SALEEN SPEEDLAB

2005 2.0-Liter FOCUS

AFTERMARKET NITROUS KIT INSTALLATION MANUAL

2005 2.0-liter Ford Focus

P/N 10-8002-C11895A

IF YOU ARE NOT EXPERIENCED IN THE AREA OF AUTOMOTIVE MECHANICS, WE STRONGLY URGE THAT YOU REFER THIS INSTALLATION TO A CERTIFIED INSTALLER OR TECHNICIAN

Saleen Speedlab 2005 2.0-Liter Focus Nitrous Kit

Installation Guide for 2005 Ford Focus 2.0L

Thank you for buying the Saleen 2005 2.0-liter Focus Nitrous Kit for the 2005 Ford Focus with the 2.0-liter motor. We appreciate your business, and we hope you enjoy your product.

For your benefit, please read the following instructions completely and thoroughly before attempting to install the nitrous kit. Many questions we have received from customers about the installation of our products could have been easily solved by information listed in the accompanying installation guide. We want you to enjoy the product in its fully functional state, and reading this tutorial is a great first step to getting you on your way to a more rare and powerful Focus.

PLEASE BE AWARE THAT SOME STEPS IN THIS INSTALLATION MANUAL DIFFER BASED ON WHETHER OR NOT YOUR 2005 FOCUS HAS AN ANTI-LOCK BRAKE SYSTEM (ABS); THE INSTRUCTIONS FOR ABS AND NON-ABS EQUIPPED CARS ARE BOTH INCLUDED INSIDE THIS MANUAL.

NOTE: THIS AFTERMARKET KIT IS NOT CARB E.O. APPROVED; THIS KIT IS FOR OFF-ROAD USE ONLY.

Again, thank you for choosing Saleen!

Overview

The 2.3-Liter Focus Nitrous Kit contains everything you need to bring your 2003 ½ through 2004 Focus from a stock car to a performance vehicle with full nitrous capabilities. This manual contains all the basic instructions for installing the kit and some helpful advice to ensure safe nitrous use.

Please be advised that installing this kit will void any and all Ford powertrain warranties for the vehicle.

Obtain the following parts:

05-1904-B09710*		**SALEEN NITROUS KIT 2005 FOCUS**	1
	05-1602-C08045	BRACKET N2O SOLENOID	1
	00-9001-C00225*	CAPSCRW BUT HD 8-32x0.25 ST	4
	05-1602-C08146	AIR INTAKE TUBE FOCUS	1
	00-9001-C00304*	CAPSCRW SCKT HD M6x1.0x16mm ST	2
	00-9004-C00172*	WASHER FLAT AN 0.25inch REG	2
	05-1601-C07996	BRACKET THROTTLE SWITCH N20	1
	05-1904-B09711*	**NITROUS ELEMENTS KIT 2005 FOCUS**	1
	00-1904-C09879*	NITROUS JET #43	1
	00-1904-C09880*	FUEL JET #25	1
	00-1904-C08216*	WOT SWITCH	1
	00-1904-C08219*	NOZZLE NITROUS/FUEL	1
	00-1904-C08220*	NITROUS BOTTLE 10LB	1
	00-1904-C08221*	BRACKET NITROUS BOTTLE	2
	00-1904-C08222*	LINE -4 TO -4 20 FT BLUE	1
	00-1904-C08223*	LINE -4 TO -3 9" RED	1
	00-1904-C08224*	LINE -4 TO -3 11.5" BLUE	1
	00-9010-C08283*	FITTING -4 TO 1/8 NPT M STRAIGHT RED	1
	00-9010-C08564*	FITTING 1/8 NPT TO -4 BLANK (NO HOLE)	1
	00-1904-C08565*	NITROUS BOTTLE PRESSURE GAUGE	1
	00-9010-C08563*	FITTING NITROUS BOTTLE TO -4 REDUCE	1
	00-9010-C08971*	FITTING 90 DEG 1/8 NPT TO -4 BLUE	1
	00-1904-C08215*	NITROUS SOLENOID	-1
	00-1904-C08214*	FUEL SOLENOID	-1
	00-9001-C08566*	CAPSCRW BUT HD 4-40x0.625 ST	2
	00-9003-C08567*	NYLOCK NUT 4-40 ST	2
	00-9009-C08270*	RUBBER GROMMET 5/16" IDx1"OD	1
	00-9010-C04395*	PLUG SOCKET HEAD 1/8 NPT	2
	00-9007-C07862*	TIE WRAP TYPE T&B 7.5x3/16	16
	00-9001-C07204*	CAPSCRW HEX HD 5/16-18x0.75 ST	4
	00-9003-C07834*	NYLOCK NUT 8-32 SS	1
	00-9001-C08674*	CAPSCRW SCKT HD 8-32x0.375 BLK OX SS	1
	00-9006-C08972*	RIVNUT 5/16-18 Zn PLATED KNURLED ST	4

05-1904-B09742*	**2005 SALEEN (AFTERMARKET) NITROUS KIT**	1
05-1903-C09489	JUNCTION BLOCK PRESSURE SENDER	1
00-9001-C09744*	CAPSCRW BUT HD 5x45 SS	2
00-1903-C09745*	2005 O-RING FUEL JUNCTION BOX	2
00-9007-C07862*	TIE WRAP TYPE T&B 7.5x3/16	4
00-9010-C08275*	FITTING 90 DEG 1/8" NPT TO -4 RED	1
00-1904-C08276*	MSD WINDOW SWITCH RPM PILL 3000RPM	1
00-1904-C09746*	MSD WINDOW SWITCH RPM PILL 6500RPM	1
00-1904-C08274*	LINE -4 TO -4 40" RED	1
00-9010-C08283*	FITTING -4 TO 1/8 NPT M STRAIGHT RED	1
00-9010-C08284*	FITTING -4 TO 1/8 NPT M STRAIGHT BLUE	1
00-9010-C08971*	FITTING 90 DEG 1/8 NPT TO -4 BLUE	1
05-1704-B08197	**HARNESS MAIN**	1
00-1704-C08258*	MSD WINDOW SWITCH	1
00-1703-C08261*	RELAY BLOCK	1
05-1704-B08193	**HARNESS SOLENOIDS**	1
00-1904-C08215*	NITROUS SOLENOID	1
00-1904-C08214*	FUEL SOLENOID	1
05-1704-B08194	**HARNESS COILS**	1
05-1704-B08195	**HARNESS SWITCH TO BULKHEAD**	1
00-1703-C08569*	**ROCKER SWITCH BLUE LED**	1
05-1704-B08196	**HARNESS BULKHEAD TO FENDER**	1

Obtain the following tools:

¼” drive ratchet
¼” drive 6mm socket
¼” drive 10mm socket
3/8” drive ratchet
3/8” drive ½” socket
Drill
1/8” drill bit
1/2” drill bit
¾” drill bit
Razor blade
5/16” wrench
3/8” wrench
7/16” wrench
½” wrench
9/16” wrench
Teflon tape
Pipe dope
Silicon sealant
Standard Allen wrench set
Metric Allen wrench set
Rivnut gun
Flat head screwdriver
Philips head screwdriver
Ford stereo removal tool
1 Can of RTV (Room Temperature Vulcanizing) rubber
Electrical tape
Masking tape

Installation Instructions

1. Using the standard Ford stereo removal tool, remove the stereo.
2. Unscrew A/C controls, take out ashtray, disconnect wiring harnesses, and set trim piece aside. Note where each wiring harness goes.
3. Measure 1 5/16” down from the top of the audio unit trim, and 1 1/8” in from the driver side of the trim. Drill a hole 3/4” in diameter for nitrous switch. **(FIGURE 1)**
4. Cut a square groove, 1/16” long on each side, on left side of the hole **(FIGURE 2)**.
5. Install interior nitrous arming switch (00-1703-C08569*) into the hole drilled in step 3 **(FIGURE 1)**
6. Connect the spade ends of the switch to bulkhead harness (05-1704-B08195) to the back of the arming switch: black wire to top bronze terminal on switch, red/blue wire to middle terminal, and red wire to lower terminal.
7. Route the switch to bulkhead harness through the dash down to the rearward side of the driver side fender well **(FIGURES 3,4)**
8. Reconnect wiring harnesses, reattach A/C controls, stereo, and audio trim, and replace unit.

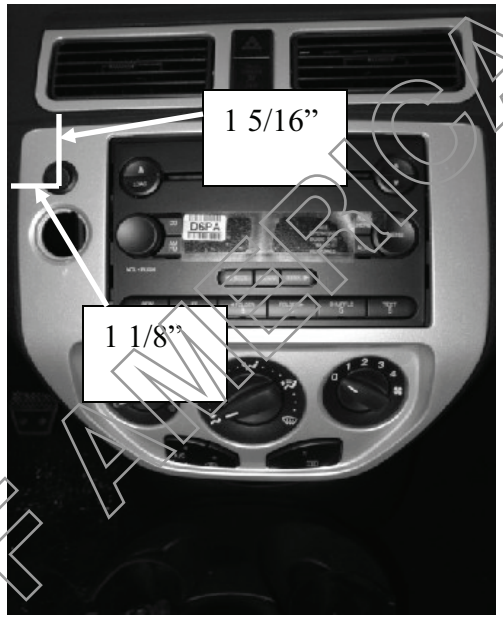

FIGURE 1

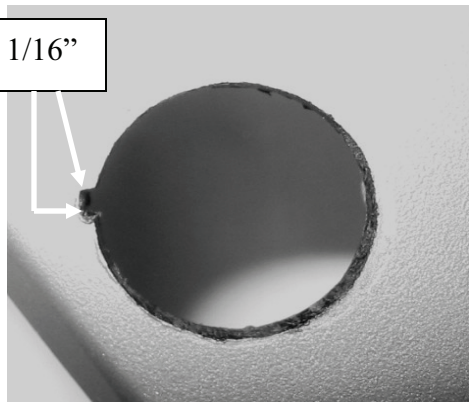

FIGURE 2

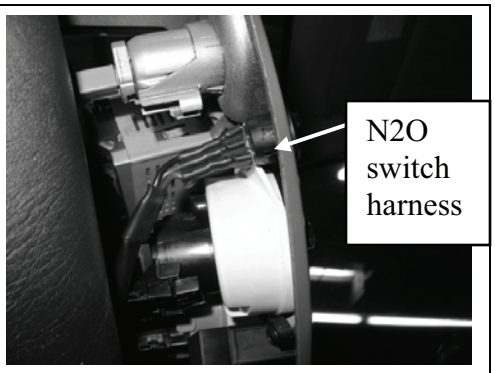

FIGURE 3

STEPS 9-14 APPLY IF YOUR CAR IS **NOT** EQUIPPED WITH ABS BRAKES.

9. With the front of the car placed SECURELY on jack stands, remove the driver side front wheel.
10. Remove black bulkhead harness molding from location in driver side fender well **(FIGURE 4)** Drill a ½" hole in lower outboard corner of the removed plastic piece (the molding). (**FIGURE 5; hole shown close-up in FIGURE 6)**
11. Pull male pin ends of switch to bulkhead harness out into the driver side fender well, through the hole drilled in the plastic molding in step 10.
12. Place wires through drilled hole in molding, and put molding into place. Insert male pin ends of switch to bulkhead harness into female pin ends of fender to bulkhead harness (05-1704-B08196).
13. Wrap electrical tape around each of the three male-female pin connections. Insert the connection into the plastic molding.
14. Spray room temperature vulcanizing (RTV) rubber around the connection, filling up the drilled hole in the molding completely – create a completely water tight seal.

STEPS 15-20 APPLY IF YOUR CAR **IS** EQUIPPED WITH ABS BRAKES.

FIGURE 4

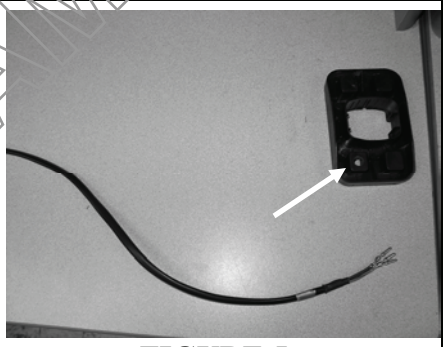

FIGURE 5

FIGURE 6

15. With a 10mm socket on a ¼" drive ratchet, remove the two 10 mm bolts holding bulkhead connector together under driver's side fender **(FIGURE 7)**.
16. Pull two block connectors out of firewall and remove black plastic clip **(FIGURE 8)**. Squeeze interior side of connector and push through firewall into interior **(FIGURE 9)**.
17. Pop cap off tan connector and remove rubber insert; note orientation **(FIGURE 10)**. Drill or punch holes at numbers 35-37 in tan connector **(FIGURE 11)**.
18. Re-install rubber insert in proper orientation and push cap back onto connector. Push bulkhead to fender harness wire pins into connector with black in #35, red/blue in #36, and red in #37 **(FIGURE 12)**. Make sure each pin clicks into place. Squeeze connector together firmly.
19. Route bulkhead to fender harness (05-1704-B08196) through large inner fender opening shown in **FIGURE 7** up to solenoid area. Secure to existing harnesses with zip tie.

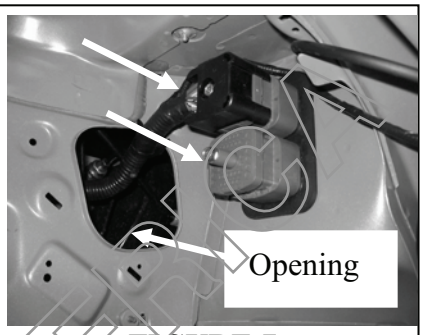

FIGURE 7

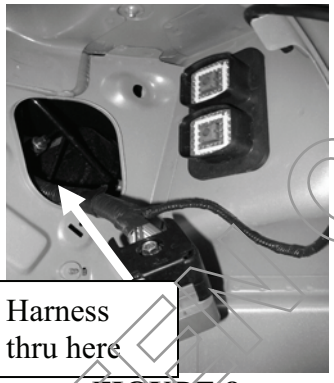

FIGURE 8

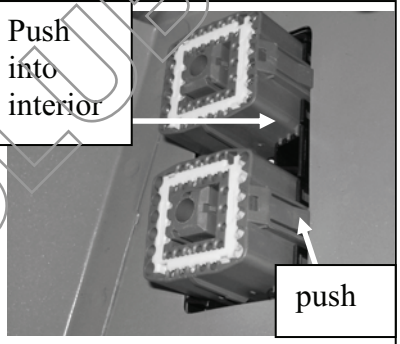

FIGURE 9

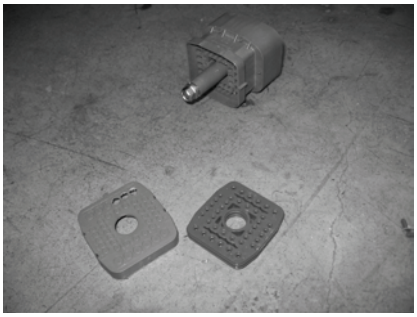
FIGURE 10

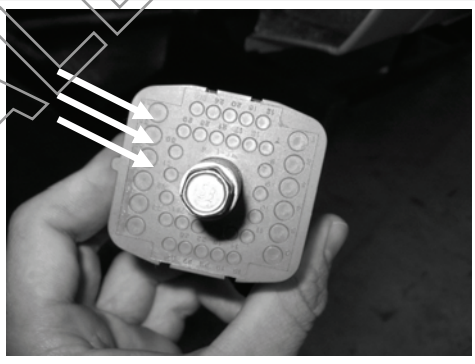
FIGURE 11

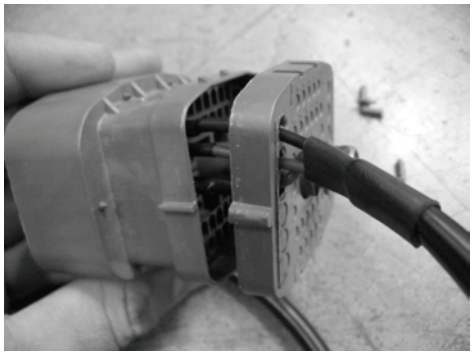
FIGURE 12

20. Repeat steps 17 and 18 for the switch to bulkhead wiring harness, pulling the harness through the firewall into the wheel well and connecting it to the gray connector.
21. Remove trunk liner, located above the spare tire at rear of vehicle, to simplify installation.
22. Mark and drill pilot holes with 1/8" bit. Drill the rear holes 5.5" from the surface of the vertical plastic trunk liner at the rear of the trunk. The right rear hole should be 1 ¾ " to the left of the pit for the spare tire. Drill the front holes 15.5" from the same rear trunk liner, or 10" farther forward than the rear holes. The left holes should be 5 1/8" to the left of the right holes.
23. Enlarge holes to 1/2" **(FIGURE 13)**.

NOTE: If you do not have the proper tools to install a rivnut, you can access the tool through tool lending programs at Auto Zone and other auto supply stores, or at your local tool lending service.

24. Remove metal shavings from trunk area.
25. Using the rivnut gun, install the four rivnuts (00-9006-C08972*) into the four freshly drilled holes, and position the brackets (00-1904-C08221*). Tighten the bolts (00-9001-C07204*) into the rivnuts. Make sure to keep taller bracket towards the front of the vehicle, and orient both brackets so that the center portion slopes up towards the front of the car – the goal is to mount the nitrous bottle with the nozzle end towards the front and tilted up **(FIGURES 14, 15)**.
26. Apply silicon around bolt heads to seal interior.
27. Cut two 1.5" x 7.5" rectangles out of the carpet, one to accommodate each of the nitrous bottle brackets.
28. Reinstall the carpet.

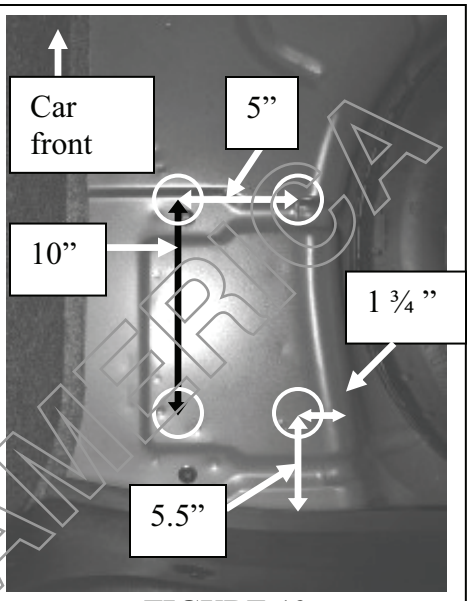

FIGURE 13

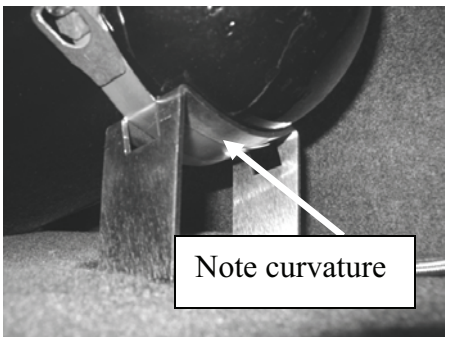

FIGURE 14

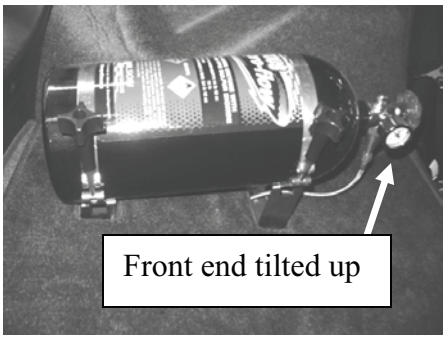

FIGURE 15

29. Remove the spare tire. Drill ¾" hole in spare tire well area of trunk on right side as shown in **FIGURE 16**. Drill hole so its center is 3" from the plane of the bare trunk (the surface above the spare tire well) and 6" from the rear wall of the spare tire well.
30. Tape off hose ends with masking tape. Slide line through frame rails and route as shown in **FIGURES 17 – 19** (run along existing lines or run through tunnel in underbody). Use two zip ties to secure the line to the frame rails.
31. Route rear end of nitrous line (00-1904-C08222*) through hole drilled into the spare tire well (step 27; **FIGURE 20**). Pull enough line through the hole to route the line around the base of the spare tire (on the front side) and reach the end fitting to the nozzle on the nitrous bottle. (bottom arrow, **FIGURE 23**)

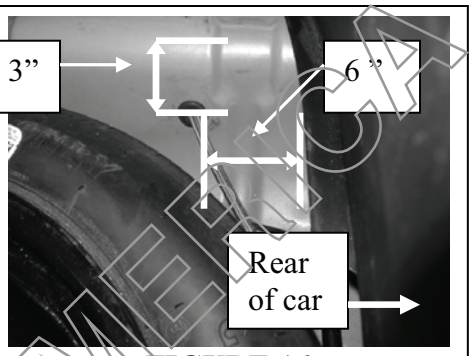

FIGURE 16

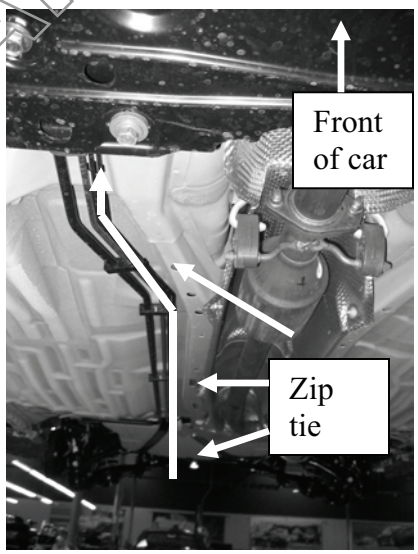

FIGURE 17

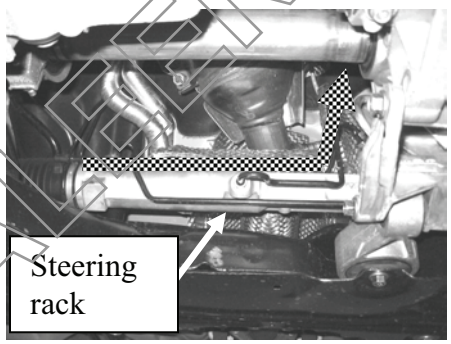

FIGURE 18

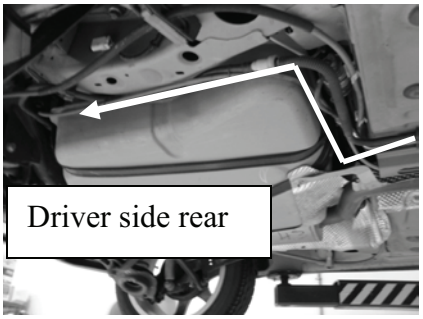

FIGURE 19

32. Zip tie the line to existing lines (along which the nitrous line is run) seen in **FIGURES 17 - 19,** Attach a zip tie about every 10” or as otherwise necessary.
33. Using a razor blade, make a cut in the grommet (00-9009-C08270*) from the outer edge into the center so that it can be placed over the line and fitted into the drilled hole in the tire well. **(FIGURE 21)**
34. Remove masking tape from the end of the nitrous line and thread fitting onto bottle fitting; tighten with 9/16” wrench. **(bottom arrow, FIGURE 23)**
35. Route engine-end of line across steering rack and up firewall, behind the battery to the solenoid mounting location on the driver side of the battery. Make sure that it reaches up to the back of the nitrous solenoid, and secure nitrous line to existing lines with zip ties.
36. Using a small amount of pipe dope, screw 90 degree blue fitting (00-9010-C08971*) into back of nitrous solenoid (00-1904-C08215*). Point –4 fitting end down. **(FIGURE 23)**
37. Remove tape from nitrous line, and thread onto 90-degree blue fitting on nitrous solenoid in engine bay. Tighten using a 9/16” wrench. **(FIGURE 22)**
38. Place nitrous bottle (00-1904-C08220*) on brackets previously installed in trunk, and secure with the two straps **(top arrows in FIGURE 23).** Tighten the straps by tightening the two black knobs on the passenger side of the bottle.

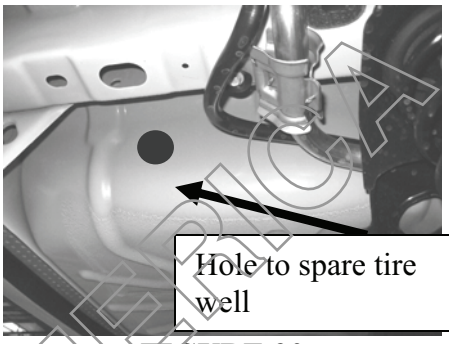

FIGURE 20

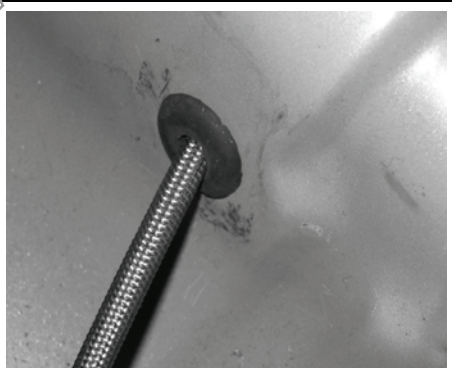

FIGURE 21

FIGURE 22

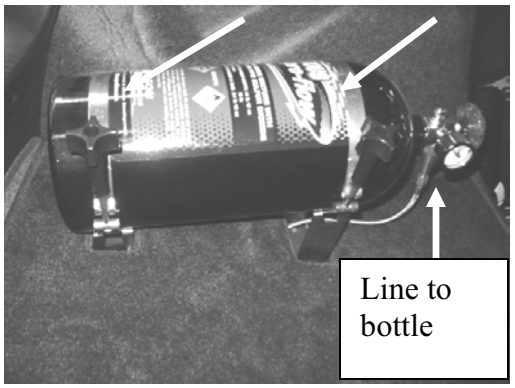

FIGURE 23

39. Remove stock air inlet tube and box **(FIGURE 24)** by removing the hose clamp on the passenger side of the tube, and then unscrewing the two bolts at the base of the tube on the driver side **(FIGURE 25)**.
40. Install nozzle (00-1904-C08219*) into threaded hole on intake tube using a small amount of pipe dope. **(FIGURE 26)**. See **FIGURE 27** for orientation of nozzle – note that the angled piece of the nozzle points down, and the straight part points to the driver side.
41. Install intake tube (05-1602-C08146D) in place of factory air silencer with metric shoulder head bolts (00-9001-C00304*) and washers (00-9004-C00172*). Tighten factory hose clamp and rotate rubber boot around throttle body if needed for a better boot angle **(FIGURE 27)**.

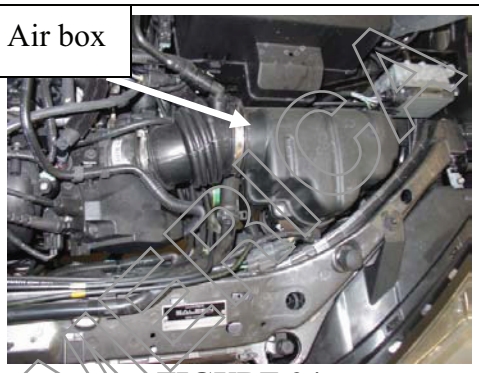

FIGURE 24

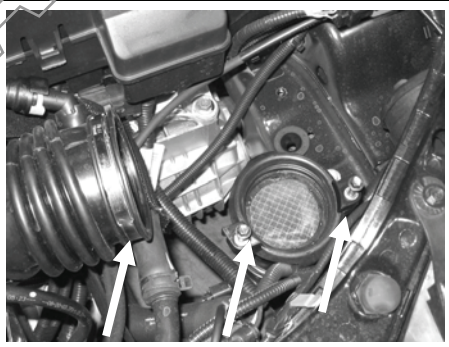

FIGURE 25

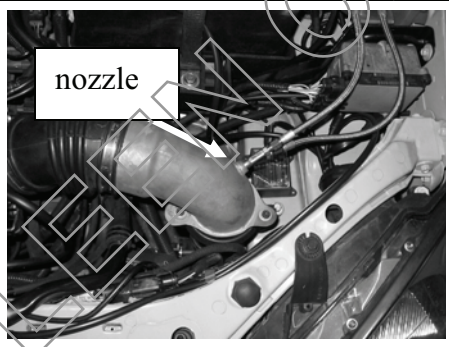

FIGURE 26

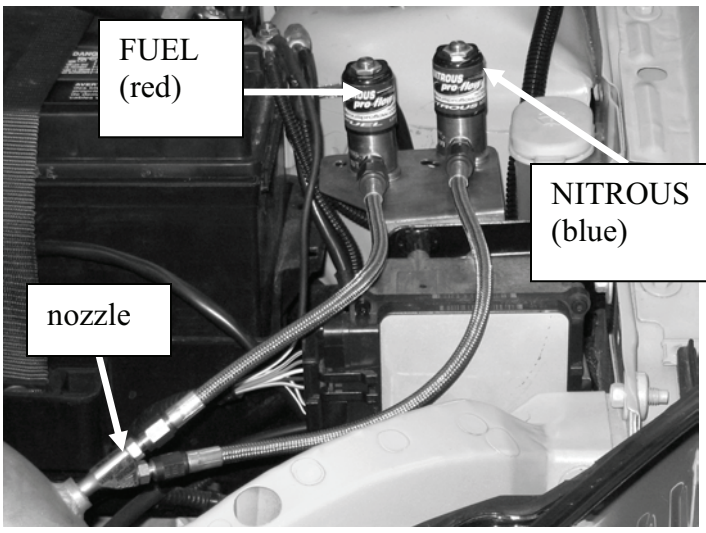

FIGURE 27

NOTE: DO NOT USE PIPE DOPE OR TAPE ON FUEL FITTINGS.

42. Insert two 8.32x0.25” bolts (00-9001-C00225*) up through the bottom of the side of the solenoids bracket that has a 45 degree cut through it, and attach the fuel solenoid. Tighten bolts with 3/32” Allen tool. Repeat for nitrous solenoid. **(FIGURE 28)**
43. Bolt solenoid bracket (05-1602-C08045A) onto back of the existing black bracket (on the driver side of battery – general location seen in **FIGURE 27**) using the stock bolt on the passenger side of that bracket. Remove the bolt **(arrow in FIGURE 29)** with a 5/16” wrench, put bracket in place and reinstall bolt. Orient the bracket so the red fuel solenoid is on the passenger side of bracket.
44. Screw red 90 degree fitting (00-9010-C08275*) into back of fuel solenoid. Make sure the –4 end is oriented down when the fitting is tight.
45. Screw red straight fitting (00-9010-C08283*) into front of fuel solenoid and straight blue fitting (00-9010-C08284*) into front of nitrous solenoid.
46. Install nitrous (00-1904-C08224*) and fuel (00-1904-C08223*) lines over their fittings on the front of their respective solenoids. Tighten hose fittings with a 9/16” wrench while holding nut on solenoid steady with a 3/8” wrench.
47. Insert nitrous jet (00-1904-C08217*) into the bottom hole in the nozzle (labeled Nitrous) and the fuel jet (00-1904-C08218*) into the top hole in the nozzle (labeled Fuel). Be careful not to drop the jets or let them fall out of the nozzle before the lines are installed.
48. Tighten nitrous and fuel lines to a snug fit over their respective nozzle fittings with a 7/16” wrench; hold the nuts on the nozzle steady with a 3/8” wrench. Do not over-tighten. **(FIGURE 27)**

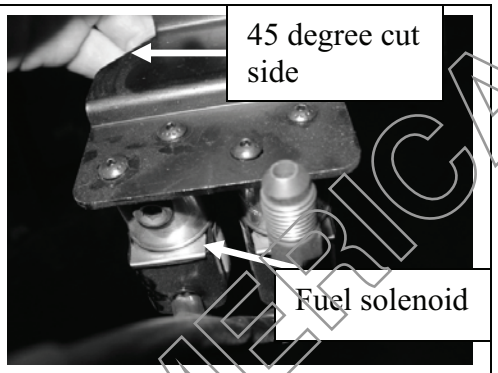

FIGURE 28

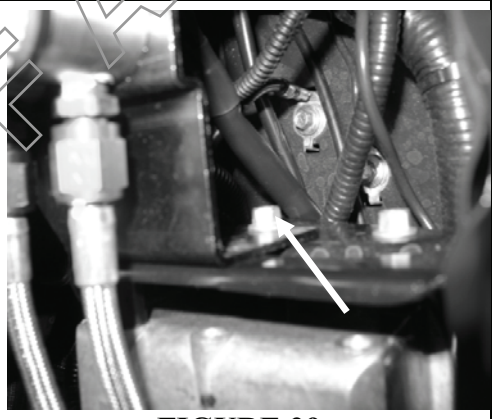

FIGURE 29

49. Remove the battery cover (undo two clips) and disconnect the negative battery terminal by first loosening the nut with a 10mm wrench.
50. Using a 1/4" drive 7mm socket, loosen the two screws holding the fuel rail pressure sender to the fuel rail. **(FIGURE 30)**
51. CAREFULLY slide one of the supplied fuel O-rings (00-1903-C09745*) on the grooved end of the fuel junction block (05-1903-C09489). The O-rings rip easily. **(FIGURE 31)**
52. Pull the fuel pressure sender out of the fuel rail and insert the fuel junction block between the fuel rail and pressure sender. Install the block so the threaded opening stays pointed towards the front of the vehicle. **(FIGURE 32)**
53. Secure the fuel pressure sender over the fuel junction block with the two new bolts supplied in the kit (00-9001-C09744*).
54. Thread the 1/8" NPT end of the supplied red 90 degree fitting into the fuel junction block. **NOTE: DO NOT USE TEFLON TAPE OR PIPE DOPE!** The 90 degree fitting must be installed so that the –4 end points towards the driver's side front of the vehicle. Keep in mind that the -4 end has a tapered sealing surface on the edge. **(FIGURE 32)**

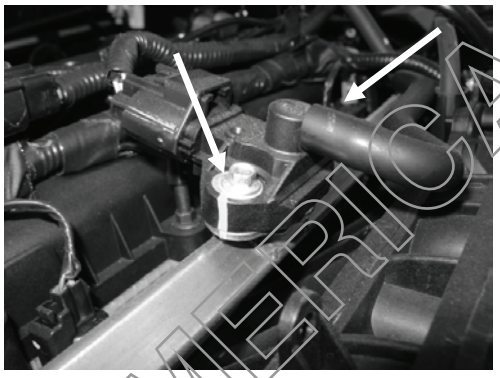

FIGURE 30

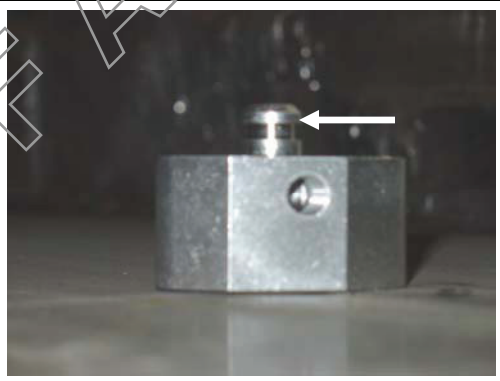

FIGURE 31

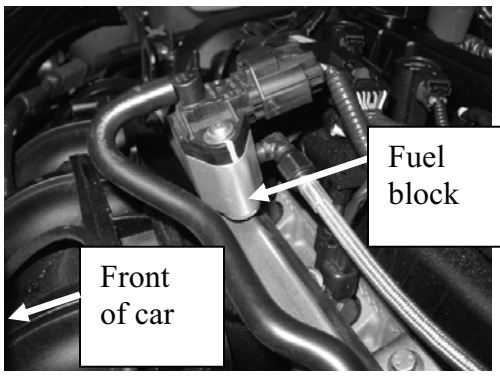

FIGURE 32

55. Take the 40” braided fuel line (00-1904-C08274*) supplied and run one end from the fuel solenoid under the driver’s side rear corner of the battery tray. **(FIGURE 33)**
56. Run the fuel line behind the battery tray along wiring harness #1 **(FIGURE 35)** and around to the passenger side rear corner of the battery tray. **(FIGURE 34)**
57. Route the fuel line along wiring harness #2 to the front of the engine. Run the line along the fuel rail to the fuel block. **(FIGURE 35)**

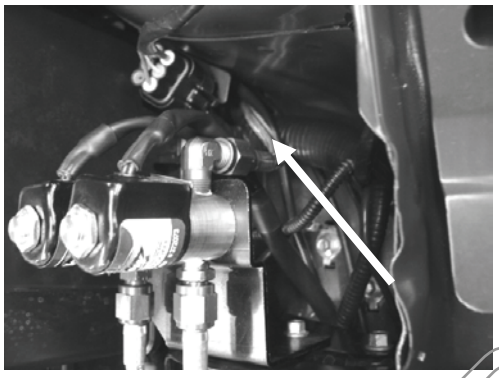

FIGURE 33

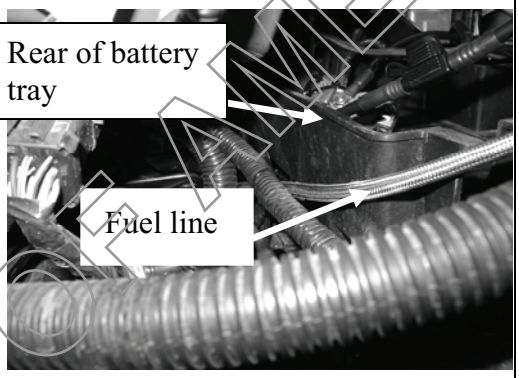

FIGURE 34

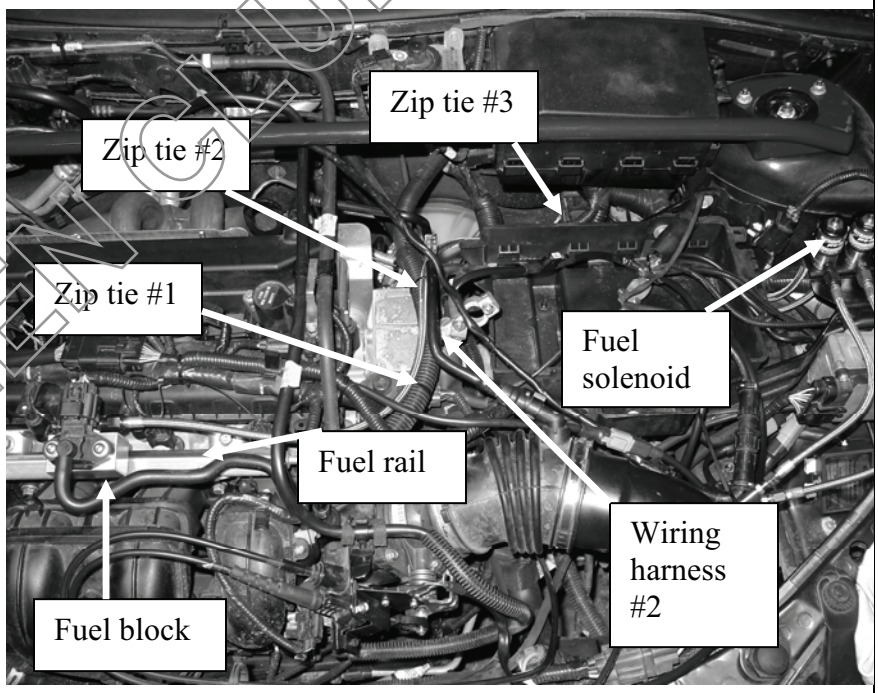

FIGURE 35

58. Connect one end of the fuel line to the fuel block and the other end to the fuel solenoid. Using a 9/16” wrench, tighten the AN-fittings to a snug fit on both ends. Do not over-tighten.
59. Using 3 zip ties, secure the fuel line to the wiring harnesses as indicated in **FIGURE 35**. Be sure that the fuel line is not near any sources of heat such as the exhaust.
60. Install the first fuel line zip tie **(#1, FIGURE 35)** in front of the wiring harness. **(FIGURE 36)**
61. Install the second fuel line zip tie **(#2, FIGURE 35)** at the rear of the wiring harness. **(FIGURE 37)**
62. Install the third fuel line zip tie **(#3, FIGURE 35)** behind the battery tray. **(FIGURE 38)**

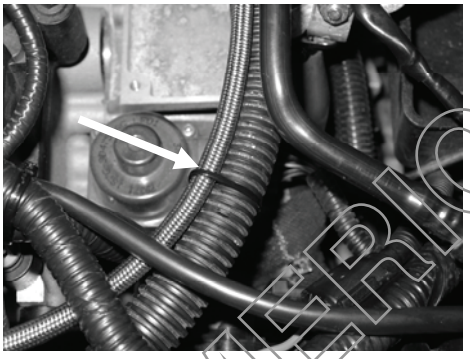

FIGURE 36

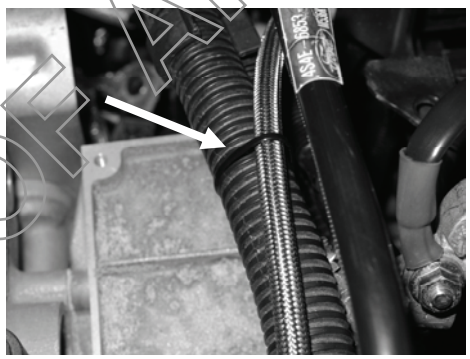

FIGURE 37

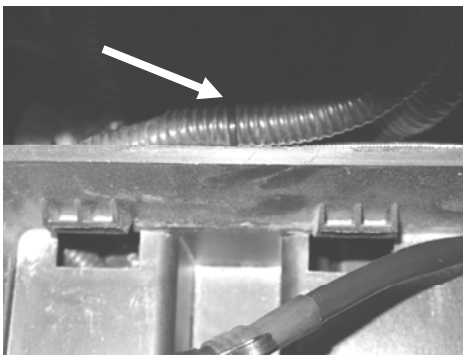

FIGURE 38

63. Plug the supplied RPM pills into the window switch (this is part of the main wiring harness). The 3000rpm plug (00-1904-C08276*) is for the "ON" position and the 6300rpm (00-1904-C08277*) for the "OFF" position. **(FIGURE 39)**
64. Plug the 3-pin male connector of the bulkhead to fender harness (05-1704-B08196) into the 3-pin female plug of the main harness (05-1704-B08197). Plug the 4-pin male connector for the solenoid harness (05-1704-B08193) into the 4-pin female receptor of the main harness. **(FIGURE 40)** The male ends should both be found in front of and below the solenoid bracket.
65. Route the power and ground wires for the main harness around the front of the battery. Remove the battery cover, and remove the factory battery nuts.
66. Connect the ground wire to the negative battery stud and the power wire (red wire end with the fuse block) to the positive battery stud. **(FIGURE 41)**
67. Connect the male end of the 2-pin connector from the coil harness (05-1704-B08194) to the female connector of the main harness (05-1704-B08197).

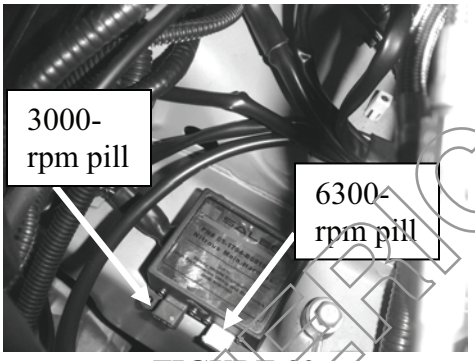

FIGURE 39

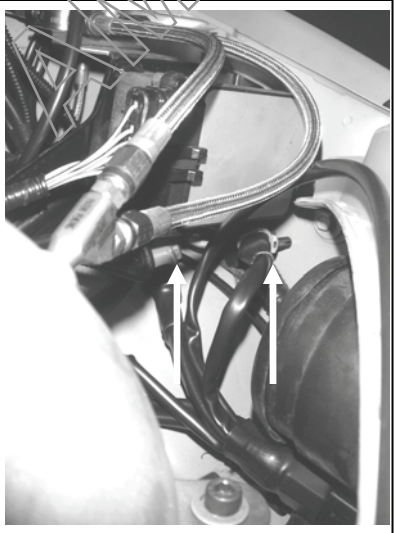
FIGURE 40

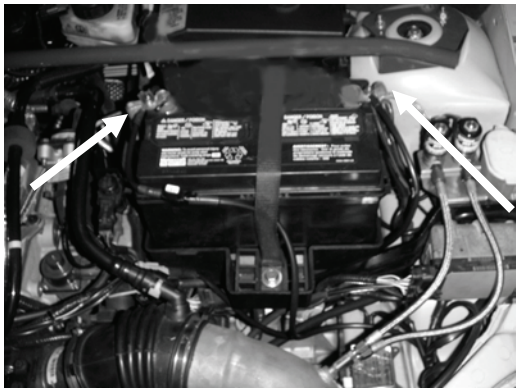
FIGURE 41

68. Starting with ignition coil #1 **(FIGURE 42)**, choose a point about 2" from the coil connection on the passenger side/front wire and slice the plastic off about ¾" of that wire (Do not cut the wire), using wire strippers to cut the edges of the plastic coating and a razor blade to slice across the plastic (**FIGURE 43)**.
69. Strip about 1" off the end of the longer wire from the coil harness (05-1704-B08194) and wrap it around the stripped section of coil wire. **(FIGURE 43)**.
70. Cover the completed connection tightly with electrical tape **(FIGURE 44)**.
71. Repeat steps 20-22 on coil # 3, splicing in the shorter wire from the coil harness **(FIGURE 42)**.
72. Zip tie coil harness to existing wiring so it is out of the way.

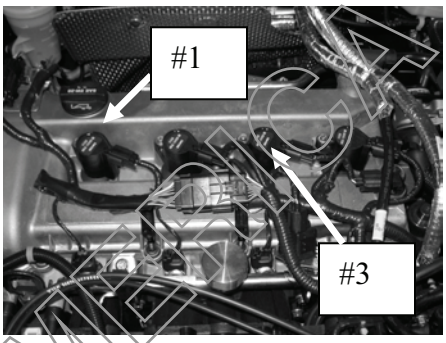

FIGURE 42

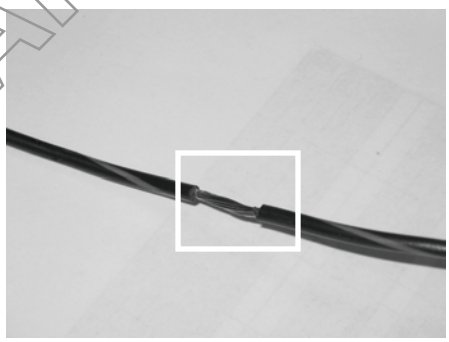
FIGURE 43

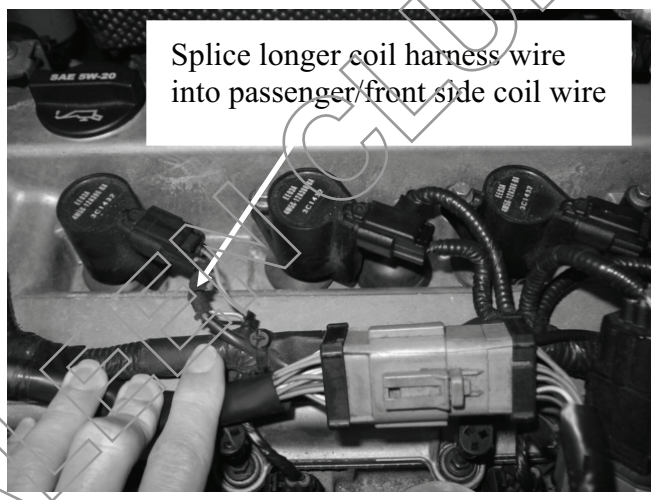

FIGURE 44

73. Clean the top of the driver's side fender-well painted surface. Remove the cover from the double-sided tape on the main harness (00-1704-C08258*) and place the switch on the top of the fender-well, in front of the strut tower. **(FIGURE 45)**.
74. Zip tie the fuel relay block (00-1703-C08261* - the black plastic junction of multiple main harness wires) to the factory wiring harness on the fender-well, next to the bottom of the intake tube **(FIGURE 46)**.
75. Attach the wide open throttle (WOT) switch (00-1904-C08216*) to its bracket (05-1601-C07996) with supplied 4-40x0.625 bolt (00-9001-C08566*) as shown in **FIGURES 47,49**.
76. Remove factory plastic throttle cover and keep the torque-bit screw for installation of the new WOT switch and bracket. **(FIGURE 48)**

FIGURE 45

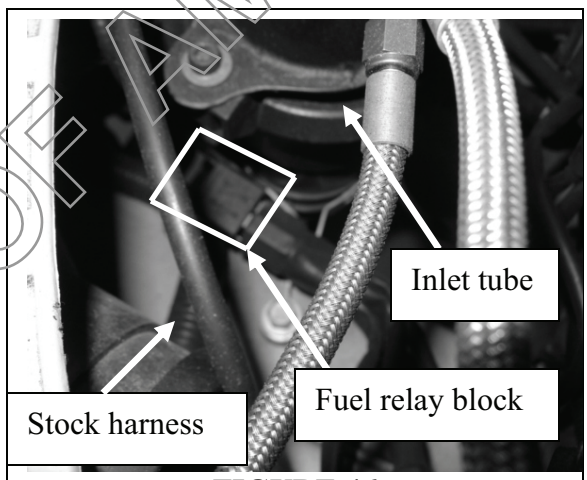

FIGURE 46

FIGURE 47

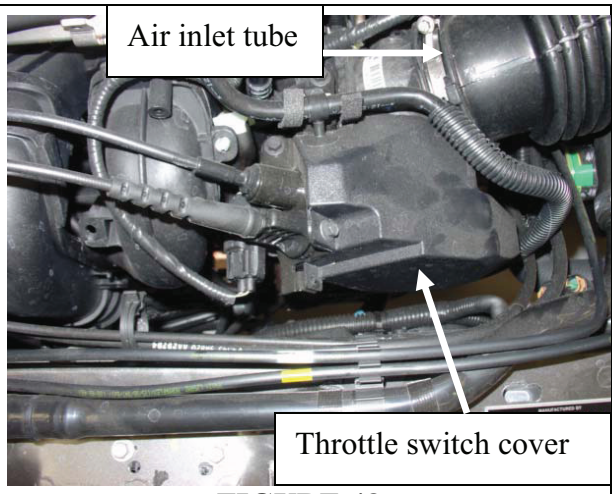

FIGURE 48

77. Bolt WOT switch bracket in place of factory throttle cover using existing holes, the torque-bit screw removed in step 66, and one Capscrew Skt. Hd. 8-32x0.375 (00-9001-C08674*) with one (1) Nylock 8-32 nut (00-9003-C07834*) **(FIGURE 51)**.
78. **FIGURES 49 and 51** show the front of the installed wide-open throttle switch bracket, with the bolts attaching the switch bracket to the existing bracket that is located on the passenger side of the throttle body. The arrows in **FIGURE 49** show the bolts which hold the WOT switch to the bracket.
79. Check for switch operation and proper clearance through the full range of motion of the throttle.
80. Route the ends of the main wiring harness (05-1704-B08197) with the female disconnect terminals (differentiated from the ring terminals and plastic female multi-pin connectors) across the radiator core support to the throttle switch. Connect the red/blue wire to the uppermost terminal ("1," **FIGURE 50**) and the red/white wire to the terminal directly below ("2"). Note that the lower terminal ("3") on the switch does not get connected **(FIGURE 50)**.
81. Use zip ties to secure wires to existing harnesses.

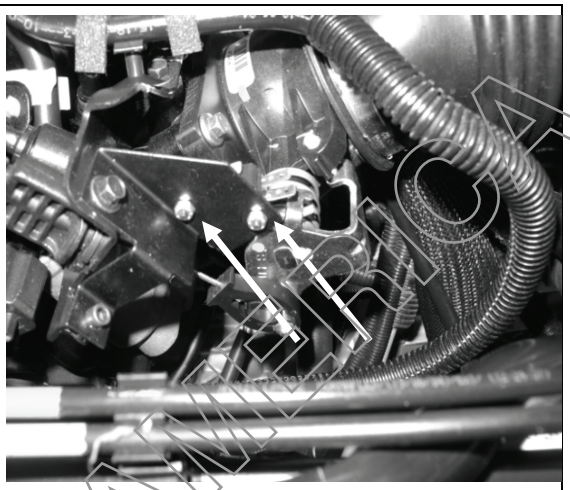

FIGURE 49

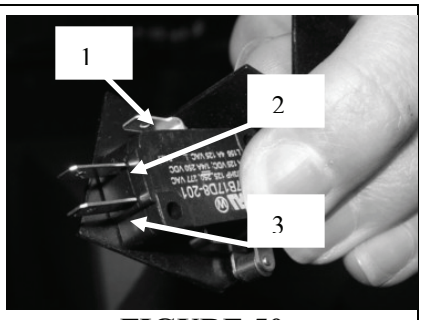

FIGURE 50

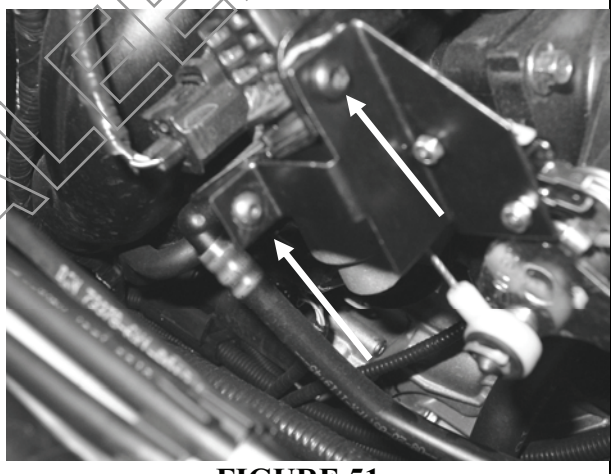

FIGURE 51

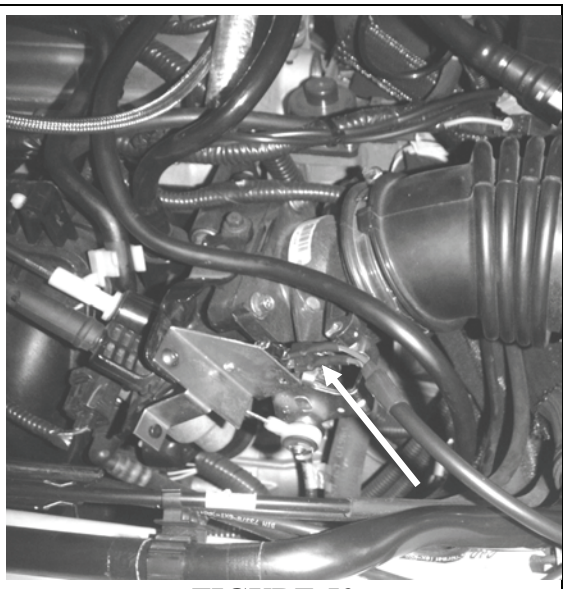

FIGURE 52

82. Reconnect the battery terminals.
83. After everything has been installed, check for leaks in the lines, particularly the fuel lines. If leaks are discovered at fittings, tighten the fittings. If leaks persist, or if leaks in hoses are discovered, refer to parts list at the beginning of the manual to order replacements.
84. Check operation of the interior arming switch with the key in the on position. The blue LED at the top of the switch **(FIGURE 50)** should illuminate when the switch is on.
85. Fill your nitrous bottle at any authorized filling station. *Remember: full bottle weight is 24.7 pounds*.

FIGURE 53

Nitrous Use

Your nitrous system has three safety switches to ensure safe nitrous use. The system will work only when the arming switch is on, accelerator is fully depressed (wide-open-throttle), and the engine is between 3000 and 6300 RPM.

Nitrous performance is very dependant on the bottle pressure. After two or three shots of nitrous, the bottle temperature will drop dramatically, causing a significant decrease in bottle pressure. This can be combated with a pressure activated bottle warmer.

Due to engine heat, the liquid nitrous in the feed lines can turn to vapor. This is not ideal and will not allow a consistent initial nitrous shot. In order to keep this from happening, a purge system can be used. The purge allows the vapor in the feed lines to be released and replaced with liquid nitrous for a stronger initial shot.