

Slick Fit Booster Kit (SFBK) Car Fitting Instructions

To fit the SFBK all you need to do is find a suitable location in your engine bay where it can be simply secured using the cable ties supplied.

The SFBK should be;

- 1) Located away from any moving parts like fan belts and/or pulleys
- 2) Located as close as possible to the induction system for maximum effect
- 3) Secured in an upright orientation (solenoids at the top)
- 4) Kept away from direct contact with hot parts

The outlet pipes must be;

- 1) Routed to avoid contact with any moving parts, like fan belts and/or pulleys.
- 2) Kept as short as possible for maximum effect.
- 3) Routed in such a way that they spray directly into the induction system – it may be necessary to choose a location AFTER any sensor that can affect mixture ratio.
- 4) Secured in place so they don't blow out during use.
- 5) Kept away from direct contact with hot parts
- 6) Kept together and inserted at the same point as in the picture below

A typical installation is shown below;



SFBK ZIP TIED TO INNER WING LIP



SUPPLY PIPES FED INTO INDUCTION PIPE

The wiring couldn't be simpler and should be carried out as follows;

- 1) The green crocodile clip needs to be attached to a good ground point, an engine lifting bracket is usually a suitable location but the best option would be direct to the battery negative terminal if it's within reach of the green wire.
- 2) The high beam bulb connectors should be disconnected at the headlamps, for one to be connected to the SFBK activation lead, as shown in the picture below. If preferred, the system can be connected to your own momentary type switch but it needs to be connected to a 12 volt supply and be capable of handling a 7.5A.



GROUND CLIPPED TO BATTERY NEG POST



HIGH BEAM SUPPLY DISCONNECTED



SFBK POWER LEAD CONNECTED

The system is triggered by the activation of the momentary main beam (flash) headlamp switch and will stay activated for as long as the switch is held in the operated position, as soon as the switch is released the system will instantly shut off. (The same applies to your own momentary switch should you choose this option)

WARNINGS;

DO NOT remove the cylinders from the system when filled, as they will release their contents.

Contact with the contents of these cylinders is to be avoided as they can cause freeze burns.

Avoid using the system WHEN;

- 1) The engine is not running**
- 2) The engine is under no load**
- 3) The engine rpm is being governed by a rev limiter**

Keep in mind that the engine will accelerate much faster when using the SFBK, so be prepared to change gear sooner/quicker than normal.

When the system is activated, you will feel a surge of power but as soon as the power starts to fall off (once the liquid nitrous has been depleted), the system activation switch should be released and normal engine use should be resumed.

Continued use will simply result a further reduction in power and wasted fuel (propane).

***NOTE: Depending on the application (for example; if the system is to be fitted in a hot engine bay), the SFBK should only be fitted just prior to use for the following reasons;**

1) If the contents of the bottles are subjected to excess and sustained heat, a component failure could occur.

2) At least one of your high beam headlamps (the one you use to feed the SFBK), will not work while the SFBK system is connected to the cars electrical system.