

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.



“Triple-Threat” 3 Valve System Installation Instructions

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

1. **Determine Mounting Location** With the two 22” braided lines (9,10) attached to the N-T nozzle (8), search for a suitable location within reach of lines observing the orientation of fittings and lines. The firewall, side panel, or factory brackets are usually good mounting points.
2. **Mount the Brackets** Install the two universal mounting brackets (15) to the Triple-Threat valve. By flipping the brackets there are 6 possible mounting positions (3 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. (25)
3. **Mount the Triple-Threat** Bend the brackets (15) into suitable mounting position and mount the valve using the supplied mounting screws (29). Attach the fuel, nitrous and purge lines to the valve and tighten securely. (Do not use sealer or tape on AN line fittings). **CAUTION!** Avoid any obstructions that may come in contact with solenoids or lines such as hood, throttle cables, etc. Keep lines and hoses clear of engine, exhaust or any hot surface. Check for leaks before starting engine.
4. **Hook Up Electrical** (Refer to page 15 for primary wiring)
5. **Install the purge button switch** in the desired location within easy reach of the driver.
6. **Attach 14-16 gauge wire**- from the push button “COM 1” terminal to a “switched” 12v power source. (The switched terminal on the nitrous arming switch is a good place).
7. **Attach the Black Wire** of the 4 pin connector plug to a good chassis ground.
8. **Attach the Yellow Wire** of the 4 pin connector plug to the purge button “NO 3” terminal
9. **Attach Red and Blue Wire** of the 4 pin connector plug together to the “Green” wire from the relay (20).
10. **Test the Solenoids** 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.