

AKAMOTO

<http://www.akamoto.co.uk>

Who are we

Akamoto have established in the United Kingdom to supply our products to the modifying car world that want the best in both performance and styling as we know how important the combination of the two are. We are very proud of our quality in both merchandise and service and feel we beat any competition hands down.

We have many many hours researching all over the globe to find the best suppliers for parts and accessories to produce our unique and custom kits. We have always looked for the finest quality manufacturers rather than the cheapest as the truth is, you do get what you pay for!, and buying cheap gear not only looks cheap but usually under performs and does not have a long life without requiring attention. Where with the Akamoto Systems you are sure to get the finest of EVERY component with your supply.

We have a large workshop of where we carefully assemble our products ready to be distributed to our customers. Here is also where we test our systems, create new ideas and permanently work towards new technologies to keep us a steady one step ahead of any competition.



NITROUS OXIDE PERFORMANCE

Diesel Nitrous System

**This supplement is to be used with the Ny-Trex Owners Manual.
(Refer to the owners manual for safety tips and precautions)**

I. Injector Nozzle Mounting

- 1) Remove the air inlet duct and air cleaner
- 2) Determine a suitable mounting location for the injector nozzle in the cold air or intercooler pipe within 2-8 inches from the throttle body. If your vehicle is not inter-cooled the nozzle can be mounted in the air inlet duct or cleaner box. Keep in mind the relation of the solenoid mounting and the length of the nozzle line.
- 3) Drill a ½" hole in the target location and insert the supplied nozzle adapter from the inside of the air inlet pipe and secure with the adapter nut. (NOTE: you may need to seal the adapter with silicone or like material to prevent vacuum leaks around the connection). If the inlet pipe is a stronger metal material, you may also drill and tap the pipe for the nozzle mounting using a "Q" drill bit and 1/8"npt x 27 pipe tap.
- 4) Install the 1/8" injector nozzle and position the nozzle so that outlet is directed at the throttle body. (NOTE: there is an index dot on the hex of the nozzle to indicate the spray direction.)

II. Mount the Solenoid

- 1) Install the -4 x 1/8"npt fitting to the inlet of the solenoid valve and -3 x 1/8"npt fitting to the outlet of the solenoid valve. (NOTE: Use only Teflon paste or anaerobic sealer on pipe threads.)
- 2) Attach the solenoid mounting bracket (15) to the nitrous solenoid NOTE: By flipping the brackets there are 4 possible mounting positions (2 per side). Determine the best position, (keep in mind the relation of "IN" and "OUT" to lines and nozzle) mount with 8/32 x 3/8 screws.
- 3) Loosely mount the nitrous solenoid to a suitable attachment point within range of the injector nozzle. (NOTE: firewalls, fender wells, and existing factory brackets are usually good mounting options.)
- 4) Install the proper nitrous jet in the injector nozzle with the beveled edge out. (Refer to supplied jet card for proper jetting).
- 5) Attach the nitrous line to the injector nozzle and tighten securely. (Do not use sealer or tape on AN line fittings.) **CAUTION!** Avoid any obstructions that may come in contact with solenoid or lines such as hood, throttle cables, accelerator pumps etc. Keep lines and hoses clear of engine, exhaust or any hot surface. Check for leaks before starting engine.
- 6) Tighten the solenoid mount.

III. Hook Up Electrical (Refer to page 15 for primary wiring)

IV. Install the WOT Micro switch Position the WOT switch using the supplied universal mounting bracket so that the switch comes in contact with the throttle body tab at wide open throttle only. You may also mount the WOT switch to contact the gas pedal linkage in a suitable position under the dash. This method is required for later models with "Throttle-by-Wire" systems. (Refer to WOT switch installation on page 14-15).

V. Test the Solenoid for proper operation. Be sure the nitrous bottle is OFF and no pressure is in the N2O supply line. If using a fuel safety switch, you must use a jumper wire between the NO and C terminals while testing the solenoids. To test, turn the "arming" toggle switch ON, and push the "activating" WOT switch. A clicking sound should be heard as the solenoids open.