

Read all Instructions before beginning!!!!

Caution – EXTREME DANGER – Caution

Do not use or mix any other manufacturer's products with any Nitrous Express products.

Do not use or mix any Nitrous Express products with any other manufacturer's products.

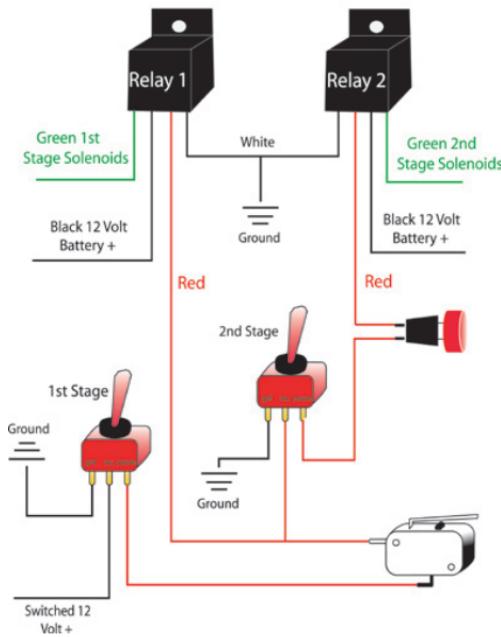
THESE INSTRUCTIONS APPLY TO NITROUS EXPRESS PRODUCTS ONLY!  
FOR SANCTIONED RACE USE ONLY - NOT FOR SALE OR USE IN CALIFORNIA

## SUPPLEMENTAL INSTRUCTIONS FOR DUAL STAGE EFI SYSTEMS

### “VERY IMPORTANT”

A stock fuel pump will not work with a dual stage system. An after market, "High Capacity" pump is required.

1. Drill additional 9/16" hole in the 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 system instructions.
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 below.



## UNDERSTANDING

# HAZARDS OF NITROUS OXIDE

## IN AUTOMOTIVE AND RACING APPLICATIONS



**USERS OF NITROUS OXIDE  
MUST UNDERSTAND THE  
HAZARDS. NITROUS OXIDE:**

- ! MAY CAUSE OR INTENSIFY FIRE; IT IS AN OXIDIZER.
- ! CONTAINS GAS UNDER PRESSURE, MAY EXPLODE IF EXPOSED TO AN OPEN FLAME.
- ! MAY DISPLACE OXYGEN AND CAUSE RAPID SUFFOCATION.
- ! MAY CAUSE DROWSINESS OR DIZZINESS.
- ! MAY CAUSE FROSTBITE.



**NEVER INHALE NITROUS  
OXIDE OR NITROUS OXIDE  
MIXTURES EXCEPT UNDER  
MEDICAL SUPERVISION.**

- ! RACING NITROUS OXIDE PRODUCTS CONTAIN SULFUR DIOXIDE.
- ! INHALATION OF RACING NITROUS OXIDE PRODUCTS MAY BE HARMFUL OR FATAL.



**NEVER APPLY AN OPEN  
FLAME TO A NITROUS  
OXIDE CYLINDER**

- ! WHEN FILLING FROM ONE CYLINDER TO ANOTHER.
- ! TO ENHANCE PERFORMANCE WHEN CYLINDERS ARE IN USE.



**FOLLOW REGULATORY  
REQUIREMENTS AND INDUSTRY  
STANDARDS WHEN USING  
NITROUS OXIDE CYLINDERS  
OR WHEN TRANSFERRING  
PRODUCT FROM ONE CYLINDER  
TO ANOTHER (TRANSFILLING)**

- ✓ ONLY COMPETENT, TRAINED PERSONNEL SHOULD TRANSFILL CYLINDERS.
- ! TRANSFILLING CYLINDERS CAN BE DANGEROUS.
- ✓ ONLY FILL NITROUS OXIDE CYLINDERS BY WEIGHT.
- ! DO NOT COOL DOWN RECEIVING CYLINDER.
- ✓ ONLY USE CYLINDERS THAT ARE DEDICATED FOR NITROUS OXIDE SERVICE. DO NOT CHANGE THE CYLINDER SERVICE TO OR FROM A DIFFERENT GAS.



**DO NOT MAKE ALTERATIONS  
TO CYLINDER OR CYLINDER  
COMPONENTS**

- ! DO NOT MODIFY PRESSURE RELIEF DEVICE (PRD).
- ! DO NOT REPLACE, CHANGE, OR MODIFY VALVE.
- ! DO NOT ALTER, REMOVE, OR COVER PRODUCT LABEL.



**FOLLOW SAFE  
PRACTICES FOR THE  
STORAGE AND USE OF  
OXIDIZERS**

- ✓ SECURE ALL CYLINDERS AND CONTAINERS WHEN BEING USED OR STORED.
- ✓ POST NO SMOKING SIGNS IN AREAS WHERE OXIDIZERS ARE STORED OR USED.
- ✓ SEPARATE OXIDIZERS FROM FLAMMABLES WHEN STORING.
- ✓ STORE AND USE IN WELL VENTILATED AREAS THAT ARE FREE OF COMBUSTIBLE MATERIALS.
- ✓ KEEP OIL AND GREASE AWAY FROM CYLINDER AND CYLINDER VALVE.