

SUPPLEMENTAL INSTRUCTIONS FOR DUAL STAGE EFI SYSTEMS

“VERY IMPORTANT”

A stock fuel pump will not work with a dual stage system. An after market pump is required. The minimum pump capacity is 190LPH.

1. Drill two 9/16 holes in the flexible duct that connects the air cleaner to the throttle body. The location of these holes is not critical however they should be as close to the throttle body as practical. Install the nozzle adaptor fittings and thread the NX Shark nozzles into the adaptors. Be sure the discharge side of the nozzles is directed toward the throttle body.
2. Proceed with the installation as if you are installing two separate nitrous systems, per the main instruction leaflet.
3. Using the lines and tee’s furnished with your system connect the fuel solenoids inlets together and then connect to the fuel supply. Connect nitrous solenoids together on their inlet sides and then connect them to the nitrous supply hose. When wiring the dual stage connect the 1st stage to the wide-open throttle switch. Connect the second stage to the push button trigger switch supplied in your system. The push button should receive its power from the second stage-arming switch. That arming switch should receive its power from the red relay wire from the first stage. The 2nd stage should/can only be activated if the first stage has been activated. Follow the wiring diagram in the instruction leaflet

SUPPLEMENTAL INSTRUCTIONS FOR DUAL STAGE CARBURETOR SYSTEMS

“VERY IMPORTANT”

A stock fuel pump will not work with a dual stage system. An after market pump is required. The minimum pump capacity is 110GPH. You will need 2 separate Regulators for this plate.

1. On a “Gemini Quad” the bottom set of spray bars are ways the first stage.
2. Proceed with the installation as if you are installing two separate nitrous systems, per the main instruction leaflet.
3. Using the lines and Y’s furnished with your system connect the nitrous solenoids together on their inlet sides and then connect them to the nitrous supply hose. Fuel solenoids inlets will go to these respective regulators (PN 15951).
4. When wiring the dual stage connect the 1st stage to the wide-open throttle switch. Connect the second stage to the push button trigger switch supplied in your system. The push button should receive its power from the second stage arming switch. That arming switch should receive its 12volts source from the relay’s red wire on the first stage. The 2nd stage can/should only be activated if the first stage has been activated. Follow the wiring diagram in the instruction leaflet

