

## Fitting in Brief

1. Mount the nitrous bottle as shown in (Fig.1).
2. Run the supply pipe and connect using the nuts and olives supplied (Fig. 2).
3. Mount the Pulsoids in as cool a location as possible and close to the injector.
4. Connect into the existing fuel supply line (**only** on the **delivery, not return** side of the system), using the appropriate adapter for your application (Fig. 6).
5. Install the Crossfire injector in the induction system near to the TB (Fig. 8).
6. Run the red (fuel) and blue (nitrous) nylon pipes from the Pulsoid outlets to the injector and connect using the nuts and olives supplied (Fig. 3).
7. Mount and then connect the appropriate activation switch (TPS or micro switch, switch, Fig. 9 & 10 and connect all other electrical hardware.

## Static Test Procedure

1. Disconnect the outlet pipes from the injector/s and aim the N<sub>2</sub>O 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 N<sub>2</sub>O 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)** 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 note or you feel anything other than a smooth surge of power, cease testing.