Read all Instructions before beginning!!!!

Caution – EXTREME DANGER – Caution
Do not use or mix any other manufacturer's products with any Nitrous Express products.
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THESE INSTRUCTIONS APPLY TO NITROUS EXPRESS PRODUCTS ONLY!
FOR SANCTIONED RACE USE ONLY - NOT FOR SALE OR USE IN CALIFORNIA

NX Incognito Dry System- Part No. 60000

This system is designed to operate on gaseous nitrous. It has no enrichment provision: therefore the carburetor or fuel injection system must deliver the additional fuel. On alcohol applications that are overly rich naturally aspirated it may be possible to run the smallest jet provided without any additional carburetor changes; however, caution must be used to prevent engine damage caused by inadequate fuel enrichment. On carbureted gasoline applications, larger than stock jets are usually required. ON EFI Applications additional tuning will be required in almost every instance. The larger the nitrous jet, the more fuel required. Some experimentation will be required to determine how much more fuel will be needed with each change in jet size. The distance the discharge line is placed from the carb/throttle body inlet will affect how much fuel is required; the direct introduction of nitrous into the airstream will be the most effective for power production and require the most fuel.

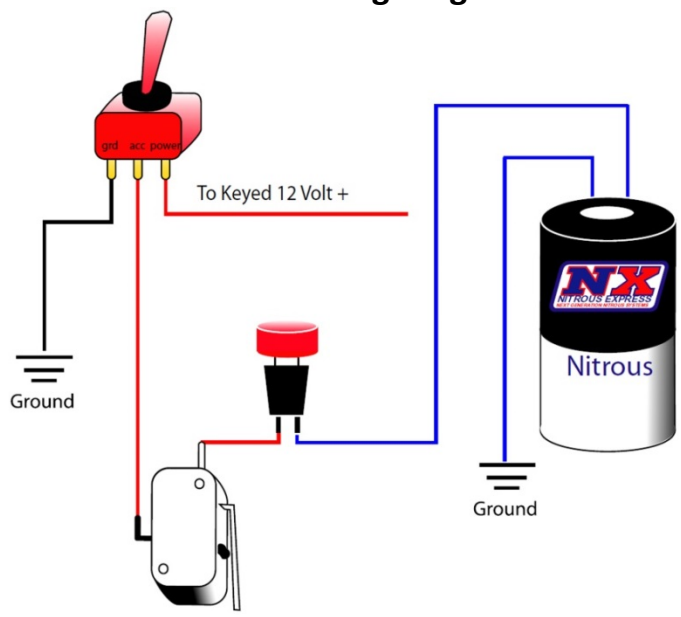
Notes:

1. The nitrous system's calibration jet is located behind the quick connect fitting on the outlet side of the solenoid.
2. This system can also be operated on two 9 volt batteries wired in a series to make 18 volts.

*Note: Jetting is not predetermined and varies depending upon enrichment capabilities.

Included Jets
Jet Size---Approximate HP
.014---5hp
.016---7hp
.018---10hp
.020---15hp
.022---17hp
.024---20hp
.026---25hp

Wiring Diagram



Once you have completed the installation, open the nitrous bottle and check all connections for leaks. With the lines disconnected from the solenoids, crack your nitrous bottle open to allow Nitrous pressure into the system. Check for any leaks hat may be present, and tend to any that may exist. If the solenoid itself is not sealing, activate the nitrous solenoids a few times in rapid bursts to seat the plunger in the solenoids.