NOS Nitrous Oxide Kit

1.1 General Information

Kit Number 02121NOS is intended for 2005 Mustang 4.6L 3 valve engines.

NOTE: This nitrous oxide injection system injects a mixture of nitrous oxide and fuel into the air intake duct. If the instructions are not carefully followed, poor mixture distribution can occur, resulting in variations of air to fuel ratio from cylinder to cylinder. In extreme cases, intake manifold backfires can occur, if the instructions are not followed exactly. These kits have been designed for safety and smoothness of operation. Nitrous oxide is injected into the engine only when the following conditions are met:

- Bottle valve is opened.
- System is armed.
- Engine is at wide-open throttle.
- RPM conditions are met.

Horsepower and torque increases due to these kits will vary with engine displacement and modifications. Approximate power increase estimates can be made based upon the massflow of nitrous oxide into the engine. The following table is provided to allow you to estimate the power increase you can expect for your application. NOS **strongly** suggests that an upper limit of about 40% to 50% increase in power output from your stock engine. Exceeding this can result in premature engine failure.

Table 1 Jetting Combinations @ 43 PSI Fuel Pressure

| Kit | Nitrous/Fuel Jetting | Approximate Power Increase (BHP) |
|------------|-----------------------------|-----------------------------------------|
| 02121NOS | 20/16 | 50 HP |
| | 36/30 | 75 HP |

Driveability, fuel economy, and exhaust emissions should not be affected under normal (part throttle) conditions.

1.2 System Requirements

When used correctly, these kits will work with stock internal engine components. **To ensure proper performance and engine life, the following is an absolute must:**

Manual Transmissions

If the vehicle is to be exposed to severe operating conditions, such as drag strip usage, the standard clutch should be replaced with a high performance unit.

Automatic Transmissions

If the vehicle is to be exposed to severe operating conditions, such as drag strip usage, a reputable high-performance transmission shop should service the automatic transmission.

1.3 Kit Components

Before beginning the installation of your NOS kit, compare the components in your kit with those shown in Figure 1 and listed in Table 2. If any components are missing, please contact NOS Technical Support at 1-866-GOHOLLEY.

Table 2 NOS 2005 Mustang 02121NOS Parts List

| Item | Description | Quantity | NOS P/N |
|------|-------------------------------------|----------|-------------|
| (1) | Bottle Nut Adapter | 1 | 16220NOS |
| (2) | Bottle Valve Washer | 1 | 16210NOS |
| (3) | 10 lb. Bottle | 1 | 14745NOS |
| (4) | Bottle Mounting Bracket, Short | 1 | 14126-SNOS |
| (5) | Bottle Mounting Bracket, Long | 1 | 14127-SNOS |
| (6) | N ₂ O Powershot Solenoid | 1 | 16020NOS |
| (7) | Powershot Fuel Solenoid | 1 | 16080NOS |
| (8) | Relay Wiring Harness | 1 | 15604-SNOS |
| (9) | 30 Amp Relay | 1 | 15618NOS |
| (10) | 4an – 1/8NPT Nitrous Filter (Blue) | 1 | 15570NOS |
| (11) | Fuel Filter (Red) | 1 | 15571NOS |
| (12) | 4AN – 1/8 NPT Fitting (Red) | 1 | 17961-SNOS |
| (13) | 0.016" Flare Jet | 1 | 13760-16NOS |
| (14) | 0.020" Flare Jet | 1 | 13760-20NOS |
| (15) | 0.030" Flare Jet | 1 | 13760-30NOS |
| (16) | 0.036" Flare Jet | 1 | 13760-36NOS |
| (17) | 3AN x 2 ft. Hose (Blue) | 1 | 15060-1NOS |
| (18) | 3AN x 2 ft. Hose (Red) | 1 | 15060-2NOS |
| (19) | 4AN – 16 ft. Hose (Blue) | 1 | 15300NOS |
| (20) | Nozzle Mounting Bung Nut | 1 | 13713-SNOS |
| (21) | Nozzle Mounting Bung | 1 | 13715-SNOS |
| (22) | Fogger Nozzle | 1 | 13716NOS |
| (23) | 8-32 x 5/16 Phillips Head Screws | 4 | 16506-SNOS |
| (24) | Solenoid Bracket | 1 | 49R3002 |
| (25) | Washers | 2 | 46R1421 |
| (26) | Purge Switch | 1 | 15610NOS |
| (27) | WOT/Window Switch | 1 | 200R544A |
| (28) | Fuel Pressure Sensor Assembly | 1 | 40R827A |
| (29) | Switch Panel Backing Plate | 1 | 49R3003 |
| (30) | Switch Panel | 1 | 89R693 |
| (31) | M5 x 50 mm Hex Head Screws | 2 | 5R2218 |
| (32) | 4AN 7 1/4" in. 90° Hose | 1 | 52R424 |
| (33) | Rocker Switch (on/off) | 2 | 89R694 |
| (34) | 14 Gauge Blue Wire 8 ft. | 1 | 15751-VSNOS |
| (35) | 4AN Red Cap Plug | 1 | A1001-SNOS |
| (36) | Basic Wire Pack | 1 | 15612-VSNOS |
| | Rocker Switch | 1 | 15602NOS |
| | 15 amp Fuse | 1 | 208R2 |
| | Microswitch | 1 | 15640NOS |
| | 4-40 x 1 SL PAN HD M Screw* | 2 | 15647-SNOS |
| | 4-40 Hex Nut* | 2 | 15648-SNOS |
| | 1/4" Ring Terminal | 3 | 15882-SNOS |
| | Blue Female Spade Terminal .25 | 7 | 15885B-SNOS |
| | Blue Male Spade Terminal .25 | 1 | 15886B-SNOS |
| | Scotchlock | 1 | 15891-SNOS |

*T-taps and male spade connectors included with kit, but not listed above.

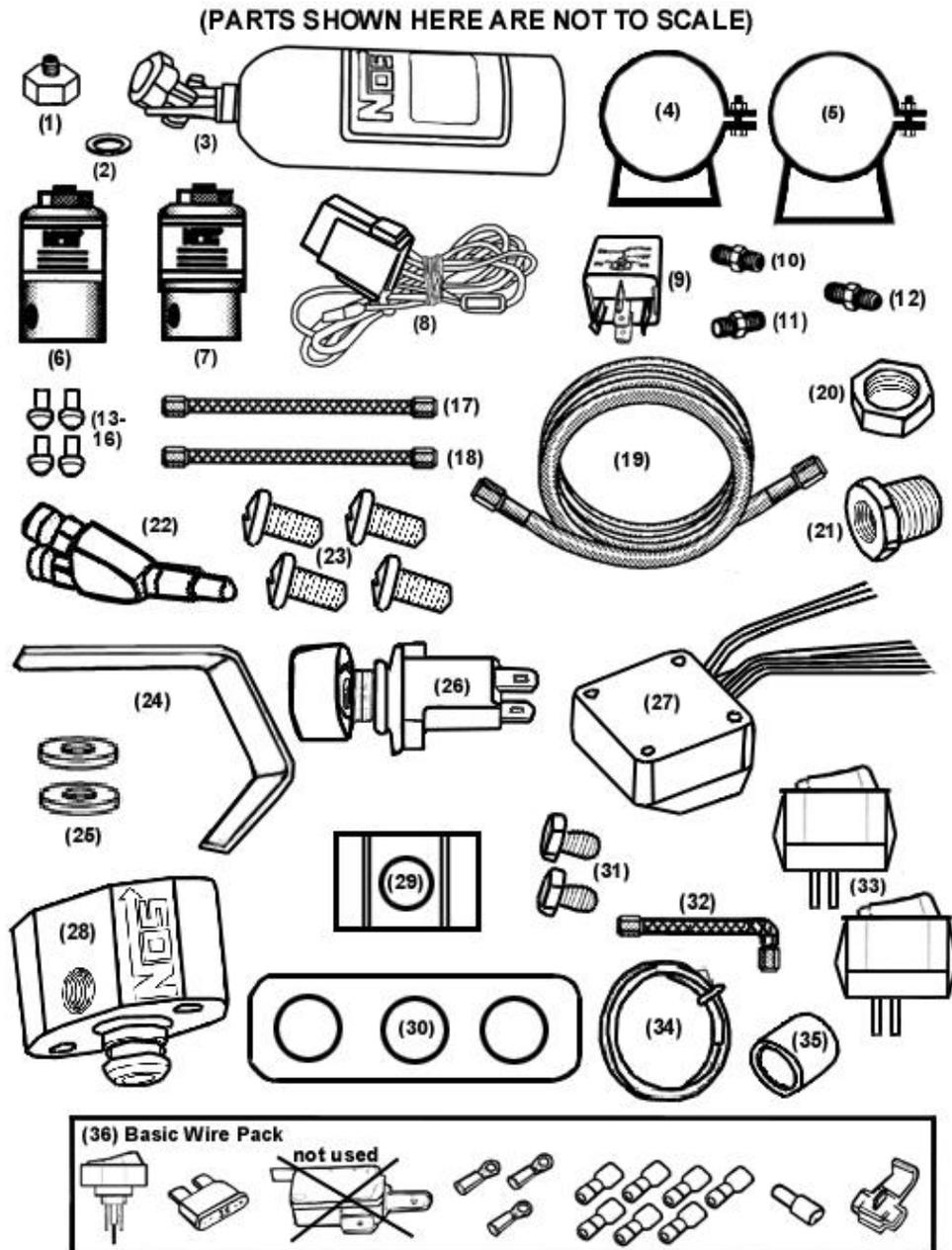


Figure 1 Kit #02121NOS Wet Kit Components

Chapter 2 Kit Installation

2.1 Bottle Mounting Instructions

NOTE: Disconnect the battery ground before beginning installation.

2.1.1 Street Vehicles

Accurate calibration of your NOS nitrous system depends on the bottle remaining at a stable temperature. Mount the bottle away from heat sources, such as the engine compartment or exhaust system, and away from windows, where the bottle is exposed to direct sunlight.

2.1.2 Racing Vehicles

Before mounting a nitrous bottle in a racing vehicle intended for use in sanctioned events, check with the sanctioning association for any rules regarding this subject. Most associations require that the bottle be mounted within the confines of the safety roll cage with the safety pressure relief cap vented away from the driver's compartment.

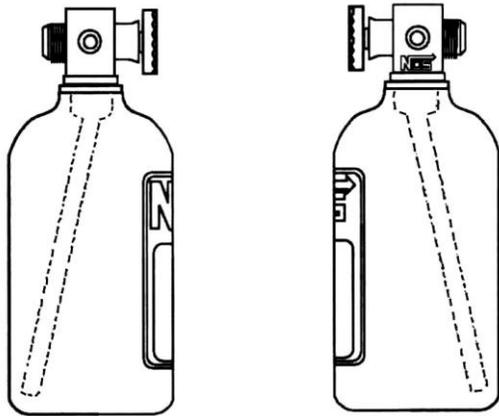


Figure 2 Nitrous Bottle Siphon Tube Orientation

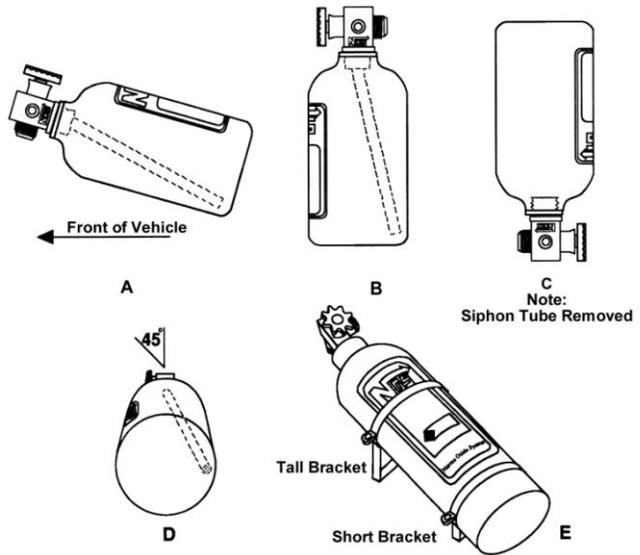


Figure 3 Nitrous Bottle Mounting Orientations

2.2 Bottle Orientation

Bottle placement is critical to the performance of your NOS nitrous system. It is important to understand how the bottle valve and siphon tube are assembled to properly orient the bottle in your vehicle and ensure that it picks up liquid nitrous while undergoing acceleration. All NOS nitrous bottles are assembled so that the bottom of the siphon tube is at the bottom of the bottle and opposite the bottle label (Figure 2).

Whenever the bottle is mounted in a lay-down position, the valve handle must be towards the front of the vehicle with the label facing up (Figure 3A).

If the bottle is mounted vertically, the valve handle and label must face toward the front of the vehicle (Figure 3B). This orientation will position the siphon tube at the back of the bottle where the liquid N_2O will be during acceleration.

WARNING! DO NOT attempt to remove the siphon tube without completely emptying the bottle of all nitrous and pressure. Failure to completely empty the bottle will result in an explosive condition causing injury or death.

A bottle mounted upside-down must have the siphon tube removed before use (Figure 3C). Non-siphon bottles can be specially ordered from NOS.

If the bottle must be mounted parallel to the axles of the vehicle (sideways), the valve handle and label must be angled at approximately 45° toward the front of the vehicle (Figure 3D). This orientation will position the siphon tube toward the rear of the bottle.

NOTE: When using a bottle with a siphon tube, the tall bracket should be at the valve end of the bottle and the short bracket at the bottom (Figure 3E).

The most efficient mounting is the lay-down position (Figure 3A) with the valve handle toward the front of the vehicle. This position allows the greatest amount of liquid to be used before the siphon tube begins to pick up gaseous nitrous oxide.

2.3 Bottle Installation

After you have determined the location and orientation of the nitrous bottle, use the following procedure to install the bottle:

NOTE: Numbers in parentheses () refer to the parts list / assembly drawing number for the component. Figure 4 shows the installation assembly for the Universal Wet NOS system.

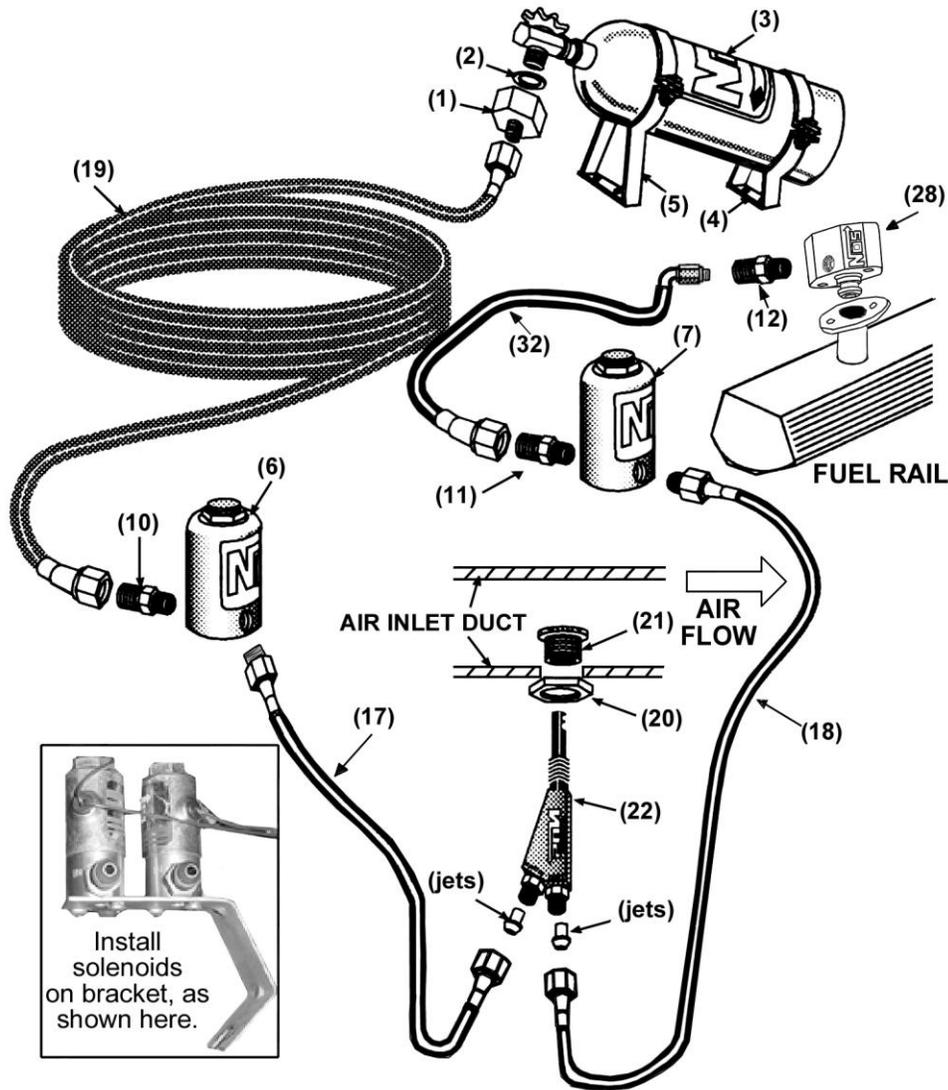


Figure 4 Exploded View of Kit #02121NOS Wet NOS System

1. Install the bottle nut adapter (1) and Teflon washer (2) on the nitrous bottle (3). Tighten securely.
2. Loosely install the bottle mounting brackets (4 & 5) on the nitrous bottle, as shown in Figure 3E.
3. Locate the bottle/bracket assembly in the desired mounting location, ensuring that the location will provide easy access to the bottle valve, hose connection, and bracket clamp bolts to facilitate bottle changing.
4. Use the assembled bottle/bracket unit as a pattern to mark and drill four 5/16" holes in the mounting surface.

CAUTION! When drilling or punching holes for these brackets, be aware what component, wires, or hoses are located or routed behind the general area to avoid vehicle or equipment malfunction.

5. Mount the brackets securely to the surface (recommended minimum of 5/16" bolts or No. 12 sheet metal screws).
6. Secure the nitrous bottle in the mounting brackets and tighten the bracket clamps.

2.4 Soft Plume Nozzle Installation

NOTE: The recommended mounting location for the Soft Plume nozzle is in the air inlet duct, between the throttle body and the mass airflow sensor (in applications where a mass airflow sensor is used). Install the nozzle (as shown in Figure 5) before the throttle body or any major turn in the air inlet duct. **See Figure 5.**

1. Before making any permanent modifications to the vehicle, layout the location of all the major components (solenoid, nozzle, fuel/nitrous supply lines, etc.).

2. Install the Soft Plume Nozzle (22), taking into account the length of the nitrous and fuel supply hoses and the intended location of the solenoids. Take into account that the nozzle mounting bung (21) needs to be restrained during final installation, and accessibility of a tool is important. Make sure the nozzle and feed lines will not interfere with engine components or accessories and will not interfere with the hood when closed. The nozzle should not move from the perpendicular position in the air inlet duct due to strain induced by the nitrous and/or fuel supply hose.
3. Remove the air inlet duct.

CAUTION! All debris **must** be removed from the air inlet duct. Use compressed air, if available. Failure to do so can result in severe engine damage.

- 3A. **Mounting Surface:** Drill a 7/16" hole perpendicular to the inlet duct centerline through the inlet duct. Insert the Soft Plume nozzle mounting bung (21) into the 7/16" hole with the head inside the duct. Use Loctite or a similar compound on the nozzle adapter threads and securely tighten the nozzle mounting bung nut (20) to the nozzle mounting bung (21). This hole should be drilled onto the bottom (towards the underside of the car) of the air intake tube.

CAUTION! Severe engine damage can occur if the nozzle adapter / nozzle assembly works loose from the air inlet duct. Ensure that the Soft Plume nozzle is securely tightened in the air duct.

4. Note the discharge side of the Soft Plume nozzle. Install the Soft Plume nozzle in the inlet duct with the discharge side pointed toward the engine (downstream or in the direction of the induced air stream). Use Teflon paste to ensure adequate sealing.
5. Install the air inlet duct.

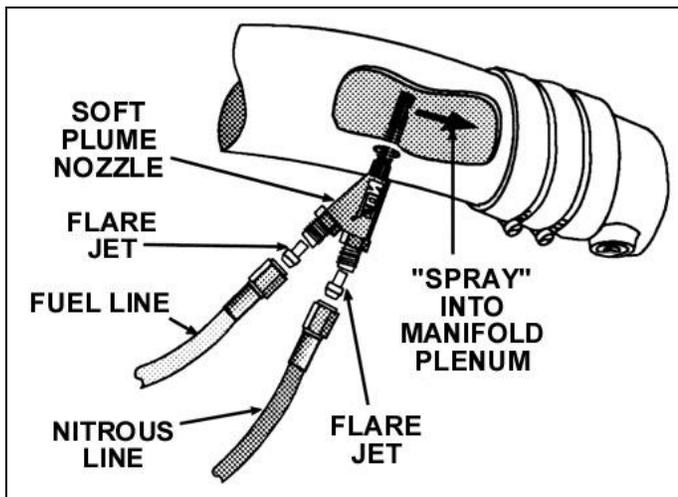


Figure 5 Soft Plume Nozzle Installation Cut-Away & Installation Photo

2.5 Solenoid Mounting

CAUTION: Do not overtighten the vise in the following procedure, or the solenoid will be damaged.

1. Clamp the nitrous solenoid (6) in a bench vise.
2. Thread the 1/8" NPT x 4AN nitrous filter fitting (10) into the inlet port of the nitrous solenoid. Use Teflon paste to avoid leaks.
3. Thread the 1/8 NPT male end of the blue 2 ft. 3AN hose (17) into the outlet port of the nitrous solenoid. Remove from the vise.
4. Clamp the fuel solenoid (7) in a bench vise.
5. Thread the 1/8" NPT x 4AN Fuel Filter Fitting (11) into the inlet port of the fuel solenoid. Remove from the vise.
6. Thread the 1/8 NPT male end of the red 2 ft. 3AN hose (18) into the outlet port of the fuel solenoid. Use Teflon paste to avoid leaks.
7. Attach the nitrous solenoid to the solenoid mounting bracket (24). Attach the fuel solenoid to the solenoid mounting bracket (24). **See Figure 6.**



Figure 6

8. Mount the solenoid assembly to the driver's side foremost valve cover bolt. **See Figure 6.** Ensure that the assembly and lines do not interfere with engine accessories or body parts, and that hoses reach the Soft Plume nozzle inlet ports without being stretched or kinked.
9. Securely mount the solenoid assembly.

2.6 Solenoid / Soft Plume Nozzle Hose Connection

1. Select the proper nitrous and fuel jets (13-16). Place the desired jets in the Soft Plume nozzle, making sure that the jets are inserted into the correct locations, as marked on the nozzle.
2. Connect and tighten the open end of the blue 2 ft. 3AN hose (17) to the Soft Plume nozzle inlet port marked "nitrous". Hold the Soft Plume nozzle in position with a wrench to ensure the nozzle doesn't rotate out of position when the line is tightened.
3. Connect and tighten the open end of the red 2 ft. 3AN hose (18) to the Soft Plume nozzle inlet port marked "fuel". Hold the Soft Plume nozzle in position with a wrench to ensure the nozzle doesn't rotate out of position when the line is tightened.

2.7 Nitrous Feed Line Mounting

HINT: Most late model vehicles have access plugs in the trunk floor, which are convenient for nitrous line routing. Following the fuel lines along the underbody, and entering the engine bay through the front fender well between the plastic inner fender panel and the body usually works well.

1. Determine the route for your nitrous feed line to follow. Ensure the path is clear of exhaust system, suspension, steering, wheels, electrical lines and components, and tires.
2. Feed the nitrous supply line (19) along the proposed route.
3. If it is necessary to support the nitrous supply line under the vehicle, use 1/2" Tinnerman clamps or nylon tie-wraps to support the line securely.
4. Attach the nitrous supply line to the 4AN bottle nut adapter (1) on the nitrous bottle.

WARNING! Nitrous oxide can cause death if inhaled. Severe frostbite can occur, if allowed to contact the skin. Always point the nitrous line opening away from people when purging the line.

5. Attach the nitrous supply line to the filter installed in the nitrous solenoid inlet port.

2.8 Fuel Supply Connection

1. Remove the fuel pressure sensor from the fuel rail. This sensor is located on the driver's side of the engine and is attached to the fuel rail with two 8mm headed bolts. **See Figure 7.**

WARNING! Do not use Teflon Tape on any pipe threads. Pieces of Teflon tape can break loose and become lodged in nitrous or fuel solenoids or solenoid filters. Debris lodged in a nitrous or fuel solenoid can cause catastrophic engine failure.

2. Install the 4AN fitting (12) into the injector block with Teflon paste, while secured in a soft jaw vise. Tighten securely. See **Figure 9**.

WARNING! Do not tighten fittings while installed on the fuel rail. Install these while secured in a soft jaw vise.

3. Thread the 90° end of the 6" 4AN hose into the fitting in the injector block (hand tighten and add a 1/2 turn). See **Figure 10**.
4. Insert the "injector block" with O-ring pressed into the rail. Lube the o-ring with o-ring lube or Vaseline. See **Figure 11**.

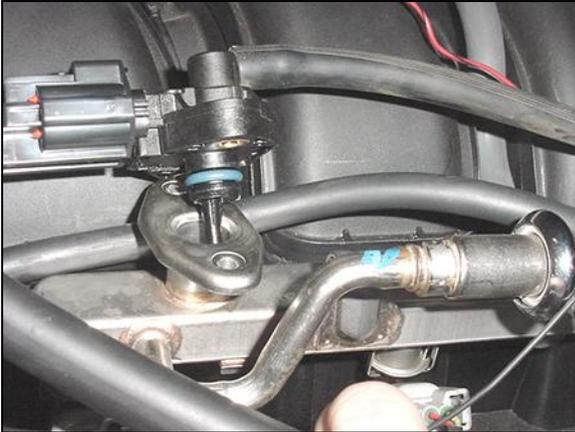


Figure 7



Figure 8



Figure 9



Figure 10



Figure 11

5. Using the supplied bolts and washers, tighten the injector block down after installing the fuel pressure sensor on top.

CAUTION! All debris must be removed from the fuel rail. Failure to do so will result in an engine failure.

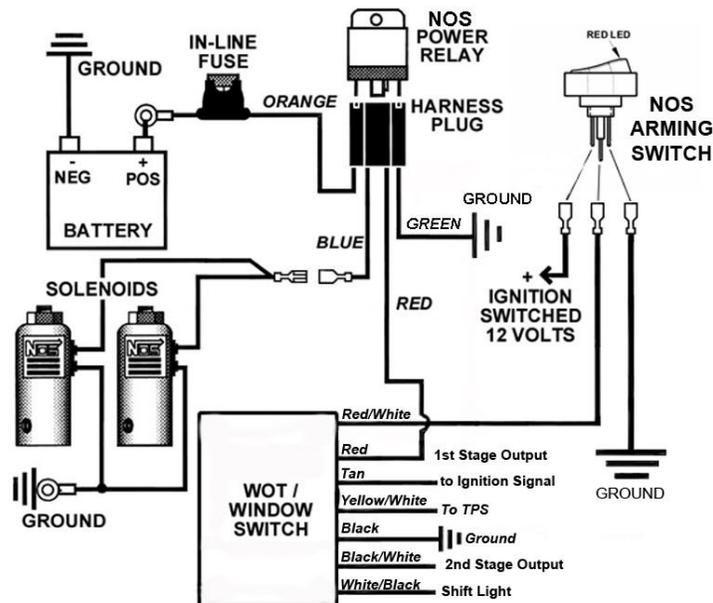


Figure 12 Electric Wiring Schematic

2.9 Electrical System Installation (WOT/Window Switch)

Refer to Figure 12 and the procedures in this section for electrical system installation.

WARNING! Death or injury may occur from working on a charged electrical system.

1. Disconnect the car battery at the ground cable (if not already done).
2. Install the WOT/Window Switch (27) as follows:
 - A. Find a suitable mounting location away from heat and vibration (ex. firewall).

This unit is aesthetically designed so that it can be mounted in the passenger compartment. The user can then view engine speed, TPS position, and nitrous arming and activation information, as well as make easy changes to the unit. It can be used to troubleshoot any issues with system activation as well.

- B. Loosely route the WOT/Window Switch wires to the locations found on the drawing.
 - C. Route the Red / White wire from the WOT/Window Switch through the firewall. Route the wire as close to the center console as possible
3. Install the NOS arming switch panel (leftmost switch) in the vehicle interior next to the power outlet, within easy reach of the driver. **See Figures 13-17.** The NOS arming switch panel included in this kit has switches included for a bottle heater (NOS P/N 14164NOS and 14169NOS), and an NOS purge (NOS P/N 16030NOS) which can be purchased separately. Either the left most, or right most rocker switch can be used for a master arming switch. The middle pushbutton switch is designed for a purge only. The arming switch is to be used to activate the nitrous system once safe engine RPM levels are reached.

NOTE: Refer to the factory service manual for center console removal.



Figure 13

NOTE: Switches are representative of what is in the kit and may not be exact

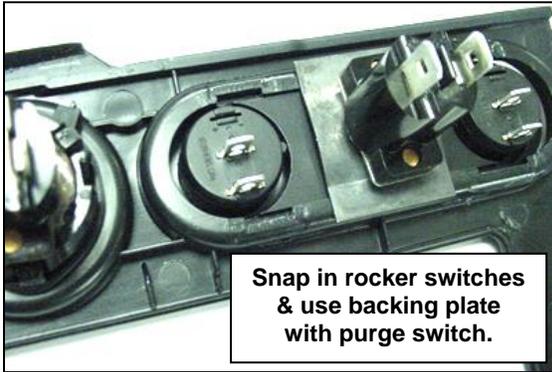


Figure 14

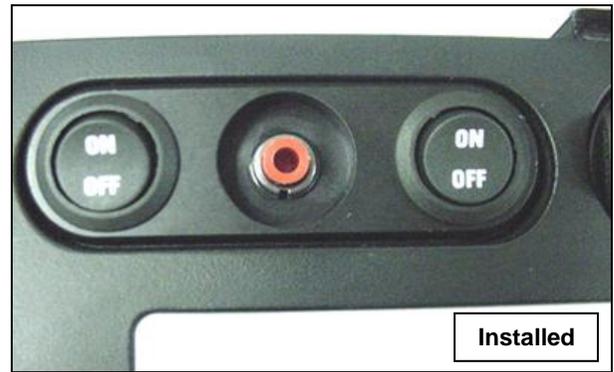


Figure 15



Figure 16



Figure 17

4. When installing the WOT/Window Switch, place the NOS relay (not supplied) and NOS relay harness (not supplied) in the engine compartment near the battery. The orange wire on the relay harness should reach the positive terminal of the vehicle battery.
5. Connect the orange relay wire to the battery (+) terminal. Install a 15 AMP fuse into the fuse socket.
6. Connect one wire from each solenoid together and attach to the blue relay wire (trigger).
7. Connect the remaining solenoid wires to good chassis ground.
8. Ground the green relay wire to a good chassis ground.
9. Connect red relay wire to the solid red wire (power +12V side of relay) on the WOT/Window Switch.
10. Connect the tan wire of the WOT/Window Switch to any coil trigger wire on the Mustang. **See Figure 18.**

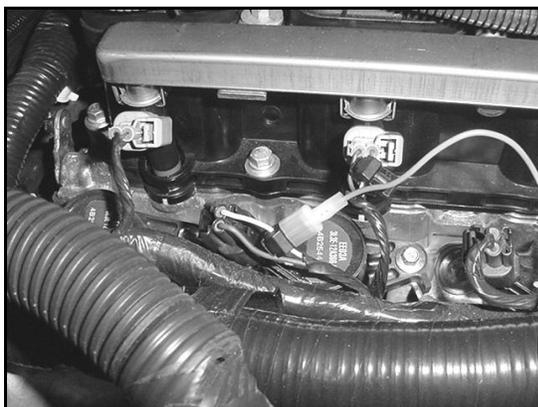


Figure 18



Figure 19

11. Connect the black wire of the WOT/Window Switch to a good ground.

12. Connect the yellow / white striped wire on the WOT/Window Switch to the yellow / white striped on the car TPS sensor. **See Figure 19.**
13. Connect the red / white striped wire on the WOT/Window Switch to the upper pin of the arming switch in the dash.
14. Connect the lower pin of the NOS arming switch to a 12 volt switched power source in the car.
15. The black/white striped wire is for a second stage of control. An example of its use can be a 2nd stage of nitrous control. This stage is a ground output and must be connected to the **GREEN** ground wire of a second relay (Part # 15618NOS, Sold separately). The solid red wire from the relay should be wired to the center terminal of the NOS arming switch. Wire the remainder of the relay wires according to the illustration and steps 3 thru 7 above. If this wire will not be used, heat shrink the end and secure it tightly out of the way.
16. The white/black striped wire is the shift output. This wire is only capable of supplying a low current ground output. If using the black/white wire to trigger a high current device (over 1Amp), a relay **must** be installed and the white/black wire used to activate the low current side of the relay. If you need a +12v output trigger, use the white/black wire to activate a relay that will supply +12v. If this wire will not be used, heat shrink the end and secure it tightly out of the way.
17. Once these steps are verified, proceed to the next section.

2.10 Configuring Settings of the NOS WOT / Window Switch

NOTE: Recommended initial settings for the NOS WOT/Window Switch are as follows; RPM - 3000 rpm (On) and 6000 rpm (Off). The TPS should be configured for the appropriate type of system (rising or falling voltage) with voltage set .2 volts lower than WOT voltage for rising voltage and .2 volts higher than WOT voltage for falling voltage systems. **Altering RPM On and Off settings can be beneficial to tailor nitrous delivery to your particular application.**

1. To enter configuration mode, turn power on to the NOS WOT/ Window Switch, press and hold both the #1 and #2 buttons for 1-2 seconds. The upper display will read "Set Up" and then "Prog" momentarily **See Figure 20** and then the lower display will display "1 On" . The upper display will show the activation On RPM for the first stage. **See Figure 21.**



Figure 20



Figure 21

NOTE: On RPM is indicated by the corresponding blue LED being illuminated. Off RPM will be indicated by the LED being illuminated red.

2. Depress the #2 BUTTON to scroll through the "ON" RPM thousandths position numbers. Once you have selected the desired thousandths RPM, press the #1 BUTTON to move over to the hundredths position. Repeat the steps above to complete the "ON" RPM desired.
3. Once the "ON" RPM has been selected the blue LED will turn red. This indicates that you are now ready to set the "OFF" RPM setting. The procedure for selecting the desired "OFF" RPM will be identical to the "ON" RPM setting procedure.
4. Once the last digit of the "OFF" RPM has been set, press the #1 BUTTON to enter the 2nd stage set up mode and the lower screen will display "2 On". Repeat steps # 2 and # 3 to program the "ON" and "OFF" RPM for stage 2.
5. Once the last digit of the "OFF" RPM has been set for the 2nd stage, press the #1 BUTTON to enter the Shift Light set up mode. You can use this to light a shift light at a given programmable RPM. The lower screen will display "Shft". Depress the #2 BUTTON to scroll through the RPM thousandths position numbers. Once you have selected the desired thousandths RPM, press the #1 BUTTON to move over to the hundredths position. Repeat the steps above to complete the Shift RPM desired. Once the last digit has been set, Press the # 1 button to enter the TPS mode.
6. The TPS mode will require the user to select either "rising" throttle position voltage or "falling" throttle position voltage. For This kit, you will need to select "Rising" throttle position voltage. The "Rising" throttle position voltage mode can be identified by the green flashing center LED.
7. Press the #1 BUTTON while the GREEN LED is flashing. The GREEN LED will stop flashing and remain illuminated. The first digit of the lower display will now be flashing indicating that the desired throttle position sensor voltage can now be set.

Pressing the #2 BUTTON will change the whole voltage reading from 0-4 volts. Once the whole voltage reading is obtained press the #1 BUTTON to select the desired tenths voltage. **See Figure 22** The recommended setting is 4.3V.



Figure 22

8. Once the TP voltage has been selected and stored, the 3rd & 4th digits should be illuminated with the 3rd digit flashing. This indicates that the ignition signal input is ready to be configured. Press the #2 BUTTON until the correct first digit, which corresponds with your specific ignition system in the chart below, appears. For this kit you will need to select "00". Once the correct number appears, press the #1 BUTTON. The 4th digit will now be flashing indicating you are ready to select the last number of the ignition input configuration. Press the #2 BUTTON until the second number needed to correspond with your ignition system appears. Press the #1 BUTTON to complete and exit the configuration mode. The NOS WOT/Window Switch can be configured to operate on any 4-cycle engine "tach output" signal from 1-18 cylinders.

Use the appropriate numbers to correspond with the vehicle ignition system;

- 00 – Use for non-waste spark DIS ignition systems i.e. - coil per plug
- 02 – Use for waste spark DIS ignition systems
- 04 – 4 cylinder engines connected to the "tach output" wire
- 06 – 6 cylinder engines connected to the "tach output" wire
- 08 – 8 cylinder engines connected to the "tach output" wire
- 10 – 10 cylinder engines connected to the "tach output" wire
- 12 – 12 cylinder engines connected to the "tach output" wire

2.11 Verifying Settings and Operation of the NOS WOT / Window Switch

IMPORTANT! Disconnect the solenoid control wires! Make sure the nitrous bottle valve is closed!

CAUTION! EXERCISE EXTREME CAUTION WHILE SETTING THE WOT/WINDOW SWITCH, AS WORKING AROUND A RUNNING ENGINE IS EXTREMELY DANGEROUS! SECURE ALL LOOSE CLOTHING AND ITEMS TO SAFEGUARD AGAINST CONTACT WITH THE ENGINE! ACTIVE NITROUS AND FUEL SYSTEMS ARE EXTREMELY DANGEROUS!

1. Start engine and verify the RPM displayed on the NOS WOT / Window Switch matches actual engine RPM. If RPM differs, go back and configure the correct ignition signal input.
2. Verify that the TPS input is functioning correctly. The left two digits on the lower display will show actual "real time" TPS voltage. This value should increase as the throttle is opened and decrease as it closes on rising voltage equipped vehicles. If "0.0" is displayed, the TPS input is not connected properly. The two digits on the right side of the lower display will read maximum TPS voltage achieved. This is helpful in accurately setting WOT voltage. The maximum voltage reading can be cleared by depressing the #2 BUTTON.
3. To verify operation of the NOS WOT / Window Switch, lower RPM of the #1, #2 window switch and the TPS setting to a reasonable engine operating range. Set the shift light RPM to the same RPM as the #1 window switch.
4. Start the engine and bring engine speed up to "On RPM" setting and verify proper operation based on the chart in figure 23. Continue bringing the engine speed up to the "Off RPM" setting and verify proper operation based on the chart in figure 23.

| | First Stage | Second Stage | Shift Light |
|----------------------------------|----------------|-----------------------------------|-----------------------------------|
| Indicator Position | <i>Top LED</i> | <i>Lower Screen 3rd Digit</i> | <i>Lower Screen 4th Digit</i> |
| On RPM | Blue | 2 | S |
| Off RPM | Red | Overscore | N/A |
| Below On RPM | Off | Underscore | N/A |
| Below RPM Shift Point | N/A | N/A | Underscore |

Figure 23

5. The center LED will illuminate red until the “TPS voltage” reaches the set voltage. Once the set voltage has been reached the center LED will illuminate green.
6. Once the “On RPM” of switch #1 and “TPS voltage” are met the bottom LED will illuminate blue. This indicates that the 12 volt and ground outputs are active.
7. Once you have verified proper operation of the NOS WOT / Window Switch, reset all of the values to the desired settings.

NOTE: Setting the window switch at the maximum rpm, or “rev-limit” of the engine can potentially cause severe engine damage, as some rev limiters will cut fuel only.

Chapter 3 Routine Maintenance

3.1 Nitrous Solenoid Filter

When nitrous bottles are refilled they can become contaminated with debris, if the refiller does not have an adequate filter in their transfer pump mechanism. Contaminants in the bottle will eventually become lodged in the nitrous solenoid filter fitting.

You should periodically (after every 20-30 pounds of nitrous usage) examine the mesh in the nitrous filter for debris.

To clean the filter, follow the following steps:

1. Close the valve on the nitrous bottle. Empty the main nitrous feed line.
2. Disconnect the main nitrous feed line from the nitrous solenoid. Remove the nitrous filter fitting from the nitrous solenoid.
3. Remove **all** Teflon paste debris from the solenoid inlet port threads and from the nitrous solenoid filter pipe threads.
4. Examine the mesh in the nitrous filter fitting for contaminants. Blow out debris with compressed air, if necessary.
5. Apply fresh Teflon paste to the nitrous filter pipe threads. Reinstall the filter in the nitrous solenoid.
6. Reconnect the main nitrous supply line to the nitrous solenoid.

3.2 Nitrous Solenoid Plunger

3.2.1 General Information

The seals used in NOS nitrous solenoid plungers are constructed from materials that are designed to be used with nitrous oxide. When kept free from fuel contaminants or from over pressurization, they should provide trouble free performance.

You should periodically (after every 20-30 pounds of nitrous usage) examine the seal in the nitrous solenoid plunger.

The seals used in NOS nitrous solenoid plungers are designed to work at pressures up to 1100 psi. Exposing the plunger to excessive pressure (whether the vehicle is sitting or in-use) can result in the seal in the plunger seal swelling or in extreme cases, plunger seal disintegration.

NOTE: The seals are designed so that if they fail due to over pressurization, they will not leak, the valve will just fail to flow nitrous oxide.

Swelling of the nitrous solenoid plunger seal will reduce nitrous flow (causing an excessively rich nitrous/fuel condition and a loss of power).

3.2.2 Nitrous Solenoid Plunger Disassembly and Inspection

1. Close the valve on the nitrous bottle.
2. Empty the main nitrous supply line.
3. Remove the retaining nut from the nitrous solenoid.
4. Remove the coil and housing from the nitrous solenoid base.
5. Unscrew the stem from the nitrous solenoid base. Do this by double nutting the stem, or by using a solenoid stem removal tool (NOS P/N 16665-SNOS). **Do not use pliers on the solenoid stem. Damage to the stem will result.**
6. Remove the stem, spring, and plunger from the solenoid base.
7. Examine the plunger seal for swelling. The seal surface should be flat, except for a small circular indentation in the center of the seal;

A fuel-contaminated seal will protrude from the plunger and be dome-shaped. A fuel-contaminated seal may return to its original shape if left out in the fresh air for several days. It may then be returned to service.

A seal, which has been over pressurized, may be dome-shaped, or the sealing surface may be flat with the seal protruding out of the plunger. A dome-shaped seal may return to its original shape if left out in the fresh air for several days. It may then be returned to service. A seal, which is flat, but protrudes from the plunger body has probably failed internally and should be replaced.

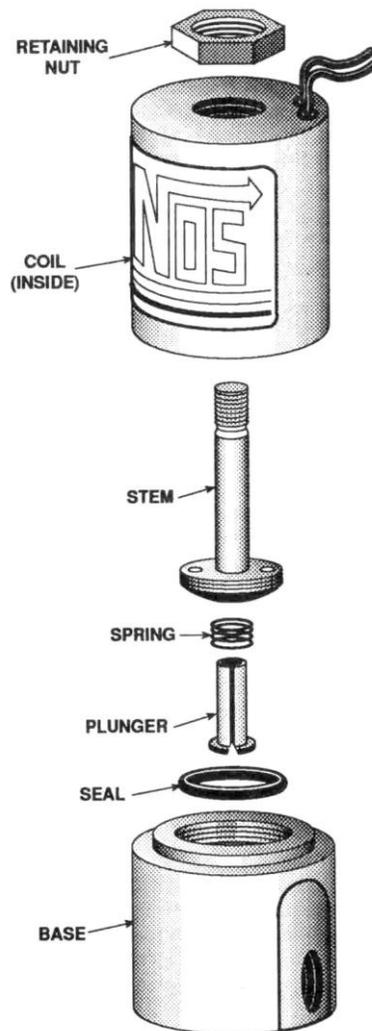


Figure 24 Exploded View of a Typical Solenoid

Appendix A Troubleshooting Guide

The troubleshooting chart on the following pages should help determine and rectify most problems with your installed NOS system. If you still need assistance determining or fixing problems, call the NOS Technical Support at 1-866-GOHOLLEY.

| PROBLEM | POSSIBLE CAUSES | DIAGNOSTIC PROCEDURE | CORRECTIVE ACTION |
|----------------------------------------------------------------------------------------------------|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|
| No change in engine speed when the fuel solenoid is activated (Preparing for Operation—Chapter 4). | System wired incorrectly. | Compare wiring to schematic in Fig. 12. | Wire per instructions. |
| | Restricted fuel line. | Inspect fuel line for restrictions (crimped or plugged). | Remove restrictions. |
| | Malfunctioning fuel solenoid. | Turn arming switch ON. Cycle the microswitch. Solenoid should make "clicking" noise. | Repair/replace solenoid. |
| Change in engine speed when nitrous bottle valve is opened (Preparing for Operation—Chapter 4). | Malfunctioning nitrous solenoid. | Remove and inspect solenoid. | Repair/replace solenoid. |
| Engine runs rich when system is activated. | Bottle valve not fully opened. | Check bottle valve. | Open valve fully. |
| | Bottle mounted improperly. | Check bottle orientation. | Mount bottle properly. |
| | Plugged nitrous filter. | Inspect filter. | Clean/replace filter. |
| | Low bottle pressure. | Check bottle temperature. | Set bottle temperature to 75° to 85°F. |
| | Inadequate nitrous supply. | Weigh bottle. | Fill bottle. (1-800-99-REFILL) |
| | Mismatched N ₂ O/fuel jetting. | Compare jetting to recommended values. | Install correct jets. |
| | Excessive fuel pressure. | Install fuel pressure gauge, such as NOS P/N 15906NOS, in the fuel line. Measure the pressure during acceleration with the system activated. | Regulate pressure down, or install smaller fuel jetting. |
| | Loose nitrous solenoid wiring. | Inspect the solenoid wiring. | Repair wiring. |
| | Malfunctioning nitrous solenoid. | WARNING: Solenoid discharges nitrous at a high rate. Don't inhale nitrous; death may occur. Skin contact may cause frostbite. Close bottle valve. Disconnect the nitrous solenoid outlet port. Disconnect the solenoid (+) lead. Open the nitrous bottle valve. Connect the +12V to the solenoid. Solenoid should discharge N ₂ O at a high rate. | Rebuild solenoid. |
| No change in performance when system is activated. | System wired incorrectly. | Compare nitrous wiring to schematic (Figure 12). | Wire system per instructions. |
| | Loose ground wire(s). | Connect 12V test light to battery (+) terminal. Check for continuity at grounds noted in Fig. 12. | Tighten/repair loose grounds. |
| | Malfunctioning arming switch. | Turn arming switch on. Connect 12V test light to battery (-) terminal. Check for power at pole #2. | Replace pushbutton |
| | No power to arming switch. | Connect 12V test light to battery (-) terminal. Check for power at pole #1 on arming switch. | Repair wiring. |
| | Malfunctioning throttle microswitch. | Temporarily disconnect power relay red wire from microswitch. Connect 12V test light to battery (-) terminal. Manually set microswitch ON. Check for continuity at microswitch positive terminal (Fig. 12). | Replace throttle microswitch. |
| | Overly rich fuel condition. | Check for black smoke or backfiring through exhaust with system activated. | Install smaller fuel jet or decrease fuel pressure. |
| Engine detonates mildly when system is activated. | Excessive ignition timing. | Check ignition timing. | Reduce timing in 2° increments. |
| | Inadequate octane fuel. | | Use higher octane fuel. |
| | Spark plug heat range too high. | | Reduce spark plug heat range (maximum 2 steps). |
| | Too much nitrous flow. | | Reduce nitrous jetting. |

| | | | |
|-----------------------------------------------------|----------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|
| Engine detonates heavily when system is activated. | Inadequate fuel delivery due to: Plugged fuel filter. | Inspect fuel filter. | Clean or replace filter. |
| | Crimped fuel line. | Inspect fuel line. | Replace crimped line. |
| | Weak fuel pump. | Install fuel pressure gauge, such as NOS P/N 15906NOS, in the fuel line. Run engine under load at wide-open throttle, with system activated. Fuel pressure should be within 5 PSI of fuel pressure at idle. | Repair/replace fuel pump. |
| High-rpm misfire when system is activated. | Excessive spark plug gap. | Inspect spark plugs. | Set spark plug gap at 0.030" to 0.035". |
| | Weak ignition/ignition component failure. | Inspect components (plug wires, distributor cap, etc.) | Replace worn components. |
| Surges under acceleration when system is activated. | Inadequate supply of nitrous. | Check bottle weight. | Replace with full bottle. |
| | Bottle mounted incorrectly. | Compare bottle position and orientation to instructions (Figures 2 & 3). | Mount or orient bottle correctly. |

Nitrous Oxide Accessories

NOS systems are calibrated for optimum performance with a bottle pressure of 900-950 psi. The pressure will change with temperature. Heater kits are thermostatically controlled to keep the bottle near 85° F to provide correct pressure. **Bottle Heater (P/N 14164NOS)** is available for 10 & 15 lb. bottles.

Insulating the bottle helps maintain pressure by keeping heat in the bottle when it's cold, or heat out when it's hot outside. The blankets are made of a rugged, easily cleaned Nylon outer shell with insulation. It's also an excellent "dress up" accessory and perfect for "covering" battle-scarred bottles. **Bottle Blanket (P/N 14165NOS)** is a 7" diameter blanket for the 10 lb. bottle.



P/N 14164NOS



P/N 14165NOS

With the 35 PSI **Adjustable Pressure Switch (P/N 15686NOS)**, you won't be blasting nitrous into the engine if the fuel pressure is below what is required to supply the required extra fuel. This fuel pressure safety switch can be adjusted to any desired setting, but is preset to 35 PSI at the factory.

The primary purpose of a **Purge Valve, P/N 16030NOS**, is to release trapped air or gaseous nitrous from the feed line(s). This helps to ensure consistent performances. And, purging looks cool too!

Nitrous Pressure Gauges (P/N 15910NOS) measure from 0-1500 psi (although recommended level is 900-950 psi) and are essential in monitoring the bottle.

The **Quick Release Hinged Aluminum Bracket, P/N 14140NOS**, is available for 10 lb. and 15 lb. bottles. **P/N 14147NOS** is available for the carbon fiber bottle.



P/N 15686NOS



P/N 16030NOS



P/N 15910NOS



P/N 14140NOS

For those who want the ultimate in appearance, NOS offers many popular bottles that are fully polished. **P/N 14745-PNOS** is our 10 lb. fully polished bottle. For optimum weight reduction and distinctive high-tech looks, these DOT-approved NOS carbon fiber-wrapped bottles are it! It weighs about half of the standard bottle (empty). **P/N 14747NOS** has 12.5 lb. capacity.



P/N 14745-PNOS



P/N 14747NOS

To order, contact your local NOS dealer.



NOS Technical Support

Toll-Free Phone: 1-866-GOHOLLEY, Phone: 1-270-781-9741, Fax: 1-270-781-9772
For online help, please refer to the Tech Service section of our website: www.holley.com
For bottle refill information: 1-800-99-REFILL

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