

Metering Jet Replacement

The combined Pulsoid outlet adapter and jet holder is positioned at the opposite end to the mounting (see Fig. 1).

To access the jet first disconnect the outlet pipe, using either an 8mm (for 4mm pipe) or a 10mm (for 5mm pipe) open ended spanner, whilst securing the jet holder with a 13mm spanner. Once the pipe is removed the jet holder can also be removed to access the metering jet.

Fig. 1

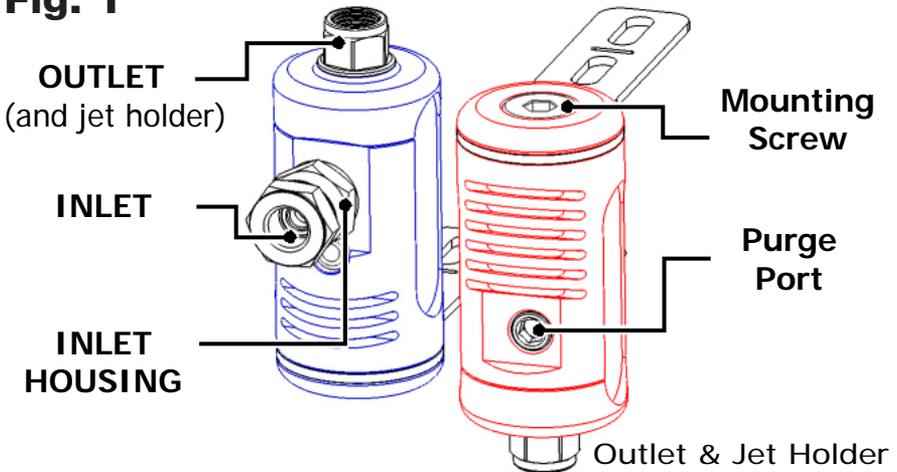
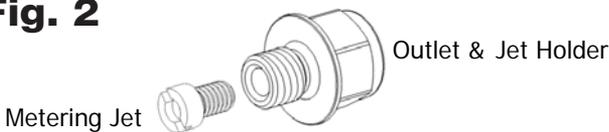


Fig. 2



Hold the jet holder in a 13mm ring spanner or 'clean' socket, whilst unscrewing the jet using a suitable flat blade screwdriver. Remove and replace only one jet at a time as it is easy to mix up the jets otherwise and that could lead to poor performance.

Screw the jet in to the jet holder using your fingers and then 'lightly' nip it up with the screwdriver to make a seal, then reassemble in the reverse order of the above instructions.

CAUTION; The metering jets are made from brass and are easily damaged beyond use if a badly fitting screwdriver or excessive force is used on them.

IMPORTANT: The internal factory adjustment screw becomes accessible when the jet holder is removed. Incorrect changes to the adjustment of this setting can seriously affect and possibly damage the internals of the Pulsoid. **Incorrect adjustment from the factory setting will void the Pulsoid warranty.**

For most applications, WON nitrous systems are originally despatched with 25 BHP metering jets (unless otherwise agreed), one for the fuel Pulsoid and one for the nitrous Pulsoid.

**** It is VITAL that these jets are located in the correct Pulsoids (i.e. the fuel jet in the fuel Pulsoid etc) - this also obviously applies when jets are changed.****

25 BHP jets will have the following identifying numbers stamped on the heads;

Nitrous: 50 Fuel: 20

Suits most fuel injected (car and bike) applications and produces a ratio of 2.5N:1F

Nitrous: 50 Fuel: 50

Suits most carburetted car applications and produces a ratio of 1N:1F.

Nitrous: 50 Fuel: 300

Suits most gravity fed carburetted bike applications and produces a ratio of 1N:6F

If the test results indicate the mixture at this ratio is correct, the mixture should be maintained at the same ratio, when bigger jets are required /ordered / fitted. Therefore when purchasing 50 BHP jets, the jet numbers should be double the numbers on the original jets supplied with the system.

****Please be aware that if a bottle heater is used, in most cases the size of the fuel jet should be increased at least one size.****

The following chart is a safe guide - please see our tuning instructions for full details of how to optimise the mixture and performance of your system.

Application	25 BHP	50 BHP	75 BHP	100 BHP
Most Injected engines:	50N:20F	100N:40F	150N:60F	200N:80F
Most pumped carb engines:	50N:50F	100N:100F	150N:150F	200N:200F
Most gravity fed carb engines:	50N:300F	100N:600F	150N:NO JET	

****Please note the above is only an estimate based on averages. Low power testing should be carried out to determine the exact correct ratio to suit your application.****

Please also bare in mind that the ambient temperate will affect your bottle pressure and thus your nitrous performance, it may sometimes be necessary to change your fuel or nitrous jet to compensate for a change in pressure. If the temperature falls you can either reduce the size of your fuel jet or you can increase the size of your nitrous jet. Obviously the opposite is true for an increase in temperature.