

### EFI WET & DRY SINGLE NOZZLE NITROUS SYSTEMS SECTION 01

PowerFogger™ Universal Wet E.F.I. ....	18	Mopar E.F.I. Dry .....	21
GM E.F.I. Dry .....	19	Diesel .....	22
Ford E.F.I. Dry .....	20	Sport Compact - Wet & Dry .....	23

### HIDDEN NITROUS SYSTEMS SECTION 02

Top Shot® .....	26
Sneaky Pete™ .....	26
Under Manifold Cheater™ System .....	26

### PLATE NITROUS SYSTEMS SECTION 03

E.F.I. Wet Plate .....	28	Dual Shot Cheater™ .....	33
Sport Compact - Plate .....	29	Big Shot™ Single Stage .....	34
Sniper® System .....	30	Big Shot™ Dual Stage .....	35
Powershot® & Super Powershot® .....	31	Double Cross & Pro 2-Stage Plate .....	36
Cheater™ .....	32		

### SUPERCHARGER & TURBO KITS SECTION 04

Supercharger & Turbo Kits .....	38
Intercooler Spray Bar .....	38

### DIRECT PORT NITROUS SYSTEMS SECTION 05

NOSzle™ Direct Port E.F.I. ....	40-41	Pro Shot® 2-Stage™ .....	45
Sport Compact - Direct Port Design .....	42	Pro Shot® Twin Fogger 2™ .....	46
Sportsman Fogger™ .....	43	Pro Race Fogger™ .....	47
Pro Shot Fogger™ .....	44	Custom Nitrous Plumbing Kits .....	48

### POWERSPORTS NITROUS SYSTEMS SECTION 06

Fogger® For Harley Davidson® .....	50	Universal - For Watercraft .....	54
Fogger® For Motorcycles & ATV's .....	51	Specific Kits for Watercraft .....	55
Fogger® Racing .....	52	Nitrous Plumbing for Motorcycles .....	56
Fogger® For Snowmobiles .....	53		

### COMPONENTS & ACCESSORIES SECTION 07

Solenoids .....	58	Nitrous Controllers .....	66
Jets .....	59	Electrical Components .....	67
Micro Switch Brackets .....	59	Injector Plates .....	68
Jet Assortments .....	60	Billet Throttle Bodies / Nozzles .....	69
Bottles .....	61	Fogger Nitrous Technology .....	70
Purge Kits .....	62	Fogger Nozzles .....	71
Intercooler Spray Bar .....	62	Distribution Blocks .....	72
Bottle Valves & Bottle Opener .....	63	Fittings .....	73-76
Bottle Heaters, Blankets & Brackets .....	64	Hoses .....	77
Nitrous Filter & Bottle Components .....	65	Nylon, Stainless & Steel Tubing .....	78

### FUEL PUMPS, REGULATORS & GAUGES SECTION 08

Fuel Pumps & Fuel Regulators .....	80
Regulators .....	81
Fuel & Nitrous Pressure Gauges .....	82

### TOOLS & MERCHANDISING SECTION 09

Nitrous Tools .....	84	NOS Small Parts Plan-O-Gram .....	89
Refill Station .....	85	Promotional Items .....	90-91
NOS Sport Compact Plan-O-Gram .....	86	T-Shirts & Metal Signs .....	92
NOS Plan-O-Gram .....	87	NOS Drink .....	93
Retail Start-up Kit .....	88		

# WHAT IS NITROUS OXIDE?

## TECHNICAL INFORMATION

### Nitrous System Theory, Selection, and Tuning

As modern engines become more difficult to modify, the use of nitrous oxide to obtain phenomenal performance gains is on the rise and for good reason. We firmly believe that our nitrous systems and related products are the highest quality, performance, and value available anywhere in the world. We can make this claim because we've been manufacturing nitrous systems and components since 1978. The value of this to you is the vast experience we have accumulated throughout the history of our company.

Among the many true bolt-on performance enhancing products available, there are few that can even come close to comparing to the dramatic results of a power increase provided by one of our nitrous systems. In both the simplicity and reliability that you get when you install a nitrous system that carries our world-famous NOS logo, you'll be amazed at how easy it is to produce the one thing everyone is always searching for more of...POWER!

When you consider all of the options you have to get an engine to release all of the potential power it can, there is no equal to the ability nitrous oxide provides you. If you look at a nitrous oxide system on a dollar-per-horsepower basis, you'll find that a nitrous system from NOS can provide the greatest value for each dollar of your precious investments. Our experience throughout the years has proven to us that performance enthusiasts and racers alike are most impressed by the ability to add 10 to 200 horsepower within a period of just a few hours. By carefully choosing the correct system for your applications, you'll be assured of a performance increase and reliability factor that could only be compared to doubling the size of your engine by simply activating your NOS nitrous system!

### How to Make Horsepower

An engine operates by burning fuel, which then expands and pushes the pistons down. Want to make more horsepower? Burn more fuel so it will push the pistons down with more force. Sounds pretty simple. But, it's not quite so easy. While there are any number of factors that make increasing power a complex engineering problem, we will deal with three of the most basic ones here.

First, all fuels require oxygen in order to burn. If you want to burn more fuel, you need to also put in more oxygen. Virtually all engine performance products increase power by increasing the flow of fuel and oxygen. Camshafts, larger carburetors or valves, porting, intake manifolds, exhaust headers, superchargers, turbochargers, and nitrous oxide are clear examples of how improved engine breathing (putting in more oxygen in order to burn more fuel) will give you an increase in horsepower. Nitrous oxide injection systems are probably the most efficient way to increase the flow of oxygen and fuel. That's the basic reason why nitrous systems produce such large horsepower increases.

Another basic power factor is vaporization of the fuel. Gasoline, as with other racing fuels, will not burn in a liquid state. The gasoline must be turned into a vapor for it to burn. This process of turning gasoline into a vapor is simple evaporation. It is basically no differ-

ent from setting a glass of water outside and waiting for it to dry up. In the engine, of course, evaporation happens very quickly. Engine heat and fuel atomization are the keys to accelerating the evaporation process enough to turn raw gasoline into a vapor at 8000 RPM. The process of atomization turns raw fuel flow into tiny droplets which then evaporate faster due to the larger amount of surface area presented for evaporation. The size of the fuel droplets is very important. Take a large droplet of gasoline, break it up into 10 smaller droplets, and you've increased the surface area for more efficient evaporation. The result is more fuel available to be burned and do work during combustion. A well-designed nitrous system will produce very small droplet sizes in the supplemental fuel that flows into the engine with nitrous. This is one of the reasons that NOS nitrous systems can make more horsepower than some other systems.

The third basic power factor we will look at is air/fuel mixture density. Ever try to jog on top of a 10,000 foot pass in the Rockies? Leaves you gasping for breath, doesn't it? That's because the air is thinner, less dense, higher up in the atmosphere than it is at sea level. It is also why you would run slower on a track in Denver than you would near sea level in New Jersey. Density is affected by atmospheric pressure (the weight of the atmosphere above you), heat, and humidity. We can't change the pressure of the atmosphere; but we can regulate the heat of our intake charge to some extent. Cool cans and intercoolers make extra power by cooling the fuel and air/fuel mixture to make it denser. And, the denser the mixture is, the more the cylinder is packed with fuel and air to burn and make power. When nitrous oxide is injected, it turns from a liquid to a gas instantly and becomes very cold. This cold nitrous vapor drops the temperature of the whole intake charge in the manifold by as much as 65 degrees F. The denser mixture that results helps an engine produce even more extra horsepower with a nitrous system.

### What Nitrous Oxide Is and What Nitrous Oxide Isn't

To your engine, nitrous oxide is a more convenient form of normal air. Since we are only interested in the oxygen the air contains, nitrous oxide provides a simple tool for manipulating how much oxygen will be present when you add additional fuel in an attempt to release more power. The power always comes from the fuel source. Nitrous oxide is not a fuel. Nitrous oxide is a convenient way to add the additional oxygen required to burn more fuel. If you add only nitrous oxide and do not add additional fuel, you would just speed up the rate at which your engine is burning the fuel that it normally uses.

This, more often than not, leads to destructive detonation. The energy comes from the fuel, not the nitrous. Nitrous oxide simply allows you to burn a greater quantity of fuel in the same time period; thus, the overall effect is a tremendous increase in the total amount of energy, or power, released from the fuel and available for accelerating your vehicle.

There is no voodoo involved in nitrous

oxide. In effect, using nitrous is no different from using a bigger carburetor, a better manifold, a supercharger, or a turbocharger. Understand that the air you and your engine breathe is made up, at sea level, of 78% nitrogen, 21% oxygen, and just 1% other gases. Nitrous oxide (N<sub>2</sub>O) is made by simply taking the 2 major components of earth's atmosphere (in this case 2 molecules of nitrogen and 1 molecule of oxygen) and attaching them together with a chemical bond. When the nitrous oxide goes into your engine the heat of combustion breaks the chemical bond to provide your engine more oxygen with which to burn fuel. As you've read, all race engines operate under the same principles: more air (better breathing, supercharging, turbocharging, or nitrous) plus more fuel in a denser vapor equals more power.

### Nitrous Oxide vs. Other Performance Products

Dollar for dollar, nitrous oxide offers the most performance a consumer can buy. You could spend thousands of dollars on carburetion, a manifold, valve train components, exhaust, pistons, porting, supercharging, or turbocharging to get the same amount of extra horsepower that a nitrous system would provide for just a few hundred dollars. But this doesn't mean you won't benefit if you also install other performance parts. Once you have installed a nitrous system, all those other performance parts just increase the nitrous power. If you just have a few dollars and want lots of extra power, the best choice is an NOS nitrous system.

Only nitrous is a part time power increaser. All of the standard performance parts put additional stress on the engine and burn more fuel all the time; not to mention what a pain it is to ride around town with a lumpy idle from a camshaft that is barely streetable. Power on demand is one of the great things about a nitrous system; it only works when the driver wants it. All the rest of the time, the engine operates normally; no extra stress, no extra fuel use, and no driveline problems.

### What You Get When You Buy a Nitrous Oxide System from NOS

Of all the components in your NOS system that you see when you take it out of the box, there are three things that you may not fully recognize until you have gone through the installation process and used your NOS system for the first time.

**Integrity.** We stand behind our products. If we claim a system is capable of 100 horsepower, it's because we designed it that way, tested it that way, and manufactured it that way. If you are willing to follow our guidelines, you'll get the results that we say you'll get.

**Quality.** There are a lot of things we do everyday here at NOS. We test our products and systems on sophisticated measuring equipment as well as the real-world environment of the vehicle it's intended for. We pay strict attention to the manufacturing procedures required to maintain our high standards for components. We listen to what you have to say about the performance of our products along with your suggestions for new applications. Our Tech staff relays your comments to

our research and development staff to constantly re-evaluate all products to ensure they are up to date and effective for the intended application.

**Experience.** We have been manufacturing nitrous oxide systems for over twenty years. We have learned from our successes as well as our failures. We take this knowledge and apply it in very heavy doses to the products we design and manufacture. Even though today may be the very first day that you have installed and used one of our systems, you've got twenty years of nitrous experience with you every step of the way. It's there in the box. You may not see it; but you'll definitely feel it.

### Nitrous Oxide and Emissions

Use of nitrous oxide ( $N_2O$ ) doesn't necessarily increase the oxides of nitrogen ( $NO_x$ ) that pollute the air. Of course, NOS makes "race only" systems that are not legal for use on pollution controlled engines. However, many NOS systems have received certification for 50-state emissions legal use in the United States. The approvals for use on emissions controlled vehicles were obtained by independent laboratory testing which proved that these NOS systems do not increase tailpipe emissions in normal driving conditions. We recommend only emissions legal nitrous kits for use on engines subject to emissions and regulations.

### Types of Nitrous Oxide Systems

The two most popular types of nitrous oxide systems are spray bar plate systems, such as the Powershot, Cheater, and Big Shot automotive systems (which use a spacer plate between the carburetor and manifold) and direct port. The plate adds nitrous and supplemental fuel to the intake air stream through built-in spray bars. Plate systems are used on automotive engines on the street and in many racing classes.

Direct port systems use specially designed injectors, Fogger™ nozzles, to add the nitrous and supplemental fuel to each individual intake runner. These systems can flow huge amounts of nitrous and fuel while distributing it evenly to every cylinder. Multiple stage direct port systems have produced much more than 500 extra horsepower on some pro racing engines. All NOS Direct Port systems feature changeable nitrous and fuel jets for horsepower adjustments and system tuning. Direct port systems are used in both street and racing applications on virtually every kind of engine. Some nitrous systems for fuel injection are a variation of Direct Port technology.

### Tuning Your NOS System:

#### A Few Important Points to Remember

Although this may seem like a very basic factor, failure to thoroughly read the instructions is the number one reason your system installations will not be successful. Read ALL the instructions included with your system BEFORE you do anything at all! You may find that you need to change something on your engine or find that we've designed something new that is different from some of the systems you may have seen in a magazine article. Save time and headaches by taking the time to thoroughly read all of the instructional

materials. Call the NOS tech dept. if you have any questions.

Always start conservative. Follow our recommended jet combinations and start with the lowest level if you have an adjustable system. It only takes a few moments to change the jets so don't take unnecessary risks by starting at the highest level.

Be realistic about how much power your engine will handle. Don't get carried away here. Only you know exactly which components are in your engine. If you are unsure about those components, you can call our tech line and one of our highly experienced tech personnel can help you to decide what is safe for your particular combination. If you don't know what's inside your engine, then you are most safe by assuming that the components are factory stock and choose the correct system for that application.

The power comes from fuel. The additional power is set by the amount of additional fuel your system supplies while the nitrous system is in operation. If the fuel isn't there, the power won't be either and no amount of nitrous or anything else can bring it back.

There are two controls typically available to manipulate the amount of fuel available during system use; the fuel jet size and the fuel pressure. The correct fuel pressure is read while the system is flowing fuel. Some fuel pressure regulators give false readings because the pressure reading will creep up when the system is not activated. When this happens, the actual flowing fuel pressure will be much lower than expected and can cause problems.

When problems with misfire or detonation are encountered, ALWAYS reduce the size of the nitrous jet first! Remember that the power comes from the fuel, not the nitrous, so trying to cool things down by adding fuel simply adds more power and complicates the problem. Carburetors jetted over-rich run cooler and release less power. Nitrous systems jetted over-rich will possibly just release more power, so if you run into problems, reduce the size of the nitrous jet(s) first.

When you check your spark plugs for signs of how your system is operating, CHECK EVERY SPARK PLUG, not just the easiest plug to get to. No two cylinders ever run exactly alike. Nitrous has the unique characteristic of cleaning the spark plugs very well and leave them looking like you just installed them. If there are any signs of detonation such as tiny silver or black specks deposited on the porcelain, reduce the nitrous jet size. If the ground strap of the spark plug exhibits a bluish-rainbow coloring, reduce the nitrous jet size. If the ground straps shows signs of melting, reduce the nitrous jet size and change to a spark plug with a shorter and thicker ground strap.

If your system suddenly begins to experience problems even though you haven't changed anything, the culprit is most often a clogged nitrous or fuel filter. The instructions that come with your system contain information about where the nitrous and fuel filter screens are located. Check them periodically. NOS systems are calibrated for optimum performance with a bottle pressure of 900-950 psi. The pressure will change with temperature. NOS heater kits are thermostatically

controlled to keep the bottle near 85°F to provide correct pressure. Kits available for the most popular-sized bottles, with both 12-volt and 10-volt heaters offered.

If you experience any problems you don't understand or can't cure, don't hesitate to call our tech line. We're here to help you get the most from your NOS System.

### Spark Plugs and Nitrous Oxide: What Works, What Doesn't, and Why

Over the years there seems to have been a great amount of technical material written about the simple operation of a spark plug and what they can do in relation to the way an engine runs. There are a few basic characteristics about spark plugs that you need to know to make an intelligent choice about the correct spark plug for your application.

First, and most important; a spark plug must be of the correct design to operate within the environment of your engine, not the other way around. This means that the spark plug has virtually no influence on how the engine burns fuel or runs in general. The correct spark plug will simply survive the conditions present in your engine. A spark plug must maintain a certain temperature to keep itself clean. The wrong heat range can cause an overheated plug or a fouled plug. The heat range refers to the temperature of the ceramic material surrounding the center electrode.

Lean air/fuel ratios are more difficult to light because there are less fuel molecules in the area of the plug gap when the plug is scheduled to fire; thus, projected nose plugs were designed for late-model lean-burn engines. Modern high-energy ignition also allowed larger plug gaps. All the while this was happening, something else happened. Something that no one seems to have really noticed as the real culprit when the issue of factory type plugs being used with nitrous comes up. We'd like to clue you in.

Quite often, a factory type, wide-gap projected plug will produce a misfire condition after only a few seconds of nitrous use. The misfire is not due to the heat range. The misfire occurs because the ground strap of the spark plug becomes a glowing ember because it is too long to dissipate the extra heat produced by a nitrous-accelerated burn condition. The correct fix for this phenomenon is to replace the plugs with one that has a shorter ground strap. By doing this, you will shorten the path for the heat being absorbed by the ground strap. You can use the same heat range, you just have to find a non-projected nose plug with a shorter and preferably thicker ground strap.

If you only change the heat range of the spark plug to a colder heat range, you may very well still have the misfire problem. Since the length of the ground strap is the cause of the misfire, a colder spark plug may have the same length of ground strap as the hotter plug you replaced it with.

Spark plug gaps should generally be .030" to .035". Never try to gap a plug designed for an .060" gap down to .035". Find the correct non-projected nose plug designed for an .035" gap.

# SYSTEM OVERVIEW

## TECHNICAL INFORMATION

### "AN" THREAD SIZES

AN sizes, originally developed for use by the U.S. Armed forces ("A" for army and "N" for navy), describe the outside diameter (O.D.) of tubing in 1/16-inch increments. For example, an AN 2 fitting will fit a tube with an O.D. of 2/16", or 1/8", while an AN 8 fitting will fit a tube with an O.D. of 8/16", or 1/2". Because the actual thickness of tube walls can vary from brand to brand, the inside diameter of a tube is not used as a reference. You will also find the dash (-) symbol or the word "dash" itself used in conjunction with AN sizes. A "dash six" fitting translates to AN-6.

Each AN fitting has an established thread sizing. The following chart shows the relationship between AN size, tube O.D., and SAE thread size:

### "NPT" THREAD SIZES

NPT sizes (National Pipe Taper) are the most commonly used fitting sizes for general plumbing, piping, and tubing use; not quite as popular as AN for automotive use, but still very common. While AN fittings depend on the outside diameter of a tube for sizing, NPT fittings depend on the interior diameter (I.D.) of the fitting itself. The following chart shows each size's thread-per-inch count, the I.D. of the fitting, and the AN fitting size with the closest-matching I.D. (inside dimension).

AN Thread Comparison			NPT Thread Comparison			
-AN SIZE	Metal Tube O.D. Inches	Closest SAE Thread Size	Pipe Thread Size	Threads Per Inch	App. Interior Diameter	Closest AN Size
-2	1/8"	5/16-24	1/16"	27	1/16"	2
-3	3/16"	3/8-24	1/8"	27	1/8"	4
-4	1/4"	7/16-20	1/4"	18	1/4"	6
-5	5/16"	1/2-20	3/8"	18	3/8"	8
-6	3/8"	9/16-18	1/2"	14	1/2"	10
-8	1/2"	3/4-16	3/4"	14	3/4"	12
-10	5/8"	7/8-14	1"	11-1/2	1"	16
-12	3/4"	1-1/16-12	1-1/4"	11-1/2	1-1/4"	20
-16	1"	1-5/16-12	1-1/2"	11-1/2	1-1/2"	24
-20	1-1/4"	1-5/8-12				
-24	1-1/2"	1-7/8-12				
-28	1-3/4"	2-1/4-12				
-32	2"	2-1/2-12				

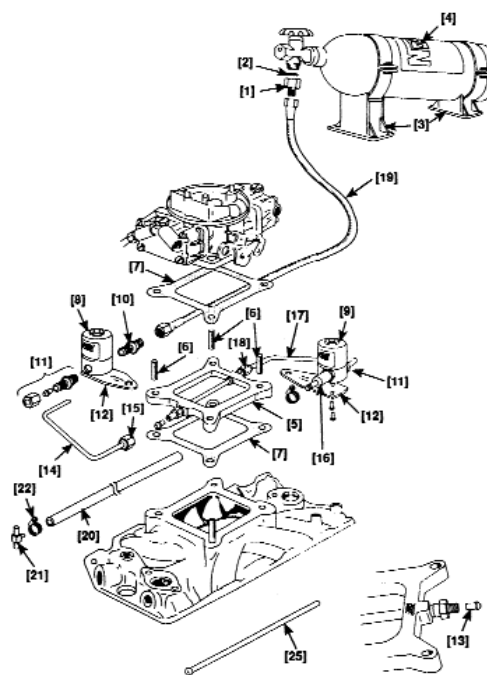
**NOTE:** A sealer is not required when "AN" type fittings are used but is required for "NPT."

## OVERVIEW OF A TYPICAL NOS SYSTEM

### Item Description

1. Bottle Valve Adapter
2. Bottle Valve Washer
3. Bottle Bracket(s)
4. Nitrous Bottle
5. Injector Plate
6. Carburetor Stud(s)
7. Carburetor Gasket(s)
8. Nitrous Solenoid
9. Fuel Solenoid
10. Nitrous Filter Fitting
11. Compression Fitting Adapter
12. Solenoid Mounting Bracket
13. Flare Jets
14. Formed Nitrous Solenoid Extension Tube
15. B-Nut (Tube Nut)
16. Fuel Filter (in-line)
17. Formed Fuel Solenoid Extension Tube
18. B-Nut (Tube Nut)
19. Main Nitrous Feed Line
20. Fuel Hose
21. Fuel Line Tee Fitting
22. Fuel Hose Clamps
23. Throttle Microswitch
24. Toggle Switch (not shown)
25. Universal Extension Tube

**NOTE:** This is an NOS "Cheater" system for a Holley 4-barrel carburetor application. In addition to what is shown, the kit will contain electrical components for activating the system.



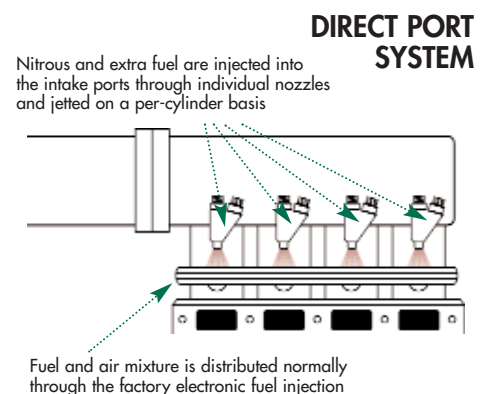
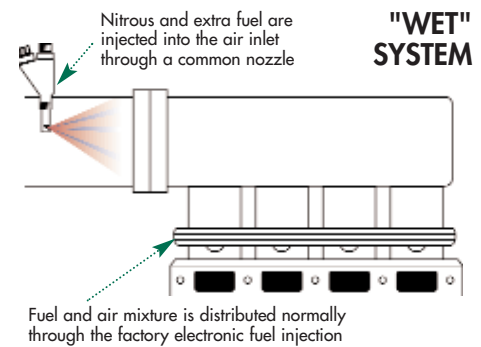
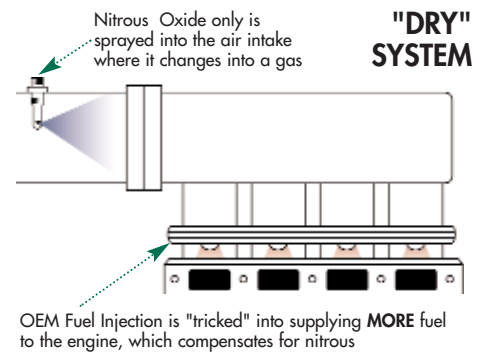


### AN OVERVIEW OF WET, DRY AND DIRECT PORT SYSTEMS

These are three basic types of nitrous systems: dry, wet, and direct port. The most misunderstood is the "dry" type of system. A "dry" nitrous system simply means that the fuel required to make additional power with nitrous will be introduced through the fuel injectors (remember, fuel makes power, nitrous simply lets you burn more of it). This keeps the upper intake dry of fuel. We accomplish this by two methods. First, is to increase the pressure to the injectors by applying nitrous pressure from the solenoid assembly when the system is activated. This causes an increase in fuel flow just like turning up the pressure on your garden hose from 1/2 to full. The second way we can add the required fuel is to increase the time the fuel injector stays on. This is accomplished by changing what the computer sees, basically tricking the computer into adding the required fuel. In either case, once the fuel has been added, the nitrous can be introduced to burn the supplemental fuel and generate additional power.

The second type of nitrous kit is the "wet" style of kit. These kits include carburetor plate systems and add nitrous and fuel at the same time and place (normally 3-4" ahead of the throttle body for fuel injected applications or just under the carb as with plate systems).

The last type of system is the direct port system. Just as it's name implies, it introduces the nitrous and fuel directly into each intake port on an engine. These systems will normally add the nitrous and fuel together through a fogger nozzle or a NOSzle™. The fogger nozzle mixes and meters the nitrous and fuel delivered to each cylinder. This is the most powerful and one of the most accurate type of systems. This is due to the placement of the nozzle in each runner, as well as the ability to use more and higher capacity solenoid valves. A direct port system will have a distribution block and solenoid assembly which delivers the nitrous and fuel to the nozzles by way of connecting tubes. Because each cylinder has a specific nozzle and jetting (both nitrous and fuel), it is possible to control the nitrous/fuel ratio for one cylinder without changing that of the other cylinders. These systems are also one of the more complicated systems when installation is considered, as the intake must be drilled, tapped, and the "plumbing" made to clear any existing obstructions. Because of this and the high output of these systems, they are most often used on racing vehicles built for the strain of such high horsepower levels.



# INSTALLATION REQUIREMENTS

## TECHNICAL INFORMATION

This chart is intended to graphically show what is required in the way of engine preparation and tuning to obtain best results with each particular NOS system. For example, you can see that it's OK to use any number of NOS systems with virtually stock engines. Some upgrades are recommended, but not essential. As we get down to the more powerful systems, it is evident that a true high performance engine with forged aluminum pistons, forged steel or aluminum rods and a forged steel crankshaft will be required. Because of high cylinder pressures, it's also advisable to equip the engine with heavy-duty cylinder head and main studs. Above all, special attention must be paid to the fuel and ignition systems. Most of the more powerful kits will require an aftermarket fuel pump, and an ignition with retard capabilities is highly recommended.

○ NOT NECESSARY

◐ RECOMMENDED












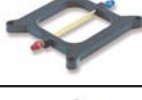







































● MANDATORY

		Upgraded Ignition	Premium Fuel	Race Fuel	Colder Plugs	Reduced Plug Gap	Fuel System Upgrade	Dedicated Fuel Pump	Open Plenum Intake	Forged Pistons**	Aftermarket Con Rods	Forged or Billet Crank***	Ignition Retard
SNIPER		○	●	○	○	○	◐	○	○	○	○	○	◐
TOP SHOT		○	●	○	◐	◐	◐	○	○	◐	○	○	◐
POWERSHOT		○	●	○	○	○	◐	○	○	○	○	○	◐
SUPER POWERSHOT		○	●	○	◐	◐	◐	○	◐	◐	○	○	◐
CHEATER		●	●	◐	●	◐	◐	●	●	◐	◐	◐	●
BIG SHOT		●	N/A	●	●	●	●	●	●	●	●	●	●
PRO PLATE		●	N/A	●	●	●	●	●	●	●	●	●	●
DOUBLE CROSS		●	N/A	●	●	●	●	●	●	●	●	●	●
ANNULAR DISCHARGE		●	N/A	●	●	●	●	●	●	●	●	●	●
SPORTSMAN FOGGER		●	●	●	●	●	●	○	●	●	◐	●	●
PROSHOT FOGGER		●	N/A	●	●	●	●	●	●	●	●	●	●
PROSHOT TWIN FOGGER		●	N/A	●	●	●	●	●	●	●	●	●	●
PRO RACE FOGGER		●	N/A	●	●	●	●	●	●	●	●	●	●
OEM E.F.I.		○	●	○	○	◐	○	N/A	○	○	○	○	●
* HI-PERF. OEM E.F.I.		●	●	◐	◐	◐	○	N/A	●	●	●	●	●
* NOSzle™ OEM E.F.I.		○	●	○	●	○	○	○	◐	○	○	○	○
* NOSzle™ RACING E.F.I.		◐	●	●	●	●	●	○	●	●	◐	●	●
POWERFOGGER™ E.F.I.		○	●	○	◐	○	○	○	○	○	○	○	○

\* Kit produces more than 40% of engine's rated horsepower \*\* After 140 HP nitrous or more \*\*\* After 200 HP of nitrous or more

# TYPES OF NITROUS SYSTEMS

## TECHNICAL INFORMATION

SYSTEM TYPE	MAX HP	INJECTION TYPE	SOLENOIDS WITH KIT	JETS IN KIT	HOSE SIZE	BOTTLE & VALVE
<b>Sniper</b>	150				-4	 10 lb.
<b>Power Shot</b>	125			Not Adjustable	-4	 10 lb.
<b>Super Powershot</b>	150				-4	 10 lb.
<b>Cheater</b>	250				-4	 10 lb.
<b>Big Shot</b>	400				-6	 10 lb.
<b>Sportsman Fogger (4-cyl.)</b>	150				-4	 10 lb.
<b>Pro Shot Fogger</b>	500+				-6	 10 lb.
<b>Pro Shot Fogger 2</b>	750				-6	 10 lb.
<b>Pro Shot Twin Fogger</b>	1000				-6	 10 lb.
<b>Pro Race Fogger</b>	600+				-6	 10 lb.
<b>O.E.M. E.F.I.</b>	50-150				-4	 10 lb.
<b>Single Fogger Wet or Dry E.F.I.</b>	35-300				-4	 10 lb.
<b>NOSzle™</b>	300+				-6	 10 lb.

# TUNING - QUESTION & ANSWER

## TECHNICAL INFORMATION

Here are answers to the most commonly asked questions about NOS Nitrous Oxide Systems, along with tech information compiled by the NOS Research and Development Team:

### Q: Will Nitrous affect engine reliability?

**A:** The key is choosing the correct H.P. for a given application. A kit that uses the correct factory calibration does not usually cause increased wear. As the energy released in the cylinder increases so do the loads on the various components that must handle them. If the load increases exceed the ability of the components to handle them, added wear takes place. NOS kits are designed for use on demand and only at wide open throttle. Nitrous can be extremely advantageous in that it is only used when you want it, not all the time. All NOS kits are designed for maximum power with reliability for a given application.

### Q: Can I simply bolt a nitrous kit onto my stock engine?

**A:** Yes. NOS manufactures systems for virtually any stock engine application. The key is to choose the correct kit for a given application; i.e., 4 cyl. engines normally allow an extra 40-60 HP, 6 cyl. engines usually work great between 75-100 extra HP, small block V8's (302/350/400cid) can typically accept up to 140 extra HP, and big block V8's (427-454) might accept from 125-200 extra HP. These suggested ranges provide maximum reliability from most stock engines using cast pistons and cast crank with few or no engine modifications.

### Q: What are some of the general rules for even higher HP gains?

**A:** Generally, forged aluminum pistons are one of best modifications you can make. Retard ignition timing by 4-8 degrees (1 to 1-1/2 degrees timing retard per 50 HP gain). In many cases a higher flowing fuel pump may be necessary. Higher octane (100+) racing type fuel may be required as well as spark plugs 1 to 2 heat ranges colder than normal with gaps closed to .025"-.030". For gains over 250 HP, other important modifications could be necessary in addition to those mentioned above. These special modifications may include a forged crankshaft, a high quality race type connecting rods, a high output fuel pump dedicated to feeding the additional fuel demands of the nitrous system, and a racing fuel with high specific gravity and an octane rating of 110 or more. For more specific information about your application, please contact the NOS technical dept.

### Q: How does nitrous work?

**A:** Nitrous oxide is made up of 2 parts nitrogen and one part oxygen (36% oxygen by weight). During the combustion process in an engine, at about 572 degrees F, nitrous breaks down and releases oxygen. This extra oxygen creates additional power by allowing more fuel to be burned. Nitrogen acts to buffer, or dampen the increased cylinder pressures helping to control the combustion process. Nitrous also has a tremendous "intercooling" effect by reducing intake charge temperatures by 60 to 75 degrees F.

### Q: What kind of testing or research is performed on NOS products?

**A:** NOS maintains a complete research and development center including computerized dynamometer equipment as well as a nitrous/fuel flow testing facility. In addition,

NOS is actively involved in many aspects of racing; working closely with many top name racers to develop the most powerful and reliable nitrous systems in the world.

### Q: How much performance improvement can I expect with a nitrous system?

**A:** For many applications an improvement from 1 to 3 full seconds and 10 to 15 MPH in the quarter mile can be expected. Factors such as engine size, tires, jetting, gearing, etc. will affect the final results.

### Q: How long will the bottle last?

**A:** This largely depends on the type of nitrous kit and jetting used. For example, a 125 HP Power Shot kit with a standard 10 lb. capacity bottle will usually offer up to 7 to 10 full quarter-mile passes. For power levels of 250 HP, 3 to 5 full quarter-mile passes may be expected. If nitrous is only used in 2nd and 3rd gears, the number of runs will be more.

### Q: How long can I hold the nitrous button down?

**A:** It is possible to hold the button down until the bottle is empty. However 15 continuous seconds at a time, or less, is recommended.

### Q: When is the best time to use nitrous?

**A:** At wide open throttle only (unless a progressive controller is used). Due to the tremendous amount of increased torque, you will generally find best results, traction permitting, at early activation. Nitrous can be safely applied above 2,500 RPM under full throttle conditions.

### Q: Does NOS manufacture 50-state legal nitrous systems?

**A:** Yes. In fact, NOS has several EO numbers for various kits such as the 5.0L Mustang and 305/350 GM V8's, etc. In addition, there is no need to remove any smog equipment when installing an NOS system. For more information call the NOS tech line.

### Q: Will I have to re-jet my carburetor on my car when adding nitrous?

**A:** No! The NOS system is independent of your carburetor and injects its own mixture of fuel and nitrous.

### Q: Is nitrous oxide flammable?

**A:** No. Nitrous Oxide by itself is non-flammable. However, the oxygen present in nitrous oxide causes combustion of fuel to take place more rapidly.

### Q: Will nitrous oxide cause detonation?

**A:** Not directly. Detonation is the result of too little fuel present during combustion (lean) or too low of an octane of fuel. Too much ignition advance also causes detonation. In general, most of our kits engineered for stock type engines will work well with premium type fuels and minimal decreases of ignition timing. In racing application where higher compression ratios are used, resulting in higher cylinder pressures, a higher fuel octane must be used as well as more ignition retard.

### Q: Where can I get my bottle refilled?

**A:** Simply call 1-800-99-REFILL for the location of the nearest NOS dealer with refilling capabilities.

### Q: Is there any performance increase in using medical grade nitrous oxide?

**A:** None! NOS recommends and sells only the automotive grade, called Ny-trous Plus. Ny-trous Plus contains a minimal amount of sulfur dioxide (100 ppm) as a deterrent to substance abuse. The additive does not affect performance.

### Q: Is it a good idea to use an aftermarket computer chip in conjunction with an NOS System?

**A:** Only if the chip has been designed specifically for use with nitrous oxide. Most aftermarket chips use more aggressive timing advance curves to create more power. This can lead to possible detonation. You may wish to check with the manufacturer of the chip before using it. The top manufacturers, such as Hypertech do make special chips for use with nitrous.

### Q: How long does it generally take to install an NOS kit?

**A:** The majority of NOS kits can be installed using common hand tools in approximately 4 to 6 hours. NOS instruction manuals are by far the best in the industry and include specific installation drawings, wiring diagrams, and bottle mounting procedures as well as performance tips and a thorough trouble shooting guide.

### Q: Which type of manifold is better suited for a plate injector type of nitrous system, single or dual plane manifold?

**A:** As long as the manifold doesn't interfere with the spray pattern of the bars, either will work fine in most cases. The distribution is better with a single plane at high RPM. If your goal is to increase power by more than 150 HP, the single plane manifold is better.

### Q: Does nitrous oxide raise cylinder pressure and temperatures?

**A:** Yes. Due to the ability to burn more fuel, this is exactly why nitrous makes so much power.

### Q: Are there any benefits to chilling the nitrous bottle?

**A:** No. Chilling the bottle lowers the pressure dramatically and will also lower the flow rate of the nitrous causing a fuel rich condition and reducing power. On cold evenings you might run on the rich side. For optimal running conditions, keep bottle pressure at approximately 900-950 psi. NOS has a nitrous pressure gauge that allows you to monitor this. If you live or operate a nitrous system in colder temperatures, it may also be a good idea to purchase a bottle heater kit, part #14164. Generally, ambient temperatures of 80-90 degrees F will allow for best power potential of NOS kits.



**Q: Are there benefits to using nitrous with turbo or super-charger applications?**

**A:** Absolutely! In turbo applications, turbo lag is completely eliminated with the addition of a nitrous system. In addition, both turbo and superchargers compress the incoming air, thus heating it. With the injection of nitrous, a tremendous intercooling effect reduces intake charge temperatures by 75 degrees or more. Boost is usually increased as well, adding to even more power.

**Q: How complete is an NOS kit?**

**A:** NOS prides itself on offering the most complete systems on the market today. They include virtually every component that may be needed for a complete installation; parts such as extra long carburetor studs, gaskets, pipe tap, fuel hose, brackets, filters, fittings, hardware, wiring, 10 lb. bottle with Hi-Flo valve, comprehensive instruction manual, and all other major components are standard in every NOS kit.

**Q: What is the difference between a standard and an NOS Hi-Flo bottle valve?**

**A:** The orifice of the Hi-Flo valve is much larger than the standard valve allowing for a larger flow of nitrous. With a small orifice valve a pressure drop occurs when nitrous flow is high; causing surging or inadequate nitrous flow. The NOS Hi-Flo valve eliminates this problem. NOS Hi-Flo valves are standard in all NOS kits.

**Q: What affect does nitrous have on an engine with considerable miles on it?**

**A:** This depends largely on the actual condition of the engine components. Any performance modification to an engine that is worn out or poorly tuned will have detrimental effects. However, an engine in good condition, with good ring and head gasket sealing, should be able to use nitrous without any abnormal wear.

**Q: Will the use of nitrous oxide affect the catalytic converter?**

**A:** No. The increase in oxygen present in the exhaust may actually increase the efficiency of the converter. Since the use of nitrous is normally limited to 10-20 seconds of continuous use, there usually are no appreciable effects. Temperatures are typically well within acceptable standards.

**Q: Will the percentage of performance increase be the same in a highly modified engine compared to a stock engine when using the same NOS kit and jetting?**

**A:** Not really. In most cases the percentage of increase is greater from a stock engine because it is not as efficient as the modified engine in a normal non-nitrous mode. However, since the effects of nitrous oxide magnify the output of any engine, the total power output will be much higher in the modified engine.

**Q: Can high compression engines utilize nitrous oxide?**

**A:** Absolutely. High or low compression ratios can work quite suitably with nitrous oxide provided the proper balance of nitrous and fuel enrichment is maintained. NOS kits are used in applications from relatively low compression stock type motors to Pro-Modifieds, which often

exceed 15 to 1. Generally, the higher the compression ratio, the more ignition retard, as well as higher octane fuel, is required. For more specific information talk to one of our technicians.

**Q: Can service station fuel be used for street/strip nitrous oxide applications?**

**A:** Yes. Use of a premium type leaded or unleaded fuel of 92, or greater, octane is recommended for most applications. Many NOS systems are designed for use with service station pump gas. However, when higher compression or higher horsepower levels are used, a racing fuel of 100 octane, or more, must be used.

**Q: What type of cam is best suited for use with nitrous oxide?**

**A:** Generally, cams that have less exhaust overlap and more exhaust duration. However, it is best to choose a cam tailored to normal use (when nitrous is not activated) since 99% of most vehicle operations is not at full throttle. There are special cam grinds available for nitrous competition which have more aggressive exhaust profile ramping, etc. Since cam selection depends largely on vehicle weight, gearing, etc., it is best to stick to cam manufacturers' recommendations for your particular goal.

**Q: Are NOS kits applicable on late model EFI cars?**

**A:** Yes. In fact NOS has by far the most comprehensive selection of nitrous kits available for these cars. Call for your specific application if you do not see it listed.

**Q: What type of nitrous system is better; a plate injection system or a direct port injection system?**

**A:** The advantages of a plate system are ease of installation and removal, ability to transfer easily to another vehicle, ability to change jetting combinations quickly, and in most cases, provide you with all the extra HP you will ever need (75 to 350 more HP). In some cases, such as in-line type engines with long runners, a direct port type system is advisable for maximizing distribution. Also, where more than 350 HP is needed, our direct port Fogger systems will provide the ultimate in distribution and power (up to 500+ HP). Direct port injection is also desirable when the system is hidden under the manifold.

**Q: Should I modify my fuel system to use nitrous oxide?**

**A:** Most stock fuel pumps will work adequately for smaller nitrous applications. It is important to check to see if your pump can flow enough fuel to your existing fuel system (whether carburetor or fuel injected), as well as being able to supply the additional fuel required by the nitrous kit under full throttle conditions. It may be a good idea to dedicate a separate fuel pump to the nitrous kit.

**Q: Which is the best position to mount a nitrous bottle?**

**A:** NOS bottles come with siphon tubes and, in order to maintain proper nitrous pickup, it is important to mount the bottle correctly. We recommend mounting the bottle at a 15 degree angle with the valve end higher than the bottom of the bottle. The valve end of the bottle should point to the front of the vehicle and the valve knob and label should face straight up.

**Q: How important is it to use nitrous and fuel filters in a kit?**

**A:** Some of the most important components of any nitrous system are nitrous and fuel filters. To keep contaminants from attacking the solenoid or plugging up a jet, NOS nitrous filters feature a special stainless steel mesh element from the aerospace industry.

**Q: What are the advantages of using nitrous compared to other performance options?**

**A:** The cost of many other performance options can put you in the poorhouse. Dollar for dollar, you can't buy more performance with less money than nitrous. With a nitrous system, performance and reliability can be had for a much more reasonable price while still retaining the advantage of a stock engine during normal driving. And, Nitrous offers tremendous gains in torque without having to rev the engine to excessive rpm's. These factors help your engine last longer than many other methods of boosting horsepower.

**Q: Does NOS manufacture kits for motorcycles, water craft, or snowmobiles?**

**A:** Absolutely. NOS can spray nearly any fuel burning combustion engine.

**Q: What kind of pressures are components subject to in a typical nitrous kit?**

**A:** Pressures often exceed 1,000 psi. This is why NOS uses only high pressure tested aircraft quality components like stainless steel braided Teflon lines throughout its system.

**Q: How do I know how much nitrous is left in the bottle?**

**A:** The most reliable method was to weigh the bottle to determine how many pounds remain. When a bottle is near empty (about 20% or less nitrous remaining) a surging effect is normally felt.

**Q: What is the function of the blow-off safety valve on the bottle?**

**A:** It is very important not to overfill a bottle; i.e., a 10 lb. capacity bottle should not be filled with more than 10 lbs. of nitrous oxide by weight. Over-filling and/or too much heat can cause excessive bottle pressures forcing the safety seal to blow and releasing all the contents out of the bottle.

**Q: Will I have to change my ignition system?**

**A:** Most late model ignition systems are well suited for nitrous applications. In some higher HP cases, it may be advisable to look into a high quality high output ignition system with a built in spark retard.

# BOTTLE TEMPERATURE & NITROUS PRESSURE INFO

## TECHNICAL INFORMATION

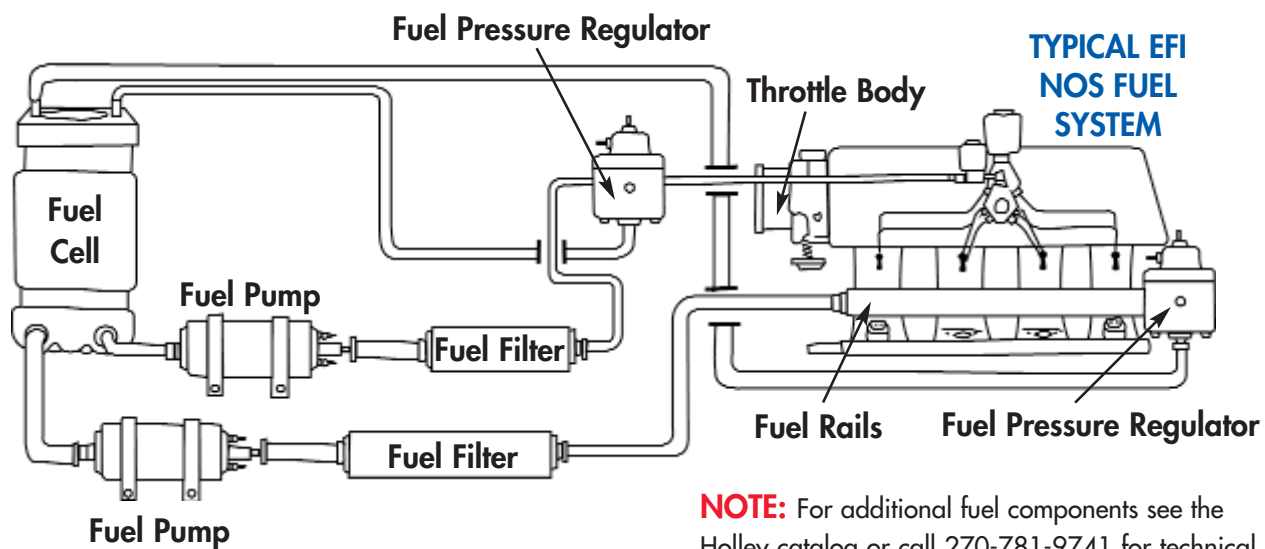
### The Relationship Between Bottle Temperatures and Nitrous Pressure

**Tech note:** The lower the ambient temperature, the lower the resultant bottle pressure leading to a potential fuel rich condition. Although usually not harmful to the engine, loss of optimal power can occur. On the other hand, very high ambient temperatures can lead to leaner burning conditions and loss of optimal performance as well as possible damage to engine components. NOS gauges are an excellent way to monitor problems before they can occur.

**NOTE:** NOS recommends a bottle pressure of 950psi for optimum performance

Bottle Temp. °F	Bottle Pressure (psi)	Bottle Temp. °F	Bottle Pressure (psi)
-30	167	40	520
-20	203	50	590
-10	240	60	675
0	283	70	760
10	335	80	865
20	387	85	950
32	460	97	1069

## TYPICAL NITROUS PLUMBING DIAGRAMS FOR E.F.I APPLICATIONS



**NOTE:** For additional fuel components see the Holley catalog or call 270-781-9741 for technical information.

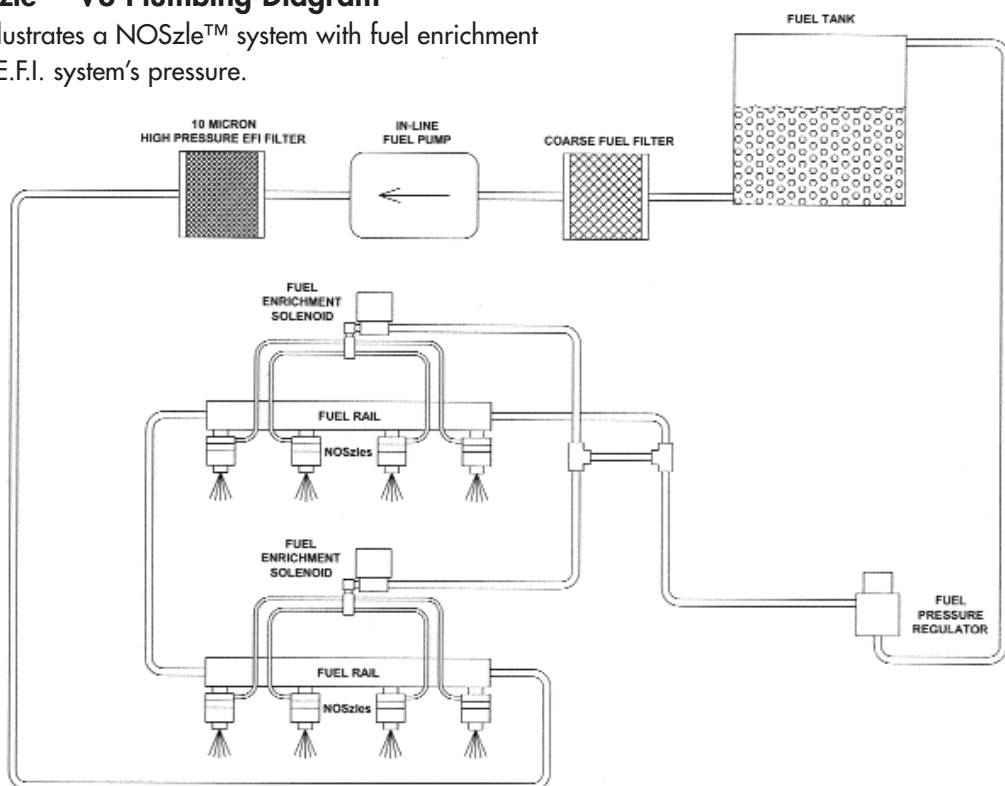


"Without a doubt, NOS puts out the best quality and the best systems for making hard core nitrous power."

- Charlie Buck, Buck Racing Engines,  
Engine Builder for Rickie Smith

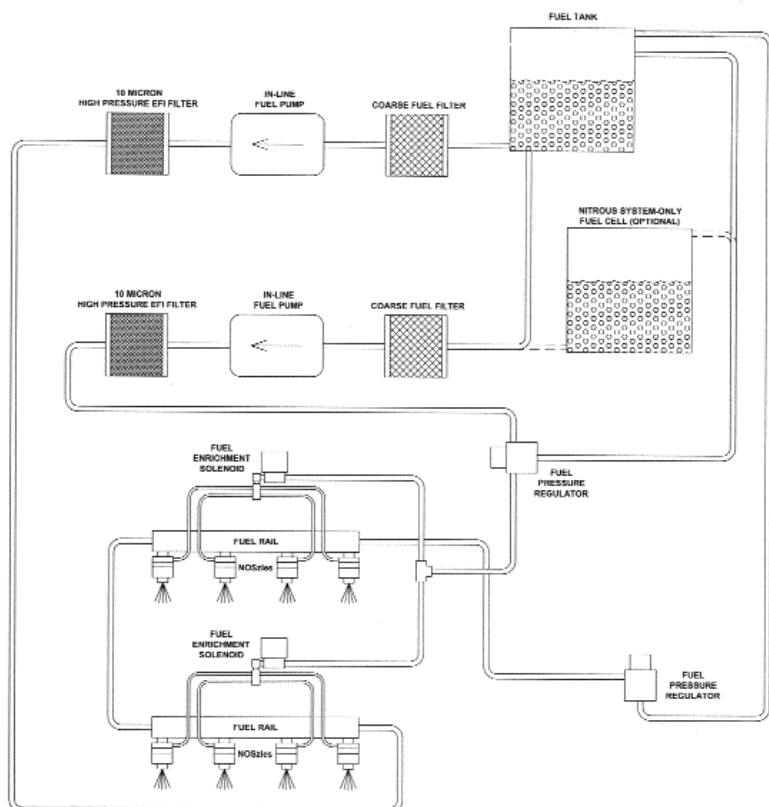
### Typical NOSzle™ V8 Plumbing Diagram

This diagram illustrates a NOSzle™ system with fuel enrichment running at the E.F.I. system's pressure.



### Optional NOSzle™ V8 Plumbing Diagram

This diagram illustrates a NOSzle™ system with a dedicated nitrous system fuel system. The nitrous fuel system fuel pressure is independent of the E.F.I. system pressure.



## TUNING INFORMATION

## TECHNICAL INFORMATION

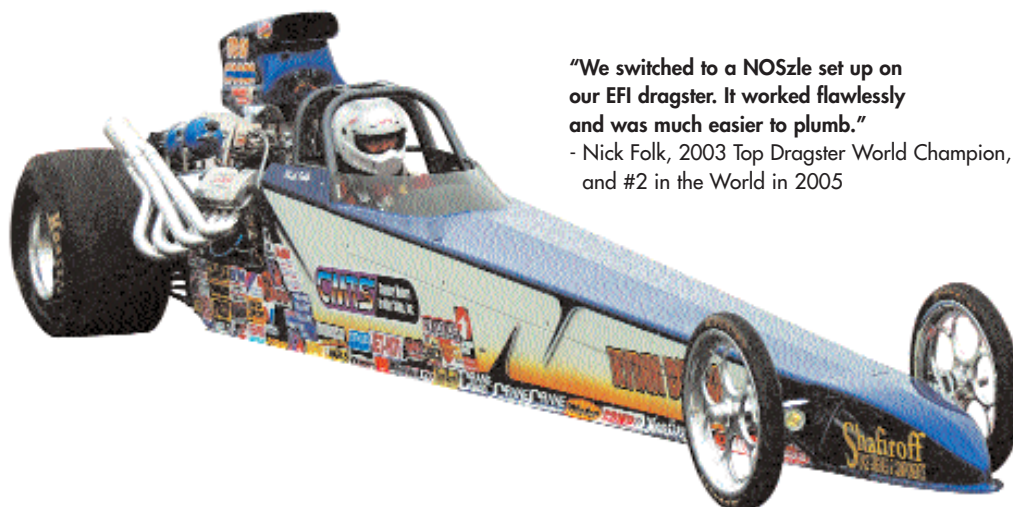
## SUGGESTED BASELINE TUNING COMBINATIONS FOR SELECTED NOS SYSTEMS

**Note:** All carbureted systems require a minimum flowing fuel pressure of 5.5 - 6 PSI; 6-7 PSI for Fogger systems on V-8s.

EXTRA HP	JETTING N2O/FUEL	FUEL OCTANE (R+M/2)	IGNITION TIMING	SPARK PLUG HEAT RANGE
<b>Super Powershot</b>				
100 HP	.047/.053	92+ pump gas	Standard to 2° retard	Standard
125 HP	.055/.061	92+ pump gas w/octane booster	2-4° retard	Std to 1 step colder
150 HP	.063/.071	92+ pump gas w/octane booster or 100+ racing gas	4-6° retard	1 to 2 steps colder
175 HP	.073/.082	105 octane racing gas	6-8° retard	2 to 3 steps colder
<b>Cheater System</b>				
100 HP	.047/.053	92+ pump gas	2-4° retard	Standard
125 HP	.055/.061	92+ pump gas w/octane booster	2-4° retard	Std to 1 step colder
150 HP	.063/.071	100+ pump gas w/octane booster or 100+ racing gas	4-6° retard	1 to 2 steps colder
180 HP	.073/.082	105 octane racing gas	4-6° retard	2 to 3 steps colder
210 HP	.082/.091	110+ octane, .74 or higher specific gravity, racing gas	6-8° retard	3 to 4 steps colder
250 HP	.093/.102	110+ octane, .74 or higher specific gravity, racing gas	8-10° retard	3 to 4 steps colder
<b>Dual Shot Cheater System, Stage 1</b>				
100 HP	.047/.053	92+ pump gas	Standard to 2° retard	Standard
125 HP	.055/.061	92+ pump gas w/octane booster	2-4° retard	Std to 1 step colder
150 HP	.063/.071	92+ pump gas w/octane booster or 100+ racing gas	4-6° retard	1 to 2 steps colder
<b>Dual Shot Cheater System, Stage 2</b>				
150 HP	.063/.071	100+ pump gas w/octane booster or 100+ racing gas	4-6° retard	1 to 2 steps colder
180 HP	.073/.082	105 octane racing gas	4-6° retard	2 to 3 steps colder
210 HP	.082/.091	110+ octane, .74 or higher specific gravity, racing gas	6-8° retard	3 to 4 steps colder
250 HP	.093/.102	110+ octane, .74 or higher specific gravity, racing gas	8-10° retard	3 to 4 steps colder
<b>Multiple Carburetor Cheater System</b>				
100 HP	.033/.037	92+ pump gas	2-4° retard	Standard
125 HP	.038/.043	92+ pump gas w/octane booster	2-4° retard	Std to 1 step colder
150 HP	.052/.059	92+ pump gas w/octane booster or 100+ racing gas	4-6° retard	1 to 2 steps colder
175 HP	.059/.065	105 octane racing gas	4-6° retard	2 to 3 steps colder
200 HP	.065/.073	110+ octane, .74 or higher specific gravity, racing gas	6-8° retard	3 to 4 steps colder
250 HP	.073/.078	110+ octane, .74 or higher specific gravity, racing gas	8-10° retard	3 to 4 steps colder
<b>Big Shot System</b>				
175 HP	.073/.082	92+ pump gas w/octane booster or 100+ racing gas	4-6° retard	1 to 2 steps colder
225 HP	.082/.091	92+ pump gas w/octane booster or 100+ racing gas	6-8° retard	1 to 2 steps colder
275 HP	.093/.102	105 octane racing gas	8-10° retard	2 to 3 steps colder
325 HP	.102/.110	110+ octane, .74 or higher specific gravity, racing gas	10-12° retard	3 to 4 steps colder
350+ HP	.120/.116	110+ octane, .74 or higher specific gravity, racing gas	12° + retard	3 to 4 steps colder
<b>2-Stage Big Shot System, Stage 1</b>				
100 HP	.047/.053	92+ pump gas w/octane booster or 100+ racing gas	2-4° retard	1 to 2 steps colder
125 HP	.055/.061	92+ pump gas w/octane booster or 100+ racing gas	2-4° retard	1 to 2 steps colder
150 HP	.063/.071	100+ pump gas w/octane booster or 100+ racing gas	4-6° retard	1 to 2 steps colder
180 HP	.073/.082	105+ octane racing gas	4-6° retard	2 to 3 steps colder
210+ HP	.082/.091	110+ octane, .74 or higher specific gravity, racing gas	6-8° retard	3 to 4 steps colder
250+ HP	.093/.102	110+ octane, .74 or higher specific gravity, racing gas	8-10° retard	3 to 4 steps colder
<b>2-Stage Big Shot System, Stage 2</b>				
200 HP	.073/.082	92+ pump gas w/octane booster or 100+ racing gas	4-6° retard	1 to 2 steps colder
225 HP	.082/.091	92+ pump gas w/octane booster or 100+ racing gas	6-8° retard	1 to 2 steps colder
275 HP	.093/.102	105 octane racing gas	8-10° retard	2 to 3 steps colder
325 HP	.102/.110	110+ octane, .74 or higher specific gravity, racing gas	10-12° retard	3 to 4 steps colder
350+ HP	.120/.116	110+ octane, .74 or higher specific gravity, racing gas	12° + retard	3 to 4 steps colder
<b>Multiple Carburetor Big Shot System</b>				
200 HP	.052/.058	92+ pump gas w/octane booster or 100+ racing gas	4-6° retard	1 to 2 steps colder
225 HP	.059/.065	92+ pump gas w/octane booster or 100+ racing gas	6-8° retard	1 to 2 steps colder
275 HP	.065/.073	105 octane racing gas	8-10° retard	2 to 3 steps colder
325 HP	.073/.078	110+ octane, .74 or higher specific gravity, racing gas	10-12° retard	3 to 4 steps colder
350+ HP	.085/.082	110+ octane, .74 or higher specific gravity, racing gas	12° + retard	3 to 4 steps colder



EXTRA HP	JETTING N2O/FUEL	FUEL OCTANE (R+M/2)	IGNITION TIMING	SPARK PLUG HEAT RANGE
<b>2x Double Cross Single Stage Plate</b>				
250 HP	.044/.045	105 octane racing gas	7-8° retard	2 steps colder
300 HP	.052/.053	105 octane racing gas	9° retard	2-3 steps colder
350 HP	.060/.060	110+ octane, .74 or higher specific gravity racing gas	10-11° retard	3-4 steps colder
400 HP	.067/.065	110+ octane, .74 or higher specific gravity racing gas	12° retard	3-4 steps colder
450 HP	.073/.073	114+ octane, .74 or higher specific gravity racing gas	14° retard	4 steps colder
500 HP	.078/.081	116+ octane, .74 or higher specific gravity racing gas	15° retard	4 steps colder
<b>2x Double Cross Dual Stage Plate (First Stage)</b>				
250 HP	.044/.045	110+ octane, .74 or higher specific gravity racing gas	7-8° retard	2 steps colder
300 HP	.052/.053	110+ octane, .74 or higher specific gravity racing gas	9° retard	2-3 steps colder
350 HP	.060/.060	110+ octane, .74 or higher specific gravity racing gas	10-11° retard	3-4 steps colder
400 HP	.067/.065	110+ octane, .74 or higher specific gravity racing gas	12° retard	3-4 steps colder
<b>2x Double Cross Dual Stage Plate (Second Stage)</b>				
100 HP	.035/.036	110+ octane, .74 or higher specific gravity racing gas	3° additional retard	4 steps colder
150 HP	.042/.041	110+ octane, .74 or higher specific gravity racing gas	5° additional retard	4+ steps colder
200 HP	.048/.049	110+ octane, .74 or higher specific gravity racing gas	6° additional retard	4+ steps colder
250 HP	.053/.053	110+ octane, .74 or higher specific gravity racing gas	8° additional retard	4+ steps colder



**"We switched to a NOSzle set up on our EFI dragster. It worked flawlessly and was much easier to plumb."**

- Nick Folk, 2003 Top Dragster World Champion, and #2 in the World in 2005

## TUNING INFORMATION

## TECHNICAL INFORMATION

EXTRA HP	JETTING N2O/FUEL	FUEL OCTANE (R+M/2)	IGNITION TIMING	SPARK PLUG HEAT RANGE
<b>Pro Racing Plate System, each stage</b>				
100 HP	.047/.053	92+ pump gas	2-4° retard	Standard
125 HP	.055/.061	92+ pump gas w/octane booster	2-4° retard	Std. to 1 step colder
150 HP	.063/.071	100+ pump gas w/octane booster or 100+ racing gas	4-6° retard	1 to 2 steps colder
180 HP	.073/.082	105 octane racing gas	4-6° retard	2 to 3 steps colder
210 HP	.082/.091	110+ octane, .74 or higher specific gravity, racing gas	6-8° retard	3 to 4 steps colder
250 HP	.093/.102	110+ octane, .74 or higher specific gravity; racing gas	10°+ retard	3 to 4 steps colder
<b>Multiple Carburetor Pro Racing Plate System, each stage</b>				
100 HP	.033/.037	92+ pump gas	2-4° retard	Standard
125 HP	.038/.043	92+ pump gas w/octane booster	2-4° retard	Std. to 1 step colder
150 HP	.052/.059	92+ pump gas w/octane booster or 100+ racing gas	4-6° retard	1 to 2 steps colder
175 HP	.059/.065	105 octane racing gas	4-6° retard	2 to 3 steps colder
200 HP	.065/.073	110+ octane, .74 or higher specific gravity, racing gas	6-8° retard	3 to 4 steps colder
250 HP	.073/.078	110+ octane, .74 or higher specific gravity, racing gas	8°+ retard	3 to 4 steps colder
<b>Pro Shot or Pro Race Fogger Systems</b>				
100 HP	.018/.018	92+ pump gas	2-4° retard	Standard
125 HP	.020/.020	92+ pump gas w/octane booster	2-4° retard	Std. to 1 step colder
150 HP	.022/.022	92+ pump gas w/octane booster or 100+ racing gas	4-6° retard	1 to 2 steps colder
175 HP	.024/.024	105 octane racing gas	4-6° retard	2 to 3 steps colder
250 HP	.028/.028	110+ octane, .74 or higher specific gravity, racing gas	6-8° retard	3 to 4 steps colder
300 HP	.032/.032	110+ octane, .74 or higher specific gravity, racing gas	8-10° retard	3 to 4 steps colder
350 HP	.036/.036	110+ octane, .74 or higher specific gravity, racing gas	10-12° retard	3 to 4 steps colder
400 HP	.040/.040	110+ octane, .74 or higher specific gravity, racing gas	12°+ retard	3 to 4 steps colder
500 HP	.042/.042	110+ octane, .74 or higher specific gravity, racing gas	12°+ retard	3 to 4 steps colder
<b>4-cylinder Sportsman Fogger System (Carbureted)</b>				
50 HP	.018/.018	92+ pump gas	2° retard	Std. to 1 step colder
75 HP	.022/.022	92+ pump gas w/octane booster or 100+ racing gas	2-4° retard	1 step colder
100 HP	.024/.024	105 octane racing gas	4-6° retard	1 to 2 steps colder
125 HP	.026/.026	110+ octane, .74 or higher specific gravity, racing gas	4-8° retard	2 steps colder
150 HP	.028/.028	110+ octane, .74 or higher specific gravity, racing gas	6-10° retard	2 to 3 steps colder
<b>6-cylinder Sportsman Fogger System (Carbureted)</b>				
75 HP	.018/.018	92+ pump gas	Standard to 2° retard	Std. to 1 step colder
100 HP	.022/.022	92+ pump gas w/octane booster or 100+ racing gas	2° to 4° retard	1 step colder
125 HP	.024/.024	105 octane racing gas	4° to 6° retard	1 to 2 steps colder
150 HP	.026/.026	110+ octane, .74 or higher specific gravity, racing gas	4° to 8° retard	2 steps colder
175 HP	.028/.028	110+ octane, .74 or higher specific gravity, racing gas	6° to 10° retard	2 to 3 steps colder
<b>8-cylinder Sportsman Fogger System</b>				
100 HP	.018/.018	92+ pump gas	2-4° retard	Standard
125 HP	.020/.022	92+ pump gas w/octane booster	2-4° retard	Std. to 1 step colder
150 HP	.022/.026	92+ pump gas w/octane booster or 100+ racing gas	4-6° retard	1 to 2 steps colder
175 HP	.024/.024	105 octane racing gas	4-6° retard	2 to 3 steps colder
250 HP	.028/.028	110+ octane, .74 or higher specific gravity, racing gas	8-10° retard	3 to 4 steps colder
300 HP	.032/.032	110+ octane, .74 or higher specific gravity, racing gas	10-12°+ retard	3 to 4 steps colder
<b>4 and 6-cylinder Powerfogger™ System</b>				
35HP	.026/.018	92+ pump gas (43 psi)	Standard	Standard
50HP	.030/.022	92+ pump gas (43 psi)	Standard to 2° retard	Std. to 1-step colder
75HP	.036/.024	92+ pump gas (43 psi)	2-4° retard	1-step colder
<b>8-cylinder Powerfogger™ System</b>				
75HP	.040/.028	92+ pump gas (43 psi)	2-4° retard	Standard
100HP	.051/.034	92+ pump gas w/octane booster or 100+ racing Gas (43 psi)	2-4° retard	Std. to 1-step colder
125HP	.065/.038	92+ pump gas w/octane booster or 100+ racing Gas (43 psi)	4-8° retard	1-step colder
<b>4-cylinder NOSzle™ Systems</b>				
75 HP	.022/.014	92+ pump gas w/octane booster or 100+ racing gas (43 psi)	2-4° retard	Standard
125 HP	.026/.016	110+ octane, .74 or higher specific gravity, racing gas (43 psi)	2-4° retard	Std. to 1 step colder
150 HP	.028/.017	110+ octane, .74 or higher specific gravity, racing gas (43 psi)	4-6° retard	1 to 2 steps colder
<b>6-cylinder NOSzle™ Systems</b>				
100 HP	.022/.014	92+ pump gas w/octane booster or 100+ racing gas (43 psi)	2-4° retard	Standard
150 HP	.026/.016	110+ octane, .74 or higher specific gravity, racing gas (43 psi)	2-4° retard	Std. to 1 step colder
175 HP	.028/.017	110+ octane, .74 or higher specific gravity, racing gas (43 psi)	4-6° retard	1 to 2 steps colder
<b>8-cylinder NOSzle™ Systems</b>				
100 HP	.018/.010	92+ pump gas (43 psi)	2-4° retard	Standard
175 HP	.024/.016	105 octane racing gas (43 psi)	4-6° retard	Std. to 1 step colder
300 HP	.032/.018	110+ octane, .74 or higher specific gravity, racing gas (43 psi)	10-12° retard	1 to 2 steps colder

## SUGGESTED BASELINE TUNING COMBINATIONS FOR SELECTED NOS SYSTEMS

EXTRA HORSEPOWER	JETTING N2O/FUEL (OR BYPASS "T")	FUEL OCTANE (R+M/2)	IGNITION TIMING	SPARK PLUG HEAT RANGE
<b>02117NOS 1986-93 - 5.0L Ford Mustang Big Shot plate</b>				
150 HP	0.038/0.024	92+ Octane Pump Gas	-2° to -4°	Stock
200 HP	0.045/0.030	96 Octane Unleaded Racing Gas or 92 w/ booster	-4° to -6°	1-2 steps colder
250 HP	0.055/0.032	100 Octane Racing Gas	-6° to -8°	2-3 steps colder
275+ HP	0.120/0.116	105 Octane Racing Gas	-8° to -10°	3-4 steps colder
<b>05115NOS 1986-93 - 5.0L Ford Mustang</b>				
80 HP	0.042/0.059T	92+ Octane Pump Gas	8° BTDC	Stock
<b>05115-IINOS 1986-93 - 5.0L Ford Mustang</b>				
150 HP	0.067/0.042T	92+ Octane Pump Gas	8° BTDC	Stock
<b>05116NOS 1999+ - 4.6L Ford Mustang</b>				
100 HP (Stock)	0.059	92+ Octane Pump Gas	Stock	1-2 steps colder
125 HP (Stock)	0.061	92+ Octane Pump Gas	Stock	2 steps colder
100 HP (Mod)	0.052	92+ Octane Pump Gas	Stock	1-2 steps colder
125 HP (Mod)	0.055	92+ Octane Pump Gas	Stock	2 steps colder
<b>05120, 22, 75NOS - Small Displacement</b>				
50 HP	0.032/0.042T	92+ Octane Pump Gas	Stock	Stock
60 HP	0.034/0.042T	92+ Octane Pump Gas	Stock	Stock
70 HP	0.036/0.042T	92+ Octane Pump Gas	Stock	Stock
85 HP	0.045/0.042T	92+ Octane Pump Gas	Stock	Stock
<b>05151NOS - GM TPI</b>				
100 HP	0.055/0.042	92+ Octane Pump Gas	Stock	Stock
150 HP	0.070/0.053	92+ Octane Pump Gas	Stock	Stock
<b>05176NOS - GM LT1</b>				
150 HP	0.067/0.059T	92+ Octane Pump Gas	Stock	Stock to 1-step colder
<b>05177NOS - GM LS1</b>				
75 HP	0.028	92+ Octane Pump Gas	Stock	Stock
85 HP	0.030	92+ Octane Pump Gas	Stock	Stock
100 HP	0.032	92+ Octane Pump Gas	Stock	Stock
<b>05182NOS 1996-2001 - Dodge Neon</b>				
50 HP	0.032	92+ Octane Pump Gas	Stock	Stock
<b>05185NOS - Durango/Dakota</b>				
60 HP	0.032	92+ Octane Pump Gas	Stock	Stock
<b>05186NOS - Ford Focus</b>				
35 HP	0.028	92+ Octane Pump Gas	Stock	1-2 steps colder
50 HP	0.032	92+ Octane Pump Gas	Stock	2 steps colder

## TUNING INFORMATION

## TECHNICAL INFORMATION

## SUGGESTED BASELINE TUNING COMBINATIONS FOR SELECTED NOS SYSTEMS

PART NUMBER	EXTRA HP	JETTING N2O/FUEL	JETTING SUPPLIED	PART NUMBER	EXTRA HP	JETTING N2O/FUEL	JETTING SUPPLIED
<b>V-Twin Motorcycle</b>				<b>Motorcycle/ATV</b>			
03011NOS	18 HP	.016/.018	16,18,20,22,24,26	03104, 03105NOS	27 HP	.016/.018	16,18,20,22,24
03011NOS	24 HP	.018/.022	16,18,20,22,24,26	03104, 03105NOS	36 HP	.018/.022	16,18,20,22,24
03011NOS	30 HP	.020/.024	16,18,20,22,24,26	03104, 03105NOS	45 HP	.020/.024	16,18,20,22,24
03011NOS	34 HP	.022/.026	16,18,20,22,24,26				
<b>Motorcycle Race</b>				03200-OZNOS	2 HP	.014/.015	14,15
03008RNOS	130 HP	.032/.032	28,32,36,40	03200-OZNOS	3 HP	.014/.014	14,15
03008RNOS	160 HP	.036/.036	28,32,36,40	03200-OZNOS	4 HP	.015/.014	14,15
03008RNOS	190 HP	.040/.040	28,32,36,40	Bottle orientation is critical! Never mount bottle inverted with this kit!			
<b>Motorcycle/ATV</b>				<b>Universal Watercraft</b>			
03000, 03001NOS	4 HP	.012/.014	12,14,16,18	03302, 03303NOS	18 HP	.016/.020	16,18,20,22,24
03000, 03001NOS	6 HP	.014/.016	12,14,16,18	03302, 03303NOS	24 HP	.018/.022	16,18,20,22,24
03000, 03001NOS	9 HP	.016/.018	12,14,16,18	03302, 03303NOS	30 HP	.020/.024	16,18,20,22,24
03002, 03003NOS	8 HP	.012/.014	12,14,16,18,20,22,24	03304NOS	24 HP	.018/.022	18,20,22,24
03002, 03003NOS	12 HP	.014/.016	12,14,16,18,20,22,24	03304NOS	30 HP	.020/.024	18,20,22,24
03002, 03003NOS	18 HP	.016/.018	12,14,16,18,20,22,24				
03002, 03003NOS	24 HP	.018/.022	12,14,16,18,20,22,24	03305NOS	27 HP	.016/.020	16,18,20,22
03002, 03003NOS	30 HP	.020/.024	12,14,16,18,20,22,24	03305NOS	36 HP	.018/.022	16,18,20,22
03004, 03005NOS	27 HP	.016/.018	16,18,20,22,24	<b>Application Specific Watercraft</b>			
03004, 03005NOS	36 HP	.018/.022	16,18,20,22,24	03310NOS	30 HP	.020/.020	20,24,26
03004, 03005NOS	45 HP	.020/.024	16,18,20,22,24	03310NOS	45 HP	.024/.024	20,24,26
03007, 03008NOS	36 HP	.016/.018	16,18,20,22,24	03310NOS	60 HP	.028/.028	20,24,26
03007, 03008NOS	48 HP	.018/.022	16,18,20,22,24				
03007, 03008NOS	60 HP	.020/.024	16,18,20,22,24	03320NOS	36 HP	.018/.018	18,20,22
03009NOS	54 HP	.016/.018	16,18,20,22	03320NOS	45 HP	.020/.020	18,20,22
03009NOS	72 HP	.018/.022	16,18,20,22	03320NOS	51 HP	.022/.022	18,20,22
03021NOS	20 HP	.024/.028	24,28	Not Recommended for 720 Series Rotax Engines			
03100, 03101NOS	9 HP	.016/.020	16,20	<b>Snowmobile</b>			
03100, 03101NOS	12 HP	.016/.020	16,20	03402, 03403NOS	24 HP	.018/.022	18,20,22,24,26
03102, 03103NOS	18 HP	.016/.018	16,18,20,22,24	03402, 03403NOS	30 HP	.020/.024	18,20,22,24,26
03102, 03103NOS	24 HP	.018/.022	16,18,20,22,24	03402, 03403NOS	34 HP	.022/.026	18,20,22,24,26
03102, 03103NOS	30 HP	.020/.024	16,18,20,22,24	03405NOS	27 HP	.016/.020	16,18,20,22
				03405NOS	36 HP	.018/.022	16,18,20,22
				03407NOS	36 HP	.016/.020	16,18,20,22
				03407NOS	48 HP	.018/.022	16,18,20,22



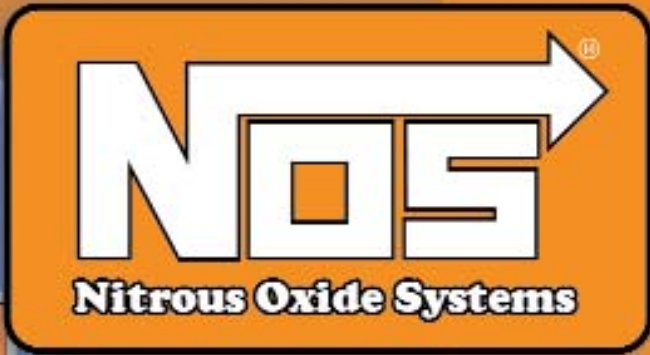
# SECTION 01

## EFI WET & DRY NITROUS SYSTEMS



PowerFogger™ Universal Wet E.F.I. ....	18
GM E.F.I. Dry .....	19
Ford E.F.I. Dry .....	20
Mopar EFI Dry .....	21
Diesel .....	22
Sport Compact - Wet & Dry .....	23

NOTE: See page 28-29 for EFI plate systems



THE LEADER  
IN NITROUS

# POWERFOGGER™ UNIVERSAL WET E.F.I.

## NITROUS SYSTEMS



**35-125  
HORSEPOWER  
(ADJUSTABLE)**

P/N	Application
05130NOS	4&6 cylinder EFI
05131NOS	8 cylinder EFI
0031NOS	Conversion, "Dry" kit to "Wet" kit (NOS jets incl.)
NEW 05134NOS	4&6 cyl w/ Drive-By-Wire
NEW 05135NOS	8 cyl w/ Drive-By-Wire

**NOTE:** Kits are available without bottle and bottle brackets. Add "NB" to part number. (ex. xxxx-NBNOS)



**NEW! DRIVE-BY-WIRE KITS**  
NOW AVAILABLE FOR SAFE INSTALLATION  
ON LATE MODEL APPLICATIONS. NO MORE  
MICRO-SWITCH UNDER THE PEDAL!

### The Ultimate Single fogger Wet System

NOS' most popular EFI system - PowerFogger™! The 05130NOS, 05131NOS, 05134NOS and 05135NOS are great for vehicles where an NOS application specific kit is not available.

The highest-quality NOS components are utilized for the best-looking, best performing system on the market. Just like other NOS kits, the PowerFogger™ has been thoroughly dyno-tested on numerous vehicles to ensure that customers get safe, dependable results on any vehicle they decide to "squeeze."

#### POWERFOGGER™ FEATURES:

- Exclusive NOS "Soft-Plume" Stainless steel Fogger nozzle producing the finest and safest fuel/nitrous mixture
- NOS 10-pound blue bottle w/ brackets & high flow bottle valve
- Industry-leading instruction manual
- 35-50-75 horsepower jetting for 4&6 cyl. kits
- 75-100-125 horsepower jetting for 8 cyl. kit
- Micro switch, safety relays and all other components are included for a simple installation
- The 05134NOS & 05135NOS include a 15972NOS Drive-By-Wire, wide open throttle controller for simple and safe installation

NOS made hundreds of dyno pulls on many vehicles to ensure safe, dependable results on any vehicle. Due to the nature of nitrous oxide injection, some vehicles "like" a certain nitrous tune-up more than others. The following chart displays the test results using the same jetting on six of the vehicles used for testing of the 05130NOS kit. The more "inefficient" the engine design, the larger the NOS horsepower gain. Horsepower gains are shown as measured "at the flywheel." Even though the results on every vehicle may vary a slight amount, they all have one thing in common: NOS made these vehicles fun!

Vehicle	35 HP Jetting	50 HP Jetting	75 HP Jetting	100 HP Jetting	125 HP Jetting
1998 Dodge Neon, 2.2L DOHC	40hp	61hp			
2000 Ford Focus, 2.0L Split Port	39hp	50hp			
1993 Honda CRX, 1.6L VTEC	35hp	48hp			
1996 Chevy K1500, 5.7L Vortec			78hp	110hp	N/A
1999 Mustang GT, 4.6L SOHC			75hp	100hp	124hp
1998 Camaro Z28, LS1			81hp	112hp	131hp

#### SYSTEM REQUIREMENTS

The stock fuel pump should be adequate, but it should be capable of meeting NEW pump specs. If unsure, replace. Use only premium grade pump gasoline (92+ octane) or unleaded racing fuel. In many instances, a high-output ignition system and a free-flowing exhaust system may benefit performance. **WARNING:** DO NOT use aftermarket chips or other devices that advance ignition timing, as detonation may occur.

Actual performance gains will vary depending on the engine's condition and configuration. The system can be used on an engine with stock rods, pistons and crankshaft. However, at power levels of 140 and above, it is recommended that heavy-duty forged components be used.

## LT1, LS1 V8s and 1994-Later V6 Passenger Car Engines, 1999-2000 GM pickups

These systems inject nitrous directly into the air intake and use the factory EFI system to provide the extra fuel necessary. All the required electronics are included to enable the OEM computer to compensate for the extra fuel requirement on demand. Jets are included that allow the user to adjust power outputs to match available traction. The system can be activated only at wide open throttle and comes with a safety shut-off in the event fuel pressure drops below what is required to maintain an adequate flow. Everything is required for a complete installation.

What's this all worth to you at the track? Take the LS1 systems, for example. They're good for an honest 125 neck-snapping horsepower. LT1 systems can belt out an additional 150 horsepower. We're talking about streetable engines that will be capable of putting out around 450 horsepower on nitrous. Naturally, extra jets are included with kits that allow the user to adjust power outputs to match available traction.

Compare these impressive power gains with the systems modest costs. You have to agree that they are the best performance value going!

Not legal for sale or use on pollution-controlled motor vehicles in the U.S.

### LT-1 58MM THROTTLE BODY - (INCLUDED IN 05176BNOS KIT)



**75-100  
HORSEPOWER**  
(135-150 maximum HP  
for LT-1 applications)



### Kits for Electronic Fuel Injection Systems

P/N	Application
<b>05175NOS</b>	1994-present 3.4L, 3.8L V6
<b>05176NOS (B)</b>	LT1 Camaro and Firebird
<b>05176BNOS</b>	LT1 Camaro and Firebird w/ 58mm NOS throttle body (1994-97)
<b>05177NOS</b>	LS1 Camaro and Firebird (with 15lb. bottle)
<b>05120NOS (A,B,C)</b>	2.8-3.4L V6, TPI
<b>02519NOS (A,B,C,D)</b>	Duramax Diesel, All

- (A) Available with 5 lb. bottle. Add -05 to part number.  
 (B) Available with 15 lb. bottle. Add -15 to part number.  
 (C) Available with 20 lb. bottle. Add -20 to part number.  
 (D) Most stock Diesel applications are limited to 50HP. For best results, NOS recommends that a computer chip programmed with a nitrous-specific tune-up is used with the larger power levels on this system.

**NOTE:** Kits are available without bottle and bottle brackets. Add "-NB" to part number. (ex. xxxx-NBNOS)

### SYSTEM REQUIREMENTS

The stock fuel pump should be adequate, but it should be capable of meeting NEW pump specs. If unsure, replace. Use only premium grade pump gasoline (92+ octane) or unleaded racing fuel. In many instances, a high-output ignition system and a free-flowing exhaust system may benefit performance. **WARNING: DO NOT** use aftermarket chips or other devices that advance ignition timing, as detonation may occur.

Actual performance gains will vary depending on the engine's condition and configuration. The system can be used on an engine with stock rods, pistons and crankshaft. However, at power levels of 140 and above, it is recommended that heavy-duty forged components be used.

# FORD E.F.I. DRY

## NITROUS SYSTEMS

### Ford "Dry" Systems

The Ford modular engine platform is a natural for nitrous applications. NOS® engineers did their homework and developed a highly effective family of "dry" nitrous systems for the increasingly popular 4.6L variant of this V8 family. Available for both the DOHC and SOHC versions, these systems are fully adjustable to deliver up to 150 horsepower. The Ford EFI system is utilized to provide the needed extra fuel, providing complete reliability. The kits include a 10 lb. bottle and all the electrical hardware and plumbing that is required for installation. A detailed instruction manual is also provided.

An entry level, or "Stage I" system for the 5.0L Mustang is available under P/N 05115NOS. This is the basic "dry" system that injects nitrous into the intake tract while the extra fuel is delivered by the EFI system. It will produce a conservative 75-100 extra horsepower.

For more power, the "Stage II" package is available under P/N 05115-II-NOS. This includes a special high performance fuel pump to supply the required additional fuel. It does this by substantially increasing the fuel pressure, which in turn provides for a much richer air and fuel mixture. Power is effectively doubled, to 150 horsepower.

"Dual Stage" systems are also available. These feature multiple solenoids and adds power in stages. Through this incremental application of power, it is often possible to achieve quicker elapsed times due to not overpowering the chassis/tire combo on the launch. NOS® "Dual Stage" systems allow the full application of power downstream, where it can more effectively be accommodated by the vehicle.

#### Recommended Optional Accessories:

Nitrous pressure gauge	(see pg 82)
Fuel Pressure gauge	(see pg 82)
Nitrous bottle heater	(see pg 64)
Progressive nitrous controller	(see pg 66)
NOS Purge Valve	(see pg 62)

**75-150  
HORSEPOWER  
(ADJUSTABLE)**



#### Ford

P/N	Application
02519NOS (D)	Powerstroke diesel, all
05115NOS (A,B,C)	Mustang 5.0L Stage I kit
05115-II-NOS (A,B,C)	Mustang 5.0L Stage II kit
05120NOS (A,B,C)	Taurus SHO 3.0-3.2L
05186NOS (A,B)	2000-03 Focus (ex. SVT)
05415NOS (A,B,C)	Stage II kit w/ 2-Stage feature
05155NOS (A,B,C)	Truck application w/ dual throttle body
05171NOS (A,B)	1996-98 Mustang SOHC/DOHC engines
05116NOS	1999-02 Mustang SOHC engines

#### Ford 5.0L EFI Stage 1 75-100HP to Stage II 150HP Conversion

P/N	Application
0015NOS	Converts 05115NOS Stage 1 kit (75 hp) to 05115-2NOS Stage II kit (150 HP)

#### Ford 5.0L EFI Optional Accessories

P/N	Application
0016NOS	Single to 2-stage conversion kit, for kit #05115-II-NOS

(A) Available with 15 lb. bottle. Add -15 to part number.

(B) Available with 20 lb. bottle. Add -20 to part number.

(C) Available with 5 lb. bottle. Add -05 to part number.

(D) Most stock Diesel applications are limited to 50HP. For best results, NOS recommends that a computer chip programmed with a nitrous-specific tune-up is used with the larger power levels on this system.

**NOTE:** Kits are available without bottle and bottle brackets. Add "-NB" to part number. (ex. xxxx-NBNOS)

### SYSTEM REQUIREMENTS

The stock fuel pump should be adequate (except where an alternative is provided in the kit), but it should be capable of meeting NEW pump specs. If unsure, replace. Use only premium grade pump gasoline (92+ octane) or unleaded racing fuel. In many instances, a high-output ignition system and free-flowing exhaust system may benefit performance. **WARNING:** DO NOT use aftermarket chips or other devices that advance ignition timing, as detonation may occur.

Actual performance gains will vary depending on the engine's condition and configuration. The system can be used on an engine with stock rods, pistons and crankshaft. However, at power levels of 140 and above, it is recommended that heavy-duty forged components be used.



## More Power For Mopars With NOS Nitrous Systems!

NOS engineers have devoted a great deal of time to developing incredibly effective nitrous systems for Chrysler Corporation vehicles.

### SPECIAL VIPER PACKAGE

It's easy to put more sting in a Viper with the #05180NOS nitrous system from NOS. This elegantly engineered kit is easy to install, as it comes with a custom wiring harness and electronic WOT (wide open throttle) switch to activate an extra 135 horses on demand. This will provide a 1 to 1.5-second improvement in quarter mile elapsed times, and has propelled a number of Vipers into the 10-second zone with amazing regularity. The system is for the R/T and includes a big 15 lb. bottle, bottle heater and blanket, plus a pressure gauge. Feed those ten cylinders some nitrous and watch out!

### DAKOTA SYSTEM

The popular Dodge Dakota pickup and Durangos are other vehicles to benefit from NOS technology. Now you can easily boost the performance of a 1998-00 5.2L Magnum V8 up to 60 horsepower on demand with an NOS #05185NOS system.

### BRIGHTEN ANY NEON

Chrysler's popular Neon can benefit from a 50-horsepower kick in the pants with a #05182NOS system from NOS. It's a "dry" manifold kit utilizing electronic fuel enrichment technology, which is similar to what is used in our Viper kit. It is very easy to install, and requires no special modifications to the engine. Due to the Neon's "updraft" intake manifold design, this kit eliminates the dangers of filling the intake manifold with fuel that may ignite and cause severe manifold and/or engine damage.

Recommended Optional Accessories:	
Nitrous pressure gauge	(see pg 82)
Fuel Pressure gauge	(see pg 82)
Nitrous bottle heater	(see pg 64)
Progressive nitrous controller	(see pg 66)
NOS Purge Valve	(see pg 62)

Some systems not legal for sale or use on pollution controlled motor vehicles in the United States.



**75-135  
HORSEPOWER  
(ADJUSTABLE)**



**05178NOS**

### DAIMLER/CHRYSLER SYSTEMS

SYSTEM	APPLICATION
<b>05178NOS</b> (A,B,C)	1992-93 Dodge Dakota 5.2L Magnum V8
<b>05180NOS</b>	1993-95 Dodge Viper R/T
<b>05182NOS</b> (A,B)	1996-02 Dodge/Plymouth Neon
<b>05185NOS</b>	1998-00 Dodge Dakota/Durango (60HP)
<b>05208NOS</b> (A,B,C)	Chrysler Turbo 4-cylinder
<b>02519NOS</b> (A,B,C,D)	Cummins Diesel, all

- (A) Available with 15 lb. bottle. Add -15 to part number.  
 (B) Available with 20 lb. bottle. Add -20 to part number.  
 (C) Available with 5 lb. bottle. Add -05 to part number.  
 (D) Most stock Diesel applications are limited to 50HP. For best results, NOS recommends that a computer chip programmed with a nitrous-specific tune-up is used with the larger power levels on this system.

**NOTE:** Kits are available without bottle and bottle brackets. Add "-NB" to part number. (ex. xxxx-NBNOS)

## DIESEL

### NITROUS SYSTEMS

#### The Ultimate Supplement For Your Diesel Truck

If you think the torque of that monster diesel is something to brag about then you should feel it with the extra power of NOS. This kit works with stock and modified applications. Vehicles with computer upgrades will benefit even more as nitrous will aid in a clean combustion. Comes complete with a 10lb bottle, bottle brackets, nitrous feed line, large nitrous solenoid, electrical wiring and complete instructions.

- Dry-nozzle set up provides the additional air your diesel wants
- Specially designed for diesel engines, including Duramax®, Cummins® and Power Stroke®
- Additional 50 HP with no fuel system or electronic upgrades
- Upgrade your fuel system or computer chip and get an additional 60-150 HP
- Complete kit for easy installation



#### Non-50 State Legal Kits for Electronic Fuel Injection Systems

P/N	Application
02519NOS	(A,B,C,D) Duramax Diesel - All; Powerstroke Diesel - All; Cummins Diesel - All

(A) Available with 15 lb. bottle. Add -15 to part number.

(B) Available with 20 lb. bottle. Add -20 to part number.

(C) Available with 5 lb. bottle. Add -05 to part number.

(D) Most stock Diesel applications are limited to 50HP. For best results, NOS recommends that a computer chip programmed with a nitrous-specific tune-up is used with the larger power levels on this system.



## The Best Sport Compact Wet & Dry Systems

Owners of sport compacts can benefit from nitrous power, as NOS has developed safe, reliable and highly effective kits that produce from 40 to 60 hp for a large number of applications. Most of these employ "dry" injection technology, where the OEM fuel injection provides the required additional fuel to the motor only when the nitrous system is armed and activated at W.O.T. (wide open throttle). All systems provide excellent fuel/nitrous distribution to each cylinder. "Wet" type kits are offered for most turbocharged and supercharged applications due to the increased air velocity and extra heat from the forced induction. With over 20 years experience, NOS knows what it takes to make power...safely and reliably! All kits below come with 10 lb. bottle.

- (A) Add -15 to part number for 15 lb. bottle (ex. xxxx-15NOS)  
 (B) Add -20 to part number for 20 lb. bottle (ex. xxxx-20NOS)  
 (C) Add -05 to part number for 5 lb. bottle (ex. xxxx-05NOS)

**NOTE:** Kits are available without bottle and bottle brackets. Add "-NB" to part number. (ex. xxxx-NBNOS)



**DRY SYSTEM**  
**40-75**  
**HORSEPOWER**  
**(ADJUSTABLE)**

**WET SYSTEM**  
**50-150**  
**HORSEPOWER**  
**(ADJUSTABLE)**

Not legal for sale or use on pollution controlled motor vehicles in the United States.

SYSTEM #	FUEL INJECTED APPLICATION
<b>ACURA</b>	
05122NOS (A,B,C)	Integra, 1.6-1.8L, (inc. V-TEC)
05122NOS (A,B,C)	Legend, 2.5-3.2L
05122NOS (A,B,C)	NSX, 3.0L
05122NOS (A,B,C)	Vigor, 2.0-2.5L
05130NOS	4&6 cylinder universal
02040NOS	1.8 GSR V-TEC
05126NOS	Acura RSX 2001-2005 <b>NEW!</b>
<b>BMW</b>	
05150NOS (A,B,C)	4 cylinder mechanical injection, all
05122NOS (A,B,C)	318, 1.8L 1991-94
05122NOS (A,B,C)	325, 2.5-2.7L
05122NOS (A,B,C)	5 & 6 series, 2.5-3.0L, M3 2.3L through 1997
05122NOS (A,B,C)	5, 6, & 7 series, 3.2-4.0L through 1997
<b>HONDA</b>	
05122NOS (A,B,C)	1.6-1.8L, EFI (inc. V-tec)-up to 2000
05122NOS (A,B,C)	2.0, 2.3, 3.0L EFI (inc. V-tec)
05130NOS	4&6 cylinder universal
<b>DODGE NEON</b>	
05130NOS	4&6 cylinder universal
05182NOS (A,B)	1995-2001 SOHC & DOHC
<b>FORD FOCUS</b>	
05130NOS	4&6 cylinder universal
05186NOS (A,B)	2000-2001
<b>MAZDA</b>	
05122NOS (A,B,C)	Miata/MX3, 1.6-1.8L
05122NOS (A,B,C)	RX-7 EFI, non-turbo and MX-6 (2.2 & 2.5L)
05132NOS (A,B,C)	RX-7 turbo (all)
<b>MITSUBISHI</b>	
05122NOS (A,B,C)	1.5-2.0L, EFI, non-turbo
05122NOS (A,B,C)	Eclipse, 1.8-2.0L non-turbo (to 1996)
05122NOS (A,B,C)	3000GT, 3.0L, non-turbo
05208NOS (A,B,C)	3000GT turbo and Eclipse turbo

SYSTEM #	FUEL INJECTED APPLICATION
<b>NISSAN</b>	
05122NOS (A,B,C)	NX1600/NX2000/Pulsar, 1.6-2.0L
05122NOS (A,B,C)	200SX/240SX, 2.0-2.4L
05122NOS (A,B,C)	200SX/Maxima, 3.0L
05122NOS (A,B,C)	300ZX, 3.0L, through 1989
05204NOS (A,B,C)	300ZX turbo, to 1989
05117NOS (A,B,C)	300ZX, 3.0L, turbo or non-turbo, 1990-on
<b>PORSCHE</b>	
05122NOS (A,B,C)	944, 1983-1992, all non-turbo
05122NOS (A,B,C)	968, 10L, 1992-on
05150NOS (A,B,C)	924, 2.0L, 1976-82 (includes turbo)
<b>SUBARU</b>	
05132NOS (A,B,C)	Impreza & WRX (Turbo only)
05122NOS (A,B,C)	Impreza (non-turbo only)
<b>TOYOTA</b>	
05122NOS (A,B,C)	1.6-2.0L up to 1998, EFI (through 1997)
05122NOS (A,B,C)	Tacoma, Celica, truck and 4Runner 2.0-2.4L, EFI
05122NOS (A,B,C)	MR2 and Camary, all non-turbo
05122NOS (A,B,C)	Supra, 2.8-3.0L, non-turbo
05348NOS (A,B,C)	MR2 and Supra turbo (all)
<b>VOLKSWAGEN</b>	
05150NOS (A,B,C)	1.8-2.0L, liquid cooled, mech. injection only
05122NOS (A,B,C)	Cabriolet, 1.8L, 1990-97, Corrado, 1.8L, 1989-91 Golf/Jetta, 1.8-2.0L 8v, 1989-97
05122NOS (A,B,C)	Corrado, 2.8L, 1992-97

### SYSTEM REQUIREMENTS

The EFI kits are designed for use with engines that are basically stock. A stock fuel pump should be adequate, however many pumps decline performance over the years and it is important to have a fuel pump that meets NEW specs. Use only premium grade pump gasoline (92+ octane) or unleaded racing fuel. In many instances, a high output ignition and free-flowing exhaust system may benefit performance. Do not use aftermarket chips or other devices that advance ignition timing, as detonation may occur.



## CUSTOMER TESTIMONIALS

THE WINNINGEST NITROUS SYSTEMS IN RACING HISTORY



**"The NOS Big Shot Plate System in my dragster gives me an edge. I wouldn't race without it!"**

Peter Biando

2005 NHRA Stock World Champion,  
2005 Lucas Oil Division 1 Stock Champion

**HOT ROD  
DRAG  
WEEK  
2005**



**"I feel that the NOS nitrous system on my Troy Scott built 9 to 1 compression - 540ci Big Block Chevy was one of the main ingredients for the power and reliability that was needed to win Hot Rod Drag Week 2005!"**

- Carl Scott - 2005 HOT ROD  
Drag Week Event Winner



**"Fly to the Winners Circle with the Originator, not the imitators. NOS Pro Race Fogger is the Best Way to go All The Way! My two stage single four barrel says NOS is the Best 6.758@ 205.29. Thanks NOS!"**

- Jerry Albert, Multi time IHRA Top Sportsman National Event Winner  
NHRA Top Sportsman and NSCA Event Winner and  
World's Fastest single four barrel equipped Door Slammer



**"NOS systems are absolutely the most powerful nitrous systems we've ever used. The product itself and NOS' at-track support from Kevin Gass have been instrumental in our recent power gains."**

Billy Harper,  
Crew Chief for Billy Harper Motorsports



**"I have been using NOS brand nitrous systems for 8 years now. I am currently using your ProShot Fogger system with great results. NOS systems are very dependable run after run and very easy to tune."**

Kevin Parent 2005 NSCA Nostalgia  
Pro Street Champion



**"In racing, as you increase HP you sacrifice product reliability and availability but that's not the case with NOS. Reliability and availability of their product stays consistent, whether it's a 150 HP bolt on kit or a 550 HP custom kit."**

Marc Dantoni - 5 Time NSCA  
Pro Outlaw World Champion



**"I've always used NOS from the old Chevys to the new Subaru. No hype, no smoke, no mirrors, just hardcore performance."**

- Ali Afshar  
World's Fastest Subaru WRX



HIDDEN NITROUS SYSTEMS



Top Shot® .....	.26
Sneaky Pete™ .....	.26
Under Manifold Cheater™ System .....	.26



THE LEADER  
IN NITROUS

# HIDDEN

## NITROUS SYSTEMS

### TOP SHOT®

The Top Shot Nitrous system is the easiest NOS kit to install. What's more, the system can be concealed within the air cleaner assembly. The nitrous and fuel mixture is simply injected directly down into the top of the carb. The injector module slides over the carburetor/air filter stud without having to remove the carburetor. What could be easier? The Top Shot module requires no additional clearance where other systems may. The Top Shot utilizes nitrous and fuel flare jets which are adjustable to produce impressive power gains from 75 to 150 HP for stock or modified performers with complete reliability. Comes with jets for 100-150 HP.

PART #	APPLICATION
05090NOS(A,B,C)	Top Shot, Holley 4bbl., carbureted, w/10 lb. bottle

**NOTE:** Kits are available without bottle and bottle brackets. Add "-NB" to part number.

(A) Available with 15 lb. bottle. Add -15 to part number.

(B) Available with 20 lb. bottle. Add -20 to part number.

(C) Available with 5 lb. bottle. Add -05 to part number.

### SNEEKY PETE™

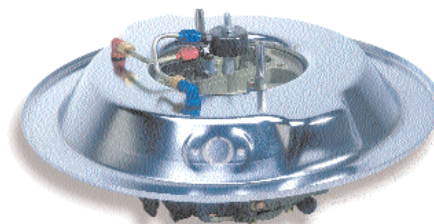
The Sneaky Pete was designed as a true "Cheater Kit." This kit will enable you to obtain that extra tenth of a second without being obvious. It will be necessary to jet the carburetors a little richer (over and above what is normal, since you will have to compensate for the nitrous from the Sneaky Pete) while being "sneaky" since no additional fuel source is utilized. The kit comes complete with a compact, easy to conceal 10oz. bottle, nitrous solenoid, nylon nitrous line, wiring, 9v battery holder and an assortment of jets.

Part #	Application
05029NOS	Sneaky Pete (all <u>carbureted</u> applications only)

### UNDER MANIFOLD CHEATER™ SYSTEM

Here's the perfect "stealth" nitrous system with all the advantages of direct port injection! Precisely measured amounts of fuel and nitrous are injected into each individual port with exclusive NOS space-saving jet spray nozzles for maximum adjustability and distribution. Power levels from 100-250 extra HP are available by changing individual jet spray nozzles for fuel and nitrous. With the under manifold system, all plumbing lines are out of sight. This system comes complete with jets for 150 HP, all necessary electrical/mounting hardware, along with detailed instructions.

Part #	Application
02620NOS	Under manifold V8, w/10lb. bottle
02620-05NOS	Under manifold V8, w/05lb. bottle
02620-15NOS	Under manifold V8, w/15lb. bottle
02620-20NOS	Under manifold V8, w/20lb. bottle

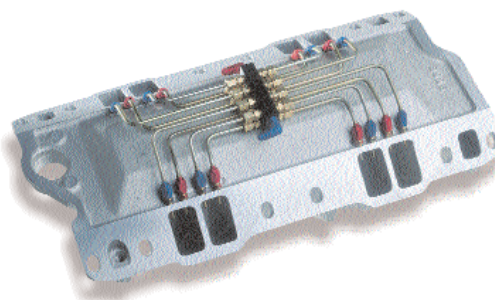


Fits inside most standard air cleaners and can be adjusted to produce from 100-150 horsepower!

**NOTE:** Carbureted engines only. Not intended for fuel injected applications.



Totally portable system installs in minutes. Uses two 9 volt batteries for power. The ultimate trick!



An excellent way to get the performance benefits of nitrous while keeping it all a big secret!

### PLATE NITROUS SYSTEMS



E.F.I. Wet Plate .....	28
Sport Compact - Plate .....	29
Sniper® System .....	30
Powershot® & Super Powershot® .....	31
Cheater™ .....	32
Dual Shot Cheater™ .....	33
Big Shot™ Single Stage .....	34
Big Shot™ Dual Stage .....	35
Double Cross & Pro 2-Stage Plate .....	36



THE LEADER  
IN NITROUS

# E.F.I. WET PLATE

## NITROUS SYSTEMS

**150-300  
HORSEPOWER  
(ADJUSTABLE)**



02119NOS shown

### FORD MUSTANG "WET" PLATE SYSTEMS

P/N	Application
02117NOS	Edelbrock Performer® and RPM® manifolds
02119NOS	Holley SystemeMAX® manifold
15805NOS	150+ HP fuel line tee for above kits
02120NOS*	2003-04 Mustang 4.6L Cobra - supercharged only
02121NOS**	2005 & 2006 Mustang 4.6L 3V <b>NEW!</b>

### LS1/LS2 PLATE SYSTEMS

P/N	Application
05168NOS	LS1 Camaro/Firebird/Corvette C5 <b>NEW!</b>
05169NOS	2005 Corvette C6 <b>NEW!</b>

### TUNED PORT INJECTION (TPI) SYSTEMS - ALSO FITS STEALTH RAM

P/N	Application
05151NOS (A,B,C)	1985-92 5.0, 5.7L V8 Camaro/Firebird 1985-91 5.7L V8 Corvette

### GM TRUCK: THROTTLE BODY INJECTION (TBI) SYSTEMS

P/N	Application
05153NOS (A,B,C)	4.3L V6, 5.0L and 5.7L V8

(A) Available with 15 lb. bottle. Add -15 to part number.

(B) Available with 20 lb. bottle. Add -20 to part number.

(C) Available with 5 lb. bottle. Add -05 to part number.

All kits come standard with a 10 lb. bottle.

**NOTE:** Kits are available without bottle and bottle brackets.

Add "-NB" to part number. (ex. xxxx-NBNOS)

\* Adjustable up to 150 HP only

\*\* Adjustable up to 75 HP only

### SYSTEM REQUIREMENTS

Big Shot systems are designed for use on engines that have been extensively modified and intended primarily for competition applications. The stock Ford 5.0L block was not designed to accommodate the levels of extra power that the Big Shot system is capable of putting out. Therefore, a high-strength SVO block should be utilized.

High cylinder pressures are generated with the use of these kits, and this greatly increases the load on the pistons, rods, crank and block. Use of high strength forged components, intended for racing, is highly recommended. Use only a high-quality racing ignition system with timing control.

In order to achieve power levels of 200 horsepower and above, the system requires use of a NOS fuel line assembly, P/N 15805NOS.

## Ford 5.0L EFI Big Shot™ "Wet" Plate Systems Adds up to 300 Horsepower!

The NOS® Big Shot™ plate system has been used with great success by many of the nation's premier 5.0 racers. The nitrous plate installs between the upper and lower manifold sections and the dose of fuel and nitrous delivered to the intake tract is highly atomized for instantaneous power. Systems are available to fit Holley SystemeMAX™ and Edelbrock manifolds.

## Throttle Body & Early Tuned Port Systems & LS series

### GM Tune Port & LS Series Injection Systems

Some of the most popular NOS® "plate" systems are those that are designed for the GM Tuned Port Injection (TPI) electronic fuel injection systems. These systems were used on the Chevrolet 5.0 and 5.7L V8 engines that were available on 1985-92 Camaro and Firebird models, and the 1985-91 Corvette. Now available for LS1/LS2 cars! **NOTE:** Not for LT1 engines.

These systems are easily installed and feature a spray bar plate that mounts between the throttle body and the intake plenum. They can be adjusted to produce from between 100 and 150 extra horsepower, with provided jets. Activation is through a microswitch that is throttle-activated. All necessary plumbing and hardware is included to make a complete system. A detailed instruction manual is also provided. This manual also serves as an excellent tuning guide.

### Throttle Body Injection Systems

NOS® has a nitrous kit available for most every GM engine that came from the factory equipped with a throttle body fuel injection system. This includes the 4.3L V6 engine and also 5.0 and 5.7L V8 small blocks.

#### Recommended Optional Accessories:

Nitrous pressure gauge	(see pg 82)
Fuel Pressure gauge	(see pg 82)
Nitrous bottle heater	(see pg 64)
Progressive nitrous controller	(see pg 66)
NOS Purge Valve	(see pg 62)





**75-200  
HORSEPOWER  
(ADJUSTABLE)**

#### HONDA/ACURA V-TEC SYSTEMS

SYSTEM	APPLICATION
02040NOS	1997-99 Acura Integra GSR (1.8 V-TEC)

**NOTE:** System comes with 10 lb bottle.

**NOTE:** Kits are available without bottle and bottle brackets. Add "-NB" to part number. (ex. xxxx-NBNOS)

### High Powered Plate System for V-Tec Acuras

To obtain serious horsepower gains with these Honda/Acura engines, you need a system where significant amounts of nitrous oxide and fuel are injected into the engine simultaneously in the intake port—not a nozzle jammed into the snorkel tube. NOS offers a special plate injector system for 1.8 GSR Integra that can be adjusted to produce up to 200 extra horsepower. This is a competition system that is primarily designed for use on modified engines (if used on a stock motor it should be jetted at no more than 75 horsepower). The special "Big Shot" plate (which is manufactured using state-of-the-art EDM technology) is installed between the factory two-piece intake manifold along with the butterfly plate, and requires no modification to the factory electronic fuel injection.

In terms of performance, there are many, many testimonials from satisfied NOS users detailing their experiences. For example, the kit (along with modifications to the engine) can propel a relatively stock looking Prelude deep into the 13-second zone in the quarter mile. One of the most popular "engine swaps" to come along in years is dropping the V-TEC into a Honda Civic. We've seen them run in the 10's at over 120 mph in streetable trim without the need of a blower or turbocharger.

#### Recommended Optional Accessories:

Nitrous pressure gauge	(see pg 82)
Fuel Pressure gauge	(see pg 82)
Nitrous bottle heater	(see pg 64)
Progressive nitrous controller	(see pg 66)
NOS Purge Valve	(see pg 62)

# SNIPER®

## NITROUS SYSTEMS



**100-150  
HORSEPOWER  
ADJUSTABLE**



### THE BEST ENTRY-LEVEL NITROUS SYSTEM ON THE MARKET!

The engineers at NOS have hit a bulls-eye by designing the finest entry-level nitrous system available today with the NOS Sniper kit. The Sniper is the economical "entry-level" kit from NOS that simply blows away competitive kits. The Sniper was developed to introduce enthusiasts to the use of nitrous at a very affordable price. This system is a safe and reliable street/strip system that fits all popular 4 bbl. applications

The Sniper is a fully adjustable system that is designed to provide from 100-150 extra horsepower in popular 4 bbl square bore or spread bore applications. However, you can get more than you bargained for. In dyno tests conducted by Chevy High Performance magazine the Sniper setup produced an extra 163 horsepower when installed on a 355 CID small block Chevy with torque increased by an astounding 195 ft. lbs.

Sniper kits comes race ready right out-of-the-box with all necessary components, including a distinctive bright orange 10 lb. bottle with the industry standard industrial valve, adjustable plate with jets, solenoids, plus all required lines, hoses, fittings, clamps and a detailed instruction sheet to make installation simple.

### SNIPER SYSTEMS

SYSTEM	APPLICATION
<b>07001NOS</b>	Sniper kit - adjustable from 100-150 HP Fits standard Holley 4-barrel carburetor/square bore applications
<b>07004NOS</b>	Sniper kit - adjustable from 100-150 HP Fits Quadra-jet 4-barrel carburetor/square bore applications

**NOTE:** Kits are available without bottle and bottle brackets.  
Add "-NB" to part number (ex. xxxx-NBNOS).

#### Recommended Optional Accessories:

Nitrous pressure gauge	(see pg 82)
Fuel Pressure gauge	(see pg 82)
Nitrous bottle heater	(see pg 64)
Progressive nitrous controller	(see pg 66)
NOS Purge Valve	(see pg 62)

### SYSTEM REQUIREMENTS

To properly supply the carburetor and the Sniper™ System, use a fuel pump designed to operate between 4.5 and 7 psi with a flow rate of 0.1 gallons per horsepower at 6 psi. For example, an engine that produces 350 horsepower when the Sniper™ System is activated will require a fuel pump that flows at least 35 gallons per hour at 6 psi. \*Actual performance gains will vary depending on the engine's condition and configuration. The system can be used on an engine with stock rods, pistons and crank. However, at power levels of 140 and above it is recommended that heavy-duty forged components be used.

### RECOMMENDED OPTIONAL ACCESSORIES

To obtain optimum performance from a Sniper™ system it is highly recommend to monitor both fuel pressure and nitrous pressure using NOS gauges. Maintaining a consistent bottle temperature is also beneficial. Use an NOS thermostatically controlled heater, or a bottle blanket. Check out the accessories elsewhere in this catalog.

### The Most Simple Nitrous Systems Available for Carbureted V6/V8

The Powershot™ and Super Powershot™ kits feature all premium NOS® components including an anodized nitrous plate, a genuine NOS® 10 lb. bottle with the NOS Hi-Flo™ bottle valve and premium NOS® nitrous and fuel solenoids. They are set up at the factory for each application to provide a "safe" application of power and can offer an increase of up to 125 horsepower to V8 applications at the touch of a button.

Powershot™ systems utilize a thin (1/2") injector plate which is installed between the carburetor and the intake manifold. Within the plate are installed special NOS® designed spray bars that inject both nitrous oxide and fuel precisely into the manifold. The application of this nitrous/fuel blend creates a smooth rush of power, on your demand. With your finger off the button, the engine is its normal, docile self and fuel economy is not affected.

Each Powershot™ system comes standard with a 10 lb. capacity nitrous bottle, aircraft-quality stainless steel braided hose, injector plate, solenoids and all other necessary electrical and mounting hardware for a complete installation.

If it's important to have a system that can be "adjusted" for more or less power, then the Super Powershot™ system is for you. Super Powershot™ systems are designed with the ability to change jet sizes. This allows for more or less of a nitrous/fuel mix to be injected, thus affecting power output.

Super Powershot™ systems are similar to Powershot™ systems with the exception that they come with NOS® Jet Pack, P/N 13721. With this addition Super Powershot™ systems can be adjusted to three (3) different power levels: 100 HP, 125 HP and 150 HP.

The following are actual examples of performance gains that were realized by simply bolting on a 125 HP NOS Powershot™ kit.

	Before kit	After kit
1968 Chevelle, 327 CID	14.3 @ 98.1	12.5 @ 109.6
1977 Nova, 305 CID	14.9 @ 91.4	13.4 @ 102.5
1985 Mustang GT, 302 CID	15.0 @ 92.7	13.7 @ 105.2
1974 Duster, 340 CID	14.8 @ 93.2	13.6 @ 104.2

Not legal for sale or use on pollution controlled motor vehicles in the U.S.



**100-150  
EXTRA  
HORSEPOWER\***

#### Powershot™ Systems - up to 125 Horsepower (non-adjustable)

P/N	Application
05001NOS (A,B,C)	Holley 4-Bbl flange
05004NOS (A,B,C)	Spread bore 4-Bbl flange

#### Powershot™ Universal Kit

P/N	Application
05000NOS (A,B,C)	Universal - does not contain injector plate

#### Super Powershot™ Systems - up to 100, 125 or 150 Horsepower (adjustable)

P/N	Application
05101NOS (A,B,C)	Holley 4-Bbl flange
05104NOS (A,B,C)	Spread bore 4-Bbl flange
05105-HNOS	Holley 2300 2-Bbl flange

(A) Available with 15 lb. bottle. Add -15 to part number (ex. xxxx-15NOS)

(B) Available with 20 lb. bottle. Add -20 to part number (ex. xxxx-20NOS)

(C) Available with 5 lb. bottle. Add -05 to part number (ex. xxxx-05NOS)

**NOTE:** Kits are available without bottle and bottle brackets.  
Add "-NB" to part number (ex. xxxx-NBNOS).  
See page 48 for optional bottle bracket kits

#### SYSTEM REQUIREMENTS

To supply the proper amount of fuel to the carburetor and the Powershot™ System, a fuel pump must be used that is designed to operate between 4.5 and 7 PSI, with a flow rate of 0.1 gallons per horsepower at 6 PSI. For example, an engine that produces 350 horsepower when the Powershot™ System is activated will require a fuel pump that flows at least 35 gallons per hour at 6 PSI.

Actual performance gains will vary depending on the engine's condition and configuration. The system can be used on an engine with stock rods, pistons and crankshaft. However, at power levels of 140 and above, it is recommended that heavy-duty forged components be used.



## CHEATER™

## NITROUS SYSTEMS



## 150-250 HORSEPOWER\* (ADJUSTABLE)

\*Actual performance gains will vary depending on the engine's condition, configuration and jetting of nitrous system. Not legal for sale or use on pollution-controlled motor vehicles in the U.S.

### Cheater™ Single Stage Systems - up to 250 horsepower (adjustable)

P/N	V8 Engine Application
02001NOS (A,B,C)	Holley 4-Bbl / Carter AFB (late) flange
02002NOS (A,B,C)	Holley DOMINATOR flange
02003NOS (A,B,C)	Carter AFB (early) flange
02004NOS (A,B,C)	Spread bore 4-Bbl flange
02005NOS (A,B,C)	Holley 2300 2-Bbl flange
02010NOS (A,B,C)	2x4 Holley 4-Bbl / Carter AFB (late) flange
02010-9NOS (A,B,C)	2x4 Holley 4-Bbl flange - sideways mount
02011NOS (A,B,C)	2x4 Holley DOMINATOR flange
02012NOS (A,B,C)	2x4 Carter AFB (early) flange
02013NOS (A,B,C)	3x2 Holley 2-Bbl flange

### Cheater™ Universal System

P/N	Engine Application
02000NOS (A,B,C)	Universal - does not contain injector plate

### Cheater™ Dual Stage Conversion System

P/N	Application
0022NOS	Converts single-stage systems to dual-stage systems

(A) Available with 15 lb. bottle. Add -15 to part number (ex. xxxx-15NOS)

(B) Available with 20 lb. bottle. Add -20 to part number (ex. xxxx-20NOS)

(C) Available with 5 lb. bottle. Add -05 to part number (ex. xxxx-05NOS)

**NOTE:** Kits are available without bottle and bottle brackets.  
Add "-NB" to part number. (ex. xxxx-NBNOS)

#### Recommended Optional Accessories:

Nitrous pressure gauge	(see pg 82)
Fuel Pressure gauge	(see pg 82)
Nitrous bottle heater	(see pg 64)
Progressive nitrous controller	(see pg 66)
NOS Purge Valve	(see pg 62)

## The World's Most Popular Nitrous Oxide System!

The NOS® Cheater™ system is designed for use on 350 CID or larger, carbureted engines. It uses large nitrous and fuel solenoids and can be adjusted to any desired power level from 150 to 250 horsepower, in a matter of seconds. Cheater™ systems are easy to install and utilize a 1/2" thick injector plate which fits between the carburetor and intake manifold to provide ample hood clearance.

These systems are available in both single-stage and dual-stage models. Dual stage models are best suited to those applications where full power cannot be applied at once, due to traction limitations. However, even greater control can be realized by using a NOS® Progressive Nitrous Controller, shown elsewhere in this catalog.

Cheater™ systems include a 10 lb. nitrous bottle, four (4) stages of jets, aircraft-quality steel braided line and all other necessary electrical and mounting hardware for a complete installation. Each single carburetor Cheater™ system includes Jet Pack #13726 that allows jetting to four (4) different horsepower levels: 150, 180, 210 and 250. Each multiple carburetor Cheater™ system includes Jet Pack #13736 that allows jetting to four (4) different horsepower levels: 150, 175, 200 and 250.

The following are actual examples of performance gains that were realized by simply bolting on a NOS® Cheater™ kit.

	Before kit	After kit
1968 Plymouth GTX, 440 CID	13.20 @ 105.5	12.14 @ 116.2
1971 Chevelle, 454 CID	13.30 @ 99.3	11.60 @ 118.7
1972 Pontiac GTO, 400 CID	12.25 @ 112.2	10.43 @ 129.3
1973 Camaro Z28, 350 CID	12.56 @ 110.7	10.73 @ 126.1

### SYSTEM REQUIREMENTS

To supply the proper amount of fuel to the carburetor and Cheater™ System, a fuel pump must be used that is designed to operate between 5 and 10 PSI, with a flow rate of 0.1 gallons per hour / horsepower at 6 PSI. For example, an engine that produces 450 horsepower when the Cheater™ System is activated will require a fuel pump that flows at least 45 gallons per hour at 6 PSI.

High cylinder pressures are generated with the use of these kits, and this greatly increases the load on the pistons. As a result, it's recommended to use forged pistons for extra strength. Also, standard ignition systems may experience misfire at high cylinder pressures and/or high RPM. It's also recommended to use a high quality performance ignition system with an adjustable timing feature.

Intake manifolds which have an individual opening for each carburetor throttle bore should not be used, other than 3x2 bbl applications. Open plenum, single plane or tunnel ram manifolds work best.



### Go Quicker With Two Stages of Adjustable Power!

Sometimes the application of too much power can be detrimental to a good launch. This is especially so when the vehicle chassis or prevailing track conditions contribute to a loss of traction. These are times when you need the help of a NOS® Dual Shot Cheater™ system to maximize performance from the starting line, all the way through the traps.

It's like having two systems in one. The first stage is activated by a throttle switch on the carburetor and includes jets to add anywhere from 100-150 extra horsepower. Then, when the tires are fully hooked up, the driver can activate the second stage with a push of a button, or add a delay timer 15838NOS for the ultimate in consistency. The second stage immediately takes over and provides an extra 150 to 250 horsepower. Changing conditions can easily be accommodated simply by changing the nitrous jets, which takes just seconds to accomplish.

The Dual Shot Cheater™ system incorporates two Super Powershot™ solenoids for the first stage and two Cheater™ solenoids for the second stage. The system includes a variety of power jets that can be used to reduce nitrous power output to as low as 50 horsepower. Other components included with the systems are a 10 lb. nitrous bottle, 1/2" injector plate, aircraft quality steel braided hose, and all necessary electrical and mounting hardware for a complete installation.

This system is intended for use on V8 engines with a minimum displacement of 350 CID. For best results, an open plenum manifold single plane intake manifold should be used.

**NOTE:** If this "staged" application of nitrous is still too severe then it's time for an NOS Progressive Nitrous Controller. Several models are available, the most sophisticated of which controls both the amount of nitrous being injected and the ramp-up time; it can also be used to activate the second nitrous stage.

Not legal for sale or use on pollution controlled motor vehicles in the United States.



**100-250  
HORSEPOWER  
(ADJUSTABLE)**

#### Dual Shot Cheater™ Systems - 100-250 horsepower (adjustable)

##### P/N V8 Engine Application

**02201NOS** (A,B,C) Holley 4-Bbl / Carter AFB (late) flange

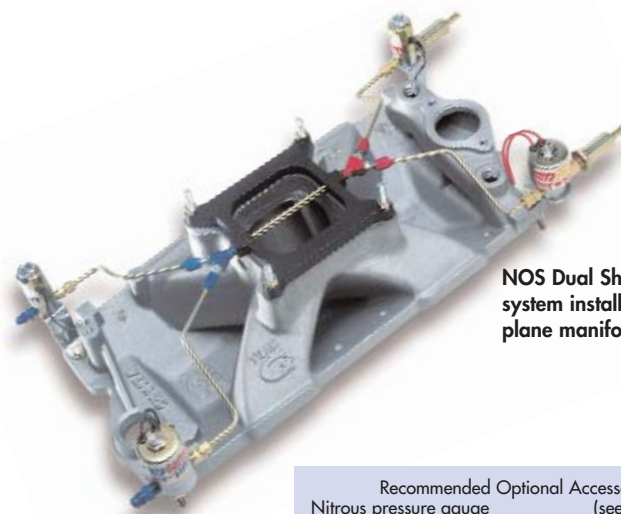
**02202NOS** (A,B,C) Holley DOMINATOR flange

(A) Available with 15 lb. bottle. Add -15 to part number. (ex. xxxx-15NOS)

(B) Available with 20 lb. bottle. Add -20 to part number. (ex. xxxx-20NOS)

(C) Available with 5 lb. bottle. Add -05 to part number. (ex. xxxx-05NOS)

**NOTE:** Kits are available without bottle and bottle brackets. Add "-NB" to part number. (ex. xxxx-NBNOS)



**NOS Dual Shot Cheater  
system installed on a single  
plane manifold.**

#### Recommended Optional Accessories:

Nitrous pressure gauge	(see pg 82)
Fuel Pressure gauge	(see pg 82)
Nitrous bottle heater	(see pg 64)
Progressive nitrous controller	(see pg 66)
NOS Purge Valve	(see pg 62)

#### SYSTEM REQUIREMENTS

See Cheater™ system requirements.

#### RECOMMENDED OPTIONAL ACCESSORIES

Nitrous and fuel pressure gauges, nitrous bottle heater, fuel safety switch.

# BIG SHOT™ SINGLE STAGE

## NITROUS SYSTEMS



### Big Shot™ Single Stage Systems

P/N	Application
02101NOS (A,B,C)	Holley 4-Bbl flange
02102NOS (A,B,C)	Holley DOMINATOR flange
02110NOS (A,B,C)	2x4 Holley 4-Bbl / Carter AFB (late) flange
02110-9NOS (A,B,C)	2x4 Holley 4-Bbl flange - sideways mount (1" thick)
02111NOS (A,B,C)	2x4 Holley DOMINATOR® flange
02117NOS	5.0L V8 Mustang Edelbrock Performer® & RPM only
02119NOS	5.0L V8 Holley Systemax manifold

### Big Shot™ Single Stage Upgrade Kits

P/N	Application
0025NOS	Converts P/N 02001NOS Cheater™ system
0026NOS	Converts P/N 02010NOS Cheater™ system
0027NOS	Converts P/N 02002NOS Cheater™ system
0028NOS	Converts P/N 02011NOS Cheater™ system
0029NOS	Converts P/N 02010-9NOS Cheater™ system

\*Optional power jets are available for a variety of lower horsepower settings. Actual performance gains will vary depending on engine condition, configuration and jetting of nitrous system applied.

(A) Available with 15 lb. bottle. Add -15 to part number(ex. xxxx-15NOS)

(B) Available with 20 lb. bottle. Add -20 to part number(ex. xxxx-20NOS)

(C) Available with 5 lb. bottle. Add -05 to part number(ex. xxxx-05NOS)

**NOTE:** Kits are available without bottle and bottle brackets. Add "-NB" to part number. (ex. xxxx-NBNOS)

## The World's Most Powerful Single Stage Plate Nitrous System!

The NOS® Big Shot™ systems use a special "fogging" plate design that vastly improves nitrous flow, fuel atomization and mixture distribution. This Big Shot™ plate utilizes a unique spray bar that is equipped with tiny orifices. These are precisely located to efficiently dispense a powerful nitrous/gasoline mixture for unbelievable horsepower. An NOS® Big Shot™ system can create as much as 400 extra horsepower. Power output is adjustable from 200 - 400 horsepower simply by changing fuel and nitrous jets.

Single stage Big Shot™ systems incorporate a NOS® Pro Shot nitrous solenoid with -6 AN nitrous supply line. Systems include a variety of power jets, 10 lb. nitrous bottle, 1/2" fogging plate, filters, fittings for fuel and nitrous, switches and all electrical and other hardware necessary for installation.

Universal systems are available as well as kits dedicated specifically to Ford 5.0L V8 applications. Systems for import applications are listed separately in this catalog. Other kits are offered that enable one to upgrade a NOS® Cheater™ system to Big Shot™ nitrous power. Big Shot™ fogging plates are available separately.

Actual performance gains will vary depending on the engine's condition, configuration and jetting of nitrous system. Optional power jets are available for a variety of horsepower settings.

The amount of power you obtain from a system is dependent on the engine it is being installed on.

#### Recommended Optional Accessories:

Nitrous pressure gauge	(see pg 82)
Fuel Pressure gauge	(see pg 82)
Nitrous bottle heater	(see pg 64)
Progressive nitrous controller	(see pg 66)
NOS Purge Valve	(see pg 62)

### System Requirements

Big Shot™ systems are designed for use on engines that have been extensively modified and intended primarily for competition applications. To supply the proper amount of fuel to the carburetor and Big Shot™ system, a fuel pump must be used that is designed to operate between 5 and 10 PSI, with a flow rate of at least 0.1 gallons per horsepower per hour at 6 PSI.

High cylinder pressures are generated with the use of these kits, and this greatly increases the load on the pistons, rods, crank and block. Use of high strength forged components, splayed mains and a four-bolt block, with cylinder head studs are highly recommended. Use only a high-quality racing ignition system with timing control.

Intake manifolds that have an individual opening for each carburetor throttle bore should not be used. Open plenum, single plane or tunnel ram manifolds work best. Racing gasoline is required.

Not legal for sale or use on pollution-controlled motor vehicles in the USA.

### Apply Power In Stages For Better Elapsed Times

Not all race cars can benefit from getting an instant boost of up to 400 horsepower, as is the case with the NOS® Big Shot™ Single Stage systems. This is because the vehicle's tires and chassis may not be able to cope with the additional horsepower, resulting in a severe loss of traction.

To provide for a more gradual application of power, NOS® offers highly effective Big Shot™ Dual Stage systems. These systems incorporate two sets of nitrous and fuel solenoids so that power can be added in two events.

The first stage allows the vehicle to leave the line with a moderate performance boost, say 200 horsepower. Then, when the tires are "hooked up", you can push the button for an additional 400 take-your-breath-away ponies. This first stage is activated by a throttle switch while the second stage is activated by pushing a button, or optional Precision Delay Timer (15838NOS). Activation of the second stage automatically deactivates the first stage.

Two Cheater™ solenoids control the first stage while a Super Pro Shot™ nitrous solenoid and a high-output Cheater™ fuel solenoid control the second stage. A 10 lb. nitrous bottle is standard. Optionally available are a wide variety of NOS® electronic controllers. These can be employed, for example, to activate the second stage, while a NOS® Progressive Nitrous Controller can be used to actually dictate the amount of nitrous (in percentages of total power potential) and the timing.

Actual performance gains will vary depending on the engine's condition, configuration and jetting of nitrous system. Optional power jets are available for a variety of horsepower settings.

Not legal for sale or use on pollution controlled motor vehicles in the USA.

Recommended Optional Accessories:	
Nitrous pressure gauge	(see pg 82)
Fuel Pressure gauge	(see pg 82)
Nitrous bottle heater	(see pg 64)
Progressive nitrous controller	(see pg 66)
NOS Purge Valve	(see pg 62)

**200-400  
HORSEPOWER  
(ADJUSTABLE)**



### Big Shot™ Two Stage Systems

P/N	Application
02401NOS (A,B,C)	Holley 4-Bbl flange
02402NOS (A,B,C)	Holley DOMINATOR flange

(A) Available with 15 lb. bottle. Add -15 to part number. (ex. xxxx-15NOS)

(B) Available with 20 lb. bottle. Add -20 to part number. (ex. xxxx-20NOS)

(C) Available with 5 lb. bottle. Add -05 to part number. (ex. xxxx-05NOS)

**NOTE:** Kits are available without bottle and bottle brackets. Add "-NB" to part number. (ex. xxxx-NBNOS)

### Big Shot™ to Dual Stage Big Shot™ Conversion

P/N	Application
0023NOS	Converts #02101NOS & 02102NOS Big Shot Kits to Dual Stage

### System Requirements

Big Shot® systems are designed for use on engines that have been extensively modified and intended primarily for competition applications. To supply the proper amount of fuel to the carburetor and Big Shot™ system, a fuel pump must be used that is designed to operate between 5 and 10 PSI, with a flow rate of at least 0.1 gallons per horsepower per hour at 6 PSI.

High cylinder pressures are generated with the use of these kits, and this greatly increases the load on the pistons, rods, crank and block. Use of high strength forged components, splayed mains and a four-bolt block, with cylinder head studs are highly recommended. Use only a high-quality racing ignition system with timing control.

Intake manifolds that have an individual opening for each carburetor throttle bore should not be used. Open plenum, single plane or tunnel ram manifolds work best. Racing gas-line is required.

### Recommended Optional Accessories

Nitrous pressure gauge, fuel pressure gauge, nitrous bottle heater, NOS competition fuel system (pump, filter, etc.), purge valve.



# DOUBLE CROSS & PRO 2-STAGE PLATE

## NITROUS SYSTEMS



**250-500  
HORSEPOWER  
(ADJUSTABLE)**



**Pro 2-stage  
Dominator Plate**

### Pro 2-stage Plate Systems

P/N	Application
<b>02301NOS</b> (A,B,C)	Holley 4-Bbl flange
<b>02302NOS</b> (A,B,C)	Holley DOMINATOR flange
<b>02310NOS</b> (A,B,C)	Dual Holley 4-Bbl flange
<b>02311NOS</b> (A,B,C)	Dual Holley DOMINATOR flange

## The World's Most Sophisticated Plate Systems!

With the plate cross bars intersecting at a 90° angle, optimum distribution of fuel and nitrous is achieved. This is especially important when using highly complex intake manifold designs and/or those with extended runner dividers that reach deep into the plenum area.

Available either as a single-stage or dual stage system, NOS® Double Cross plate systems will enhance any race car set up and provide more blast for every pass made down the quarter mile. This is possible because a Double Cross plate system is capable of providing anywhere from 250 to 500 adjustable horsepower. As a result, these systems have been used by many leading racers to establish E.T. and M.P.H. records in "street legal" classes where a single 4-Bbl plate is required.

Double Cross and Pro 2-stage systems are complete and include 10 lb. bottle, solenoids, plumbing, electrical and all required hardware.

### Double Cross Single Stage Plate Systems

P/N	Application
<b>02151NOS</b> (A,B)	Holley 4-Bbl flange
<b>02152NOS</b>	Holley DOMINATOR flange

### Double Cross Dual Stage Plate Systems

P/N	Application
<b>02321NOS</b>	Holley 4-Bbl flange
<b>02322NOS</b>	Holley DOMINATOR flange

- (A) Add -15 to part number for 15 lb. bottle (ex. xxxx-15NOS)
- (B) Add -20 to part number for 20 lb. bottle (ex. xxxx-20NOS)
- (C) Add -5 to part number for 05 lb. bottle (ex. xxxx-05NOS)

**NOTE:** Kits are available without bottle and bottle brackets. Add "-NB" to part number. (ex. xxxx-NBNOS)

### System Requirements

Double Cross systems are designed for use on engines that have been extensively modified and are intended for competition applications only. To supply the proper amount of fuel to the carburetor and Double Cross system, a fuel pump(s) must be used that is designed to operate between 5 and 10 PSI, with a flow rate of at least 0.1 gallons per horsepower per hour at 6 PSI. An engine producing 800 horsepower with nitrous activated, for example, would require a minimum of 80 gallons of fuel per hour, at 6 PSI. Use of racing gasoline, of course, is mandatory.

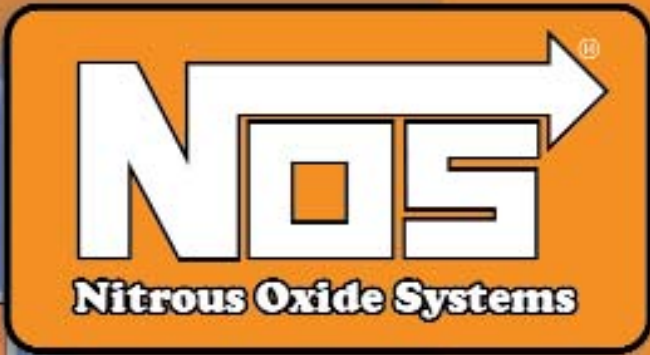
High cylinder pressures are generated with the use of these kits, and this greatly increases the load on the pistons, rods, crank and block. Use of high strength forged steel crankshaft, forged steel or aluminum rods and forged racing pistons is essential. A sturdy, 4-bolt main block with main and head studs need also be employed. Use only a high quality racing ignition system with timing control.

Not legal for sale or use on pollution controlled motor vehicles in the United States.



**SUPERCHARGER & TURBO KITS**

Supercharger & Turbo Kits .....38  
Intercooler Spray Bar Kit .....38



**THE LEADER  
IN NITROUS**

# SUPERCHARGER & TURBO

## NITROUS SYSTEMS

### Awesome Power Increases For Forced Induction

We know that superchargers create a lot of horsepower. But at the same time, they also create unwanted heat. One of the greatest benefits of an NOS system is the "intercooler effect." The nitrous is injected at -127°F (below zero), and, as it mixes with incoming air, intake temperatures can drop by as much as 75°F. This results in a more dense intake charge. What's more, the nitrous and extra fuel can provide a 30 - 40% increase in HP and torque. To help simplify installation, kits may be ordered pre-assembled with nozzles, pre-bent tubing, distribution blocks, gaskets, and fittings. These kits are designed for GMC-type Roots blowers. For smaller street blowers (like Weiand and Holley) or centrifugal types (Paxton, Vortech, etc.) use appropriate carb plate or EFI nitrous kit.

### Turbocharged Applications

NOS Turbo Nitrous Systems are designed to be the perfect compliment to a factory or after-market turbocharged engine. From a standing start and during low or mid-range RPM — before the turbo is at full boost— nitrous will eliminate all "turbo lag," providing instant torque gains. In addition to adding 30-40% extra HP and torque (depending on the base engine), the nitrous oxide acts as an additional intercooler, as it is injected into the intake at -127°F and as it mixes with incoming air, the intake charge can drop by as much as 75°F. These kits are fully adjustable for various power settings.

**NOTE:** Blower kits available in special "show quality" finish. Custom plumbing available from NOS. Systems can be set up for alcohol applications. Call the NOS Tech Department for additional information. Systems not legal for sale or use in California and other states on pollution controlled motor vehicles.

#### Recommended Optional Accessories:

Nitrous pressure gauge	(see pg 82)
Fuel Pressure gauge	(see pg 82)
Nitrous bottle heater	(see pg 64)
Progressive nitrous controller	(see pg 66)
NOS Purge Valve	(see pg 62)



P/N  
02520NOS  
shown

**NOTE:** Comes assembled with 175 HP jets only

#### SUPERCHARGER NITROUS SYSTEMS

PART #	APPLICATION
02520NOS (A,B,C)	GMC 6-71/8-71 blower system
02520-CNOS (A,B,C)	GMC 6-71/8-71 blower system, show kit

Note: See individual plate systems for smaller street blowers

#### OEM FUEL INJECTION TURBO NITROUS SYSTEMS (DOMESTIC & IMPORT)

PART #	APPLICATION
05117NOS (A,B,C)	3.0L Nissan 300ZX Turbo or non-Turbo, dual throttle bodies
05132NOS (A,B,C)	Mazda RX7 Fuel Injected/Turbo, Subaru WRX
05208NOS (A,B,C)	Mopar Turbo, 4-cyl., Mitsubishi 2.0L-3.0L
05215NOS (A,B,C)	Ford/Mercury 4 cyl. Turbo, 2.3L
05244NOS (A,B,C)	Porsche 944 Turbo, 2.5L
05342NOS (A,B,C)	Porsche 930 Intercooled Turbo, 3.0L-3.3L
05348NOS (A,B)	Supra Turbo, Fuel Injected Intercooled, Celica Turbo
<b>TURBO NITROUS SYSTEMS (Carbureted)</b>	
02505NOS (A,B,C)	All single Turbos w/carburetor

(A) Available with 15 lb. bottle. Add -15 to part number. (ex. xxxx-15NOS)

(B) Available with 20 lb. bottle. Add -20 to part number. (ex. xxxx-20NOS)

(C) Available with 5 lb. bottle. Add -05 to part number. (ex. xxxx-05NOS)

**NOTE:** Kits are available without bottle and bottle brackets.  
Add "NB" to part number. (ex. xxxx-NBNOS)

#### System Requirements

To supply the NOS Supercharger or Turbo Nitrous system, use a fuel pump designed to operate between 5 and 10 psi with a flow rate of 0.1 gallons per hour per horsepower at 6 psi. For example, if you are adding 150 HP with the NOS Nitrous system you will need a fuel pump that flows at least 15 gallons per hour at 6 psi. NOS offers many pumps.

The high cylinder pressures generated with these kits greatly increase the high loads already present on pistons, rods and cranks in supercharged engines. We highly recommend that you use high quality forged pistons, rods and crankshafts for these applications.

Since many standard ignition systems experience misfire at high cylinder pressures and/or high RPM, we recommend using a high quality performance ignition system with timing control. If the engine produces 40% more horsepower than original, use of racing gasoline is highly recommended.

### INTERCOOLER SPRAY BAR KIT

- New snake design delivers 20% greater intercooler coverage area for improved cooling
- Decreases intake air temperatures by 20° and allows you to safely run more boost for more power
- Cut to length design for use with all intercoolers unlike competitive halo units
- Kit includes 5LB NOS bottle & all necessary hardware for easy installation

PART #	DESCRIPTION
16034NOS	Inter-cooler spray bar kit w/ 5lb. bottle
16035NOS	Inter-cooler spray bar only

**DIRECT PORT NITROUS SYSTEMS**



NOSzle™ Direct Port E.F.I. ....	40-41
Sport Compact - Direct Port Design .....	42
Sportsman Fogger™ .....	43
Pro Shot Fogger .....	44
Pro Shot 2-Stage .....	45
Pro Shot Twin Fogger 2 .....	46
Pro Race Fogger™ .....	47
Custom Nitrous Plumbing Kits .....	48



**THE LEADER  
IN NITROUS**

# NOSZLE™ DIRECT PORT E.F.I.

## NITROUS SYSTEMS

The New Patented NOSzle™ systems represent the most sophisticated, patented advance in E.F.I. nitrous oxide technology in years. The new NOS NOSzle™ Direct Port EFI systems allow precise fuel/ nitrous distribution without the chance of fuel puddling, and huge horsepower gains with no intake manifold modifications or hard line routing required.

The key to this system is in the delivery NOSzle™ itself. The NOSzle™ is a 3-piece billet aluminum unit which is precision machined to channel additional fuel and nitrous while housing your existing fuel injector. This method of distributing fuel and nitrous takes the danger out of single-nozzle fogger systems and the hassle out of traditional direct port fogger kits. For a high performance EFI motor, The NOSzle™ is perfect in form and function.

Like all NOS systems, The NOSzle™ systems are complete. The universal kits come with 10lb bottle, Pro Shot Nitrous Solenoid(s), Cheater Fuel Solenoid(s), high pressure NHRA approved poly lines, brackets, microswitch and all other wiring/hardware to make installation a snap.



**75-300  
HORSEPOWER  
(ADJUSTABLE)**

SYSTEM	APPLICATION	HORSEPOWER
<b>08004NOS</b>	MPFI NOSzle™ (universal 4 cylinder kit)	50-125
<b>08006NOS</b>	MPFI NOSzle™ (universal 6 cylinder kit)	75-200
<b>08008NOS</b>	MPFI NOSzle™ (universal 8 cylinder kit)	100-300
<b>08001NOS</b>	MPFI NOSzle™ (individual part sale)	100-300
<b>08009NOS</b>	Keihin Injector Adapter Kit	

**NOTE:** Kits are available without bottle and bottle brackets. Add "-NB" to part number. (ex. xxxx-NBNOS)

## Honda NOSzle™ Direct Port E.F.I.

The state-of-the-art, patented NOSzle™ technology is now available for Hondas. This complete bolt-on adds up to 75 horsepower without any other modifications. Up to 150 additional horsepower is available by simply changing jets (however, horsepower levels over 75 horsepower are not recommended with stock fuel system and internal components). This kit includes application-specific microswitch mounting bracket, pre assembled NHRA-approved poly lines, Powershot solenoids, NOSzle™ injector adapters, fuel rail spacers, detailed instructions and all assorted wiring and plumbing required for a complete and professional installation.

- The power of direct port nitrous without drilling/tapping the manifold; includes application specific installation hardware
- Individual cylinder tuning that allows users to tune each cylinder individually-for 50 to 150 additional horsepower!
- NOSzles mix and atomize the fuel for unbelievable, SAFE power gains



Part#	Description
<b>08201NOS</b>	Honda NOSzle system

**NOTE:** Kits are available without bottle and bottle brackets. Add "-NB" to part number. (ex. xxxx-NBNOS)

Recommended Optional Accessories:	
Nitrous pressure gauge	(see pg 82)
Fuel Pressure gauge	(see pg 82)
Nitrous bottle heater	(see pg 64)
Progressive nitrous controller	(see pg 66)
NOS Purge Valve	(see pg 62)

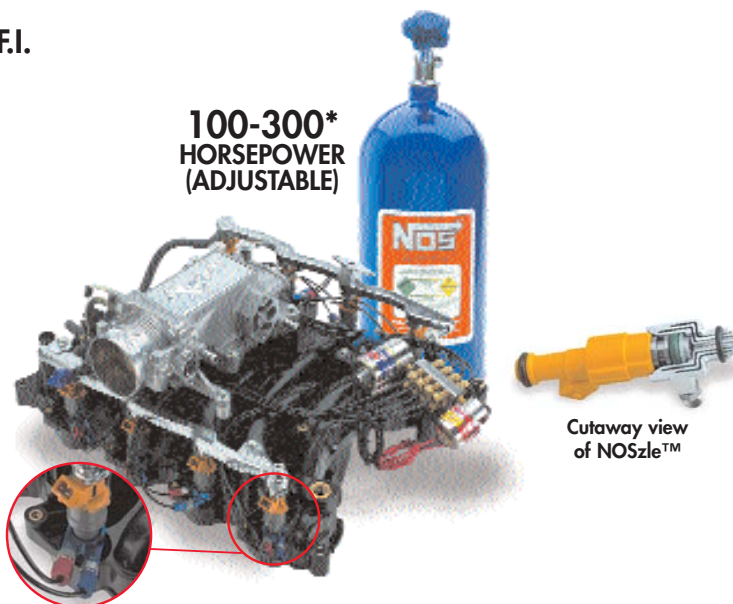


### 4.6L Mustang NOSzle™ Direct Port E.F.I.

The state-of-the-art, patented NOSzle™ technology is available for 1996-2004 4.6L 2V Ford Mustangs. This complete, bolt-on kit adds up to 125 horsepower without any other modifications. Up to 300 additional horsepower is available by simply changing jets (however, horsepower levels over 150 horsepower are not recommended with stock fuel system and internal engine components). The application-specific solenoid mounting bracket, NHRA-approved poly lines and NOSzles are shipped pre-assembled.

Like all NOS systems, The NOSzle™ systems are complete. The 08100NOS and 08101NOS kits all come with 10lb bottle, Pro Shot Nitrous Solenoid, Cheater Fuel Solenoid, high pressure NHRA -approved poly lines, brackets and all other wiring/hardware to make installation a snap. The 08100NOS deluxe kit also consists of a fuel safety switch, electronic wide-open-throttle (WOT) switch and a window switch for added safety.

**NOTE:** Kits are available without bottle and bottle brackets. Add "-NB" to part number. (ex. xxxx-NBNOS)



SYSTEM	APPLICATION	HP
08100NOS* (A,B)	MPFI NOSzle™ 4.6 Mustang SOHC (2V) Deluxe	100-300
08101NOS*	MPFI NOSzle™ 4.6 Mustang SOHC (2V) Standard	100-300

(A) Available with 15 lb. bottle. Add -15 to part number. (ex. xxxx-15NOS)

(B) Available with 20 lb. bottle. Add -20 to part number. (ex. xxxx-20NOS)

\* Jets included for up to 125 horsepower. Horsepower levels up to 150HP are possible with stock fuel systems and internal engine components. Higher levels require upgrades such as forged pistons and stand alone fuel systems.



Part#	Description
08301NOS	LS1 NOSzle system

**NOTE:** Kits are available without bottle and bottle brackets. Add "-NB" to part number. (ex. xxxx-NBNOS)

### LS1 F-body NOSzle™ Direct Port E.F.I.

The state-of-the-art, patented NOSzle™ technology is now available for LS1 F-bodies. This complete bolt-on adds up to 125 horsepower without any other modifications. Up to 150 additional horsepower is available by simply changing jets (however, horsepower levels over 150 horsepower are not recommended with stock fuel system and internal components). This kit includes application-specific microswitch mounting bracket, pre assembled distribution block and solenoid assembly, LS1-specific solenoid mounting bracket, offset fuel rail spacers, preassembled NHRA-approved poly lines, Pro-Shot and Cheater solenoids, detailed instructions and all assorted wiring and plumbing required for a complete and professional installation.

- The power of direct port nitrous without drilling/tapping the manifold; includes application specific installation hardware
- Individual cylinder tuning that allows users to tune each cylinder individually-for 125 to 300 additional horsepower!
- NOSzles mix and atomize the fuel for unbelievable, SAFE power gains

#### Recommended Optional Accessories:

Nitrous pressure gauge	(see pg 82)
Fuel Pressure gauge	(see pg 82)
Nitrous bottle heater	(see pg 64)
Progressive nitrous controller	(see pg 66)
NOS Purge Valve	(see pg 62)

# SPORT COMPACT - DIRECT PORT DESIGN

## NITROUS SYSTEMS

### Powerful Direct Port System For 4-Cylinder Engines

The NOS Pro Race Fogger® system represents the ultimate in state-of-the-art direct-port nitrous injection technology. Simply stated, it produces the largest horsepower gains of any single stage nitrous system available today and is designed for all-out competition-only import four cylinder and rotary engines. Several top-running "Pro" Imports have recorded 7-second clockings with this system. The primary benefit of port injection is that fuel and nitrous are introduced into the intake tract of each cylinder individually and can be jetted to provide the optimum fuel/nitrous charge for each particular cylinder. And, because of the cool, dense "fog" like charge of atomized fuel and nitrous, it will produce optimum power. Some of the key components in this system are a Super Hi-Flo bottle valve, Pro Race solenoids (the highest flowing available) Y-shaped distribution blocks, stainless steel lines and your choice of Soft Plume 90° or Annular Discharge stainless steel nozzles. They are adjustable to produce power gains from 80 to well over 225 hp!

The Pro Race Fogger® system for Imports is offered in kit form, and it can also be installed on your manifold by the experts at NOS. Get maximum power with complete reliability from the No. 1 name in nitrous for over 20 years...NOS!

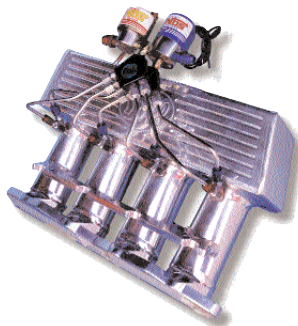
#### System Requirements

The Pro Race Fogger system is designed for use with competition race engines only.

#### Recommended Optional Accessories:

Nitrous pressure gauge	(see pg 82)
Fuel Pressure gauge	(see pg 82)
Nitrous bottle heater	(see pg 64)
Progressive nitrous controller	(see pg 66)
NOS Purge Valve	(see pg 62)

These systems utilize the best flowing solenoid on the planet ...the exclusive R-series from NOS with a high-lift plunger, ported passages, a direct flow path and very low current draw.



**80-225  
HORSEPOWER  
(ADJUSTABLE)**



#### PRO RACE FOGGER IMPORT SYSTEMS

System	Application (Competition Use)
04430NOS	Pro Race Fogger 4 cyl. systems w/stainless soft plume nozzles
04431NOS	Pro Race Fogger 4 cyl. systems w/stainless annular nozzles

#### Carbureted applications:

Use a fuel pump designed to operate between 5 and 10 psi with a flow rate of 0.1 (gph) gallons per hour per horsepower at 6 psi. Please note that most aftermarket pumps are rated under free flowing conditions. At 6 psi their flow rates may be greatly reduced. Check the manufacturer's specifications carefully or have the pump checked before you use it.

#### Fuel Injected applications:

Use fuel pump(s) that flows at least 0.1 (gph) gallons per hour per horsepower at system pressure. For example at 42 psi flowing, an engine that makes 450 hp while the nitrous system is activated will require at least 45 gph at 42 psi flowing while going down the track without experiencing any pressure loss. Please note that most aftermarket pumps are rated under free flowing conditions. At system pressure their flow rates may be greatly reduced. Check the manufacturer's specifications carefully or have the pump checked before you use it.

Due to the high power levels and cylinder pressures produced by Pro Race Fogger systems, you must use high strength forged pistons, rods and crankshaft. Use of cylinder head and main studs will help insure reliability. A high quality racing ignition system with timing control must be used with these systems. Use of racing gas is recommended

**NOTE:** NOS sells and supports a full line of competition fuel system components.

**NOTE:** Kits are available without bottle and bottle brackets. Add "NB" to part number. (ex. xxxx-NBNOS)

**50-250  
EXTRA  
HORSEPOWER**



### SPORTSMAN FOGGER SYSTEMS

Part #	Description
<b>02622NOS</b> (A,B,C)	V8 small block - w/ (2) cheater solenoids
<b>05030NOS</b> (A,B,C)	4 cylinder and Mazda rotary, carbureted-75HP Minimum
<b>05030-FINOS</b> (A,B,C)	4 cylinder fuel injected applications-75HP Minimum
<b>05040NOS</b> (A,B,C)	6 cylinder (inline) carbureted
<b>05040-FINOS</b> (A,B,C)	6 cylinder (inline) fuel injected applications - w/10 lb bottle
<b>05080NOS</b> (A,B,C)	VW and Porsche, (opposed) 4 cylinder, air-cooled(A,B)
<b>05082NOS</b> (A,B,C)	VW Pro Fogger (4-cylinder opposed)
<b>05085NOS</b> (A,B,C)	6 cylinder (opposed) Porsche, Corvair, carbureted
<b>05088NOS</b> (A,B,C)	V8 small block - w/ (4) Powershot solenoids
<b>05088-CNOS</b> (A,B,C)	V8 small block, show kit

(A) Available with 15 lb. bottle. Add -15 to part number. (ex. xxxx-15NOS)

(B) Available with 20 lb. bottle. Add -20 to part number. (ex. xxxx-20NOS)

(C) Available with 5 lb. bottle. Add -05 to part number. (ex. xxxx-05NOS)

**NOTE:** Kits are available without bottle and bottle brackets. Add "-NB" to part number. (ex. xxxx-NBNOS)

### System Requirements

To supply the carburetor and the Sportsman Fogger System in carbureted applications, use a fuel pump designed to operate between 5 and 10 psi with a flow rate of 0.1 gallons per hour per horsepower at 6 psi. Fuel injected applications will require a fuel pump that flows at least 0.1 gallons per hour at system pressure. For example at 42 psi flowing, a motor that makes 450 hp while the nitrous system is activated will require at least 45 g.p.h. at 42 psi flowing, and going down the track. Due to the high power levels and cylinder pressures produced by Sportsman Fogger Systems it is highly recommended that you use high quality forged pistons and rods as well as high quality racing ignition system with timing control. If horsepower gain is more than 40% of original, forged pistons are recommended.

Note: NOS sells and supports a full line of competition NOS fuel system components.

## Port Injection for Superior Power And Consistency

Engineered for precise distribution of nitrous and fuel for all domestic and foreign carbureted/EFI 4, 6, 8 cyl. & Rotary engines. The NOS Sportsman Fogger Systems offer superior atomization and tuning by injecting precisely measured amounts of fuel and nitrous into each individual port with our patented Fogger Nozzles. Power levels are adjustable by changing nitrous and fuel jets in each Fogger Nozzle. The latest in high-tech solenoid technology allows for an extreme degree of reliability with jetting adjustability ranging from a 50 to a 150 extra HP gain. All Sportsman Fogger Systems include a 10 lb. capacity nitrous bottle, Powershot nitrous and fuel solenoids, Fogger nozzles, aircraft quality steel braided hose, and all other necessary electrical and mounting hardware for a complete installation. Requires removal of intake manifold for plumbing.

## Street Fogger

The Sportsman Fogger kit and a 180° dual plane manifold make an excellent combination for the street. You get all the bottom-end torque and fuel economy of a dual plane during everyday street driving, then hit the bottle for an awesome performance gain. It's the best of both worlds.



Recommended Optional Accessories:  
 Nitrous pressure gauge (see pg 82)  
 Fuel Pressure gauge (see pg 82)  
 Nitrous bottle heater (see pg 64)  
 Progressive nitrous controller (see pg 66)  
 NOS Purge Valve (see pg 62)

Not legal for sale or use on pollution controlled motor vehicles in the United States.



# PRO SHOT FOGGER™

## NITROUS SYSTEMS

### The Definition of True Nitrous Performance

The Pro Shot Fogger utilizes patented Fogger2 Nozzle technology for excellent combustion, distribution and adjustability, allowing each cylinder to be injected with a precise cool, dense fuel laden nitrous "fog" mixture. Featuring our Super Pro Shot solenoids, power levels may be adjusted from 150 HP, to well above 500 extra HP. The Pro Shot Fogger system is designed primarily for highly modified V8 engines built with race quality components. The Pro Shot Fogger System includes a 10 lb. capacity nitrous bottle, Super Pro Shot nitrous and Cheater fuel solenoids, Fogger2 nozzles jetting from 250 to 450 extra HP\*, aircraft quality steel braided hose and all other necessary electrical/mounting hardware for a complete installation. Requires removal of intake manifold for plumbing. The Pro Shot Fogger has powered it's way into the record books known as the system responsible for helping a doorslammer to obtain the first recorded 6 second, 200 MPH run in the quarter mile. The single stage Pro Shot Fogger may be upgraded to a dual stage Pro Fogger II or a Pro Shot Twin Fogger.

#### Recommended Optional Accessories:

Nitrous pressure gauge	(see pg 82)
Fuel Pressure gauge	(see pg 82)
Nitrous bottle heater	(see pg 64)
Progressive nitrous controller	(see pg 66)
NOS Purge Valve	(see pg 62)

**150-500+  
HORSEPOWER**  
Direct Port Inj.



### PRO SHOT FOGGER SYSTEMS

SYSTEM	APPLICATION (COMPETITION USE)
<b>02462NOS</b> (A,B,C)	Fogger Pro Shot, V8
<b>02462-CNOS</b> (A,B,C)	Fogger Pro Shot, show kit, V8

(A) Available with 15 lb. bottle. Add -15 to part number. (ex. xxxx-15NOS)

(B) Available with 20 lb. bottle. Add -20 to part number. (ex. xxxx-20NOS)

(C) Available with 5 lb. bottle. Add -05 to part number. (ex. xxxx-05NOS)

**NOTE:** Kits are available without bottle and bottle brackets. Add "-NB" to part number. (ex. xxxx-NBNOS)

### CONVERSION KITS - Upgrade from Single Stage to Dual Stage Pro Fogger II

SYSTEM	APPLICATION (COMPETITION USE)
<b>0062-DNOS</b>	Converts single stage 02462 kit to dual stage 02462-D kit
<b>0062-DDNOS</b>	Converts single stage 02462 kit to dual stage 02462-DD kit
<b>0062-HNOS</b>	Converts single stage 02462 kit to dual stage 02462-H kit
<b>0062-HHNOS</b>	Converts single stage 02462 kit to dual stage 02462-HH kit
<b>0063NOS</b>	Converts 02462 single fogger system to 02463 twin fogger system

### System Requirements

To supply the carburetor and the Pro Shot Fogger System use a fuel pump designed to operate between 5 and 10 psi with a flow rate of 0.1 gallons per hour per horsepower at 6 psi. Please note that most aftermarket pumps are rated under free flowing conditions. At 6 psi their flow rates may be greatly reduced. Check the manufacturer's specifications carefully or have the pump checked before you use it.

Due to the high power levels and cylinder pressures produced by Pro Shot Systems you must use high strength forged pistons, rods and crankshaft. Splayed main caps and four bolt blocks with cylinder head studs will help insure reliability. A high quality racing ignition system with timing control must be used with these systems. If horsepower gain is more than 40% of original, the use of forged racing pistons is highly recommended.

Note: NOS sells and supports a full line of competition fuel system components.

\* 250-450 HP as supplied power levels down to 75 HP are possible with optional jets



**150-500+  
HORSEPOWER  
ADJUSTABLE**



### PRO SHOT FOGGER 2 SYSTEMS

SYSTEM	APPLICATION (COMPETITION USE)
<b>02462-DNOS</b> (A,B,C)	2 stage, single Dominator
<b>02462-DDNOS</b> (A,B,C)	2 stage, dual Dominator
<b>02462-HNOS</b> (A,B,C)	2 stage, single Holley 4-barrel
<b>02462-HHNOS</b> (A,B,C)	2 stage, dual Holley 4-barrel

(A) Available with 15 lb. bottle. Add -15 to part number. (ex. xxxx-15NOS)

(B) Available with 20 lb. bottle. Add -20 to part number. (ex. xxxx-20NOS)

(C) Available with 5 lb. bottle. Add -05 to part number. (ex. xxxx-05NOS)

**NOTE:** Kits are available without bottle and bottle brackets. Add "-NB" to part number. (ex. xxxx-NBNOS)

### System Requirements

To supply the carburetor and the Pro Shot Fogger 2 System use a fuel pump designed to operate between 5 and 10 psi with a flow rate of 0.1 gallons per hour per horsepower at 6 psi. Please note that most aftermarket pumps are rated under free flowing conditions. At 6 PSI their flow rates may be greatly reduced. Check the manufacturer's specifications carefully or have the pump checked before you use it.

Due to the high power levels and cylinder pressures produced by Pro Shot Fogger 2 Systems you must use high strength forged pistons, rods and crankshaft. Splayed mains and four bolt blocks with cylinder head studs will help insure reliability. A high quality racing ignition system with timing control must be used with these systems. The use of racing gas highly recommended.

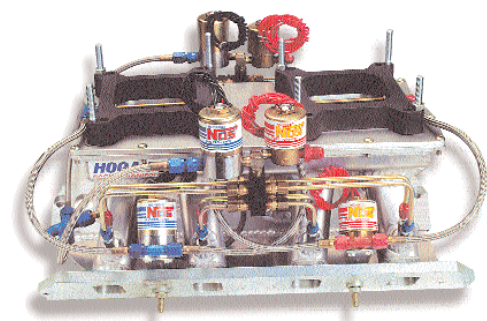
Note: NOS sells and supports a full line of competition NOS fuel system components.

### Professional Two-Stage Performance

The two stage version of our famous record setting Pro Shot Fogger and is adjustable from 150-750+ HP. Designed primarily for highly modified big block V8 engines, the Fogger 2's dual stage feature allows an operator to jet the first stage for full traction off the line. Then, in the second stage special spray bar plates, which mount under the carburetors, add maximum mid-range and top end power. Fogger 2™ nozzle technology incorporates both fuel and nitrous injection through one nozzle for the ultimate in combustion, distribution and adjustability. Each cylinder is injected with a cool, dense fuel laden nitrous "fog" mixture. This is the system which is responsible for the original record setting six second quarter mile runs in IHRA Pro Modified and it's still very much in use by today's crop of low 6-second runners. The Pro Shot Fogger 2 System includes a 10 lb. capacity nitrous bottle, Pro Shot nitrous and fuel solenoids, patented Fogger nozzles (including tap #15990NOS for plumbing Fogger nozzles), special spray bar plates, aircraft quality steel braided hose, and all necessary hardware for a complete installation.

#### Recommended Optional Accessories:

Nitrous pressure gauge	(see pg 82)
Fuel Pressure gauge	(see pg 82)
Nitrous bottle heater	(see pg 64)
Progressive nitrous controller	(see pg 66)
NOS Purge Valve	(see pg 62)

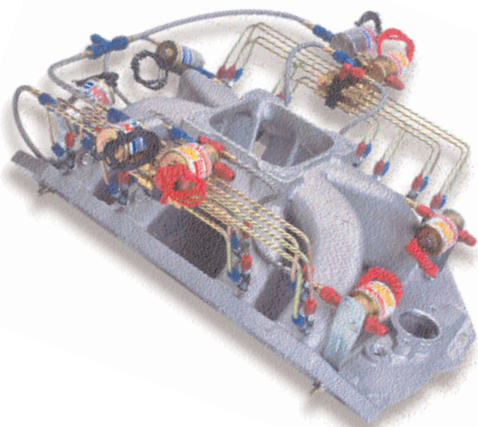


# PRO SHOT TWIN FOGGER 2™

## NITROUS SYSTEMS

### The World's Most Powerful Nitrous Oxide System

Engineered for the ultimate professional mountain motor! The Pro Shot Twin Fogger utilizes two complete Pro Shot Fogger systems, with patented Fogger2 Nozzle technology, for the ultimate in power production, fuel atomization, nitrous/fuel distribution, and system adjustability. Power levels may be adjusted from 150 H.P. to more than 1000 extra HP. The Pro Shot Twin Fogger System includes a 15lb. capacity nitrous bottle with Super High Flow valve and built in N<sub>2</sub>O Gauge, Pro Shot nitrous and fuel solenoids, Fogger2 nozzles, aircraft quality steel braided hose and all necessary electrical/mounting hardware for a complete installation. Requires removal of intake manifold for plumbing. Specially engineered for top racers and tuners, this system is setting records and winning championships in the world's quickest and fastest nitrous cars. The Pro Shot Twin Fogger is designed specifically for competition-only engines, professionally built for extreme horsepower. A single stage Pro Shot Fogger may be upgraded to a Pro Shot Twin Fogger; see conversion kits listed on page 44. Many drag racing records have been set by the NOS Pro Shot Twin Fogger—the most powerful nitrous system on the planet. Nobody does it better than NOS!



**150-1000+  
HORSEPOWER  
(ADJUSTABLE)**



#### PRO SHOT TWIN FOGGER SYSTEMS

SYSTEM	APPLICATION (COMPETITION USE)
02463NOS (B)	V8 applications (highly modified), Gasoline, w/15 lb. bottle

(B) Available with 20 lb. bottle. Add -20 to part number. (ex. xxxx-20NOS)

**NOTE:** Kits are available without bottle and bottle brackets. Add "-NB" to part number. (ex. xxxx-NBNOS)

#### System Requirements

To supply the carburetor and the Pro Shot Twin Fogger System use a fuel pump designed to operate between 5 and 10 psi with a flow rate of 0.1 gallons per hour per horsepower at 6 psi. Please note that most aftermarket pumps are rated under free flowing conditions. At 6 psi their flow rates may be greatly reduced. Due to the high power levels and cylinder pressures produced by Pro Shot Twin Fogger Systems you must use high strength forged pistons, rods and crankshaft. Splayed mains and four bolt blocks with cylinder head studs will help insure reliability. A high quality racing ignition system with timing control must be used with these systems. Use of racing gas is mandatory.

Not legal for sale or use on pollution controlled motor vehicles in the United States.



150-600+  
HORSEPOWER  
(ADJUSTABLE)



PRO RACE FOGGER V8 SYSTEMS

SYSTEM	APPLICATION (COMPETITION USE)
04462NOS (B)	Pro Race Fogger V8 systems w/stainless soft plume nozzles, w/15 lb. bottle
04463NOS (B)	Pro Race Fogger V8 systems w/stainless annular nozzles, w/15 lb. bottle

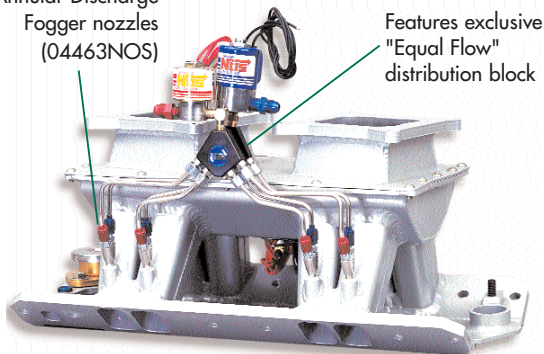
(B) Available with 20 lb. bottle. Add -20 to part number. (ex. xxxx-20NOS)  
**NOTE:** Kits are available without bottle and bottle brackets. Add "-NB" to part number. (ex. xxxx-NBNOS)

System Requirements

The Pro Race Fogger system is designed for use with competition race engines only. To support the nitrous system, use fuel pump(s) designed to operate between 5 and 10 psi with a flow rate of at least 0.1 (gph) gallons per hour per horsepower at 6 psi. Please note that most aftermarket pumps are rated under free flowing conditions. At 6 psi their flow rates may be greatly reduced. Check the manufacturer's specifications carefully or have the pump checked before you use it. The cylinder pressures generated with this kit greatly increase the load on the pistons, rods, cranks, and block. High strength forged components, splayed mains and four bolt block with cylinder head studs are much more likely to survive the extreme horsepower levels that these kits can produce. A high quality racing ignition system with timing control must be used with these systems.

**Note:** NOS sells and supports a full line of competition NOS fuel system components.

Equipped with  
Annular Discharge  
Fogger nozzles  
(04463NOS)

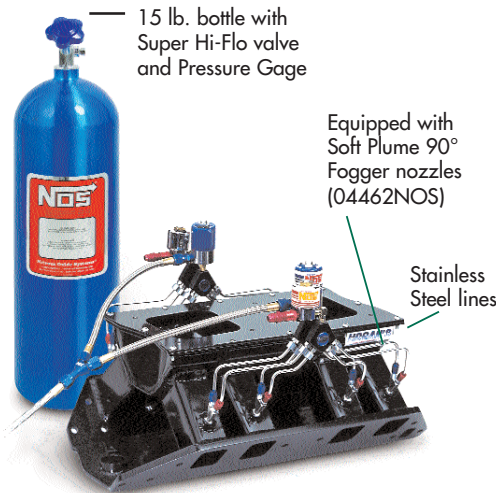


Features exclusive  
"Equal Flow"  
distribution block

Advanced Direct Port System For  
Competition

NOS research and development continually strives to push the performance envelope to the next level. The Pro Race Fogger incorporates the latest in NOS technology for producing the largest horsepower gains of any single stage nitrous system available today. This full race spec system is available with your choice of stainless fogger nozzle for the ultimate in combustion, distribution, and accuracy —allowing each cylinder to be precisely injected with a cool, dense "fog" like charge of atomized fuel and nitrous. This system features our R-series bottom-discharge solenoids which offer the least restriction and most flow of any other design. The NOS Pro Race Fogger® is fully adjustable to produce from 150 horsepower all the way to well over 600+ horsepower. The Pro Race Fogger system is designed specifically for use on highly modified competition-only engines. This system comes standard with a big 15 lb. bottle with a Super Hi-Flo® valve (with N<sub>2</sub>O gauge), exclusive Y-shaped Equal Flow distribution blocks for superior performance and unsurpassed accuracy, stainless tubing, high flow "Y" fittings at all unions, and all other necessary mounting hardware for a complete, professional installation.

15 lb. bottle with  
Super Hi-Flo valve  
and Pressure Gage



Equipped with  
Soft Plume 90°  
Fogger nozzles  
(04462NOS)

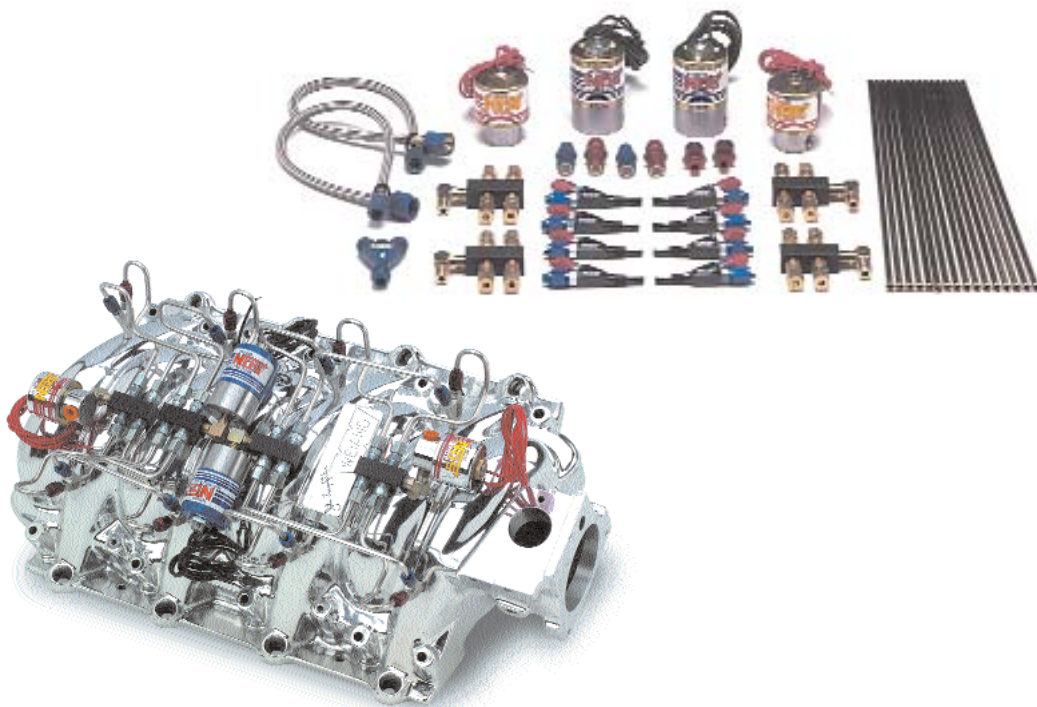
Stainless  
Steel lines

# CUSTOM NITROUS PLUMBING KITS

## NITROUS SYSTEMS

Plumbing kits are offered for those needing only the components related to the intake manifold plumbing of a direct port injection kit. Proper quantities of nozzles, lines, jets, and appropriate fittings are included. Should the configurations listed below not meet your requirements, call our Tech Dept. for a custom order.

PART #	DESCRIPTION
<b>02462-S-ENOS</b>	8 cylinder Pro Shot Fogger with solenoids includes: 13700B nozzles, adjustable to 100-500HP (comes with 300HP jets)
<b>02462-S-EFINOS</b>	8 cylinder nitrous-only Pro Fogger with solenoids includes: 13500 nozzles, adjustable to 500+HP (comes with 350HP jets)
<b>02462-S-JRNOS</b>	Pro Fogger with 13700RNOS nozzles and 16048RNOS solenoids
<b>02462-S-JSNOS</b>	Pro Fogger with 13716NOS nozzles and 16048RNOS solenoids
<b>04462-S-ENOS</b>	8 cylinder Pro Race Fogger with solenoids includes: 13716 "soft plume" nozzles, adjustable from 100-650+HP (comes w/300 HP jets)
<b>04463-S-ENOS</b>	8 cylinder Pro Race Fogger with solenoids includes: 13700R Annular Discharge nozzles, jets for 250-500HP
<b>13370NOS</b>	8 cylinder under manifold Direct Port without solenoids includes: 13650 nozzles (#24 and #28), jets for 125HP
<b>13382NOS</b>	8 cylinder over manifold fogger without solenoids includes: 13700B nozzles, jets for 160HP
<b>13383NOS</b>	8 cylinder Pro Shot Fogger without solenoids includes: 13700B nozzles, jets for 250-500HP
<b>13383-STNOS</b>	8 cylinder Pro Shot Fogger with solenoids includes: 13700 nozzles, jets for 250HP
<b>13384NOS</b>	6 cylinder Inline Sportsman Fogger without solenoids includes: 13700B nozzles, jets for 75HP
<b>13386NOS</b>	4 cylinder Inline Sportsman Fogger without solenoids includes: 13700B nozzles, jets for 50HP
<b>13388NOS</b>	4 cylinder Opposed Sportsman Fogger without solenoids includes 13700B nozzles, jets for 50HP

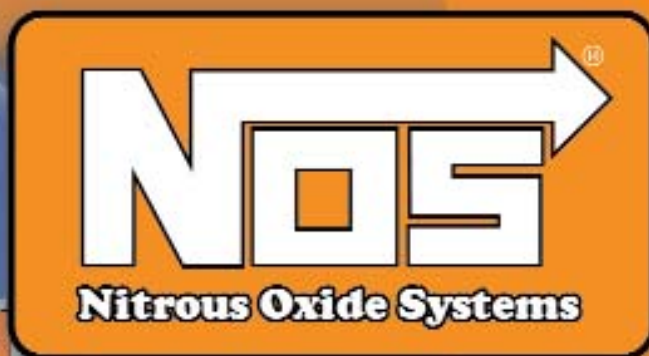




### POWERSPORTS NITROUS SYSTEMS



Fogger™ For Harley Davidson® .....	50
Fogger™ For Motorcycles & ATV's .....	51
Fogger™ Racing .....	52
Fogger™ For Snowmobiles .....	53
Universal - For Watercraft .....	54
Specific Kits for Watercraft .....	55
Nitrous Plumbing For Motorcycles .....	56



THE LEADER  
IN NITROUS

# FOGGER™ FOR HARLEY DAVIDSON®

## NITROUS SYSTEMS

### The Adjustable, Direct Port Nitrous System

Touch the button and your "hawg" turns into a wild boar. With a super strong bottom end, Harley engines can take more pushbutton horsepower than most. And, the fully adjustable Fogger™ lets you choose how much is just right. With the jets included in each Harley kit, you can expect to see a 30% to 40% increase in horsepower and torque. Plus, the Fogger™ can be adjusted for even more (or less) power by simply changing jets if your engine is modified.

Easily installed in an afternoon, the Fogger™ kit comes complete with everything you need; including detailed, easy to follow instructions, nitrous and fuel solenoids, Fogger2™ nozzles, filters, fittings, tubing, fuel pumps, T-fittings, jets, switch, hose, and all other hardware necessary for a complete installation. Please contact the NOS Technical Support Department for jet recommendations before you make any changes.

**Tech Note:** Most applications may require more fuel for the nitrous system than a standard petcock will allow. If you require more fuel flow, dual-feed high-flow petcocks are available. Please contact the NOS Technical Support Department for more information.

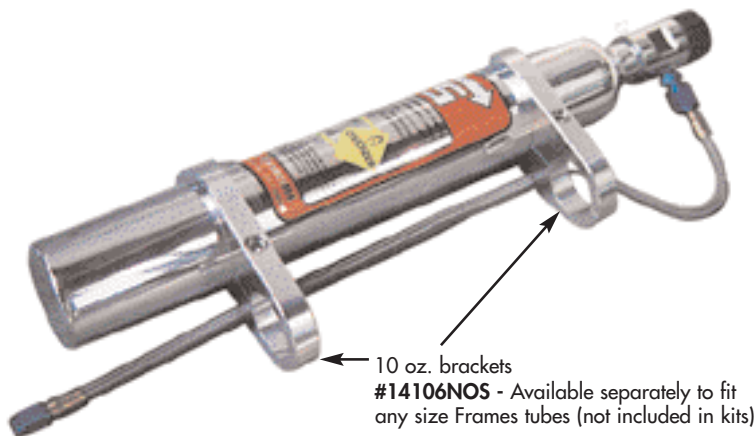
Recommended Optional Accessories:  
 Nitrous pressure gauge (see pg 82)  
 Fuel Pressure gauge (see pg 82)  
 Progressive nitrous controller (see pg 66)  
 NOS Purge Valve (see pg 62)



03012-OZ-PNOS

Part Number	Application
03011NOS	All V-Twins, includes billet aluminum brackets for 2 lb. bottle & fuel pump
03011-05NOS	All V-Twins, includes billet aluminum brackets for 5 lb. bottle & fuel pump
03011-PNOS	All V-Twins, includes billet aluminum brackets for 2 lb. bottle & fuel pump, polished bottle & brackets
03011-OZNOS	All V-Twins, with 10 oz. bottle, includes billet aluminum brackets for 10 oz. bottle & fuel pump
03011-OZ-PNOS	All V-Twins, with 10oz. bottle, includes billet aluminum brackets for 10 oz. bottle & fuel pump, polished
03012-OZ-PNOS	All V-Twins, with (2) 10oz. bottles, includes billet aluminum brackets for 10 oz. bottles & fuel pump, polished - show kit (shown above) <b>NEW!</b>

All NOS kits for Harleys® come with billet aluminum brackets to mount the nitrous bottle and the fuel pump. Shown are the 2 lb. bottle bracket (far left), the 10 oz. bottle bracket (center), and the fuel pump bracket (left).



10 oz. brackets  
 #14106NOS - Available separately to fit any size Frames tubes (not included in kits)



### The Adjustable, Direct Port Nitrous System

It doesn't matter whether you are on the track or on the dirt. Touch the button and fast becomes "hang on." You can add pushbutton horsepower quickly and simply with the NOS Fogger™ kits for 2-stroke and 4-stroke motorcycles or ATV's. And, the fully adjustable Fogger™ lets you choose how much is just right. With the jets included in each kit, you can expect to see a 30% to 40% increase in horsepower and torque. Plus, the Fogger™ can be adjusted for even more (or less) power by simply changing jets if your engine is modified.

Designed for easy installation, each Fogger™ kit comes complete with everything you need; including detailed, easy to follow instructions, electric fuel pump, nitrous and fuel solenoids, Fogger2™ nozzles, filters, fittings, tubing, fuel pump, distribution blocks or T-fittings, jets, switches, hose, and all other hardware necessary for complete installation. Please contact the Technical Support Department at 270-781-9741 for jet recommendations before you make any changes.

The Fogger™ system requires a 12-volt DC power supply with a minimum of 12 amps available. For off-road applications you will need to make sure that you have a power supply system that can supply 12-volt DC current with at least 12 amps (or 150 watts) to the Fogger™ system. For further information, please contact the Technical Support Department at 270-781-9741.

**Tech Note:** Most applications may require more fuel for the nitrous system than a standard petcock will allow.

**Recommended Optional Accessories:**  
 Nitrous pressure gauge (see pg 82)  
 Fuel Pressure gauge (see pg 82)  
 Nitrous bottle heater (see pg 64)  
 Progressive nitrous controller (see pg 66)  
 NOS Purge Valve (see pg 62)



03008NOS

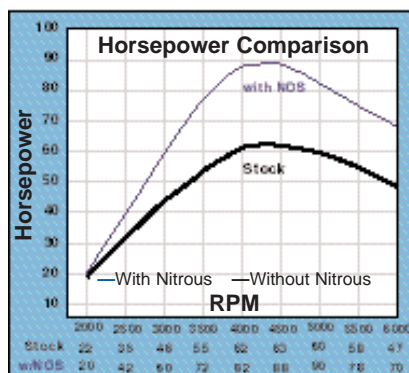
Complete Fogger™ Systems for 4-Stroke Motorcycles and ATV's w/ 2lb. bottle

Part Number	Application
03001NOS (C)	1-Cylinder, over 250cc
03002NOS (C)	2-Cylinder, 250cc to 500cc
03003NOS (C)	2-Cylinder, over 500cc
03004NOS (C)	3-Cylinder, up to 500cc
03005NOS (C)	3-Cylinder, over 500cc to 750cc
03007NOS (C)	4-Cylinder, up to 650cc
03008NOS (C)	4-Cylinder 4-Stroke Motorcycles, over 700cc
03009NOS (C)	6-Cylinder Motorcycles
03021NOS (C)	Turbocharged Engines, 750cc and over

Complete Fogger™ Systems for 2-Stroke Motorcycles and ATV's

Part Number	Application
03200-0ZNOS	1-Cylinder, up to 100cc
03100NOS (C)	1-Cylinder, up to 250cc
03101NOS (C)	1-Cylinder, over 250cc
03102NOS (C)	2-Cylinder, from 250cc to 500cc
03103NOS (C)	2-Cylinder, over 500cc to 750cc
03104NOS (C)	3-Cylinder, up to 500cc
03105NOS (C)	3-Cylinder, over 500cc

(C) Available with 5 lb. bottle. Add -05 to part number. (ex. xxxx-05NOS)



**Engine Specifications:**  
 Patrick Racing 1988 Honda Hurricane 1000, 1049cc big bore kit, 12:1 compression, NOS Fogger™ system, Megacycle cams and kit, Falcon crank and rods, Supertrapp 4 into 2 stainless steel slip-ons, Dynojet Stage 1 re-jet kit with K&N filter.

# FOGGER™ RACING

## NITROUS SYSTEMS



03008-RNOS

Part Number	Application
03008RNOS	4-Cylinder Race Kit

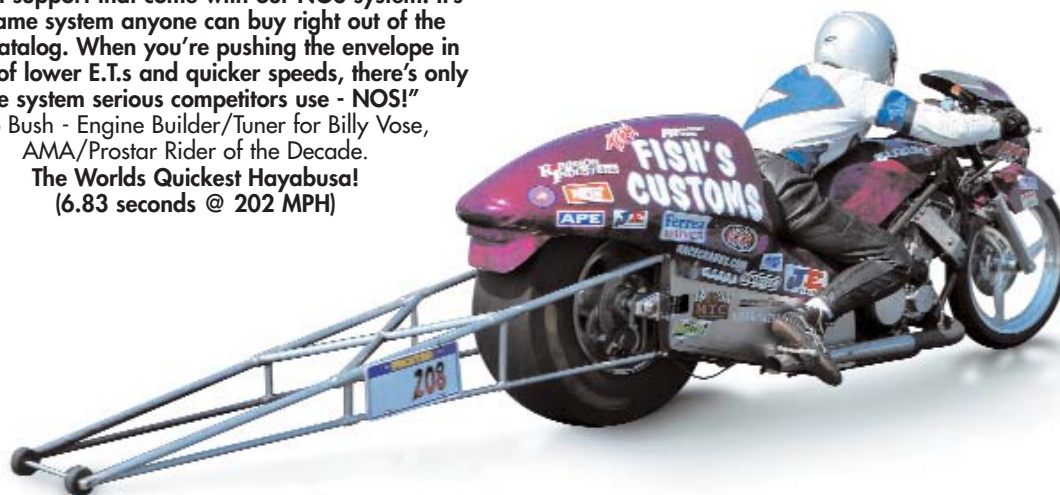
### Recommended Optional Accessories:

Nitrous pressure gauge	(see pg 82)
Fuel Pressure gauge	(see pg 82)
Nitrous bottle heater	(see pg 64)
Progressive nitrous controller	(see pg 66)
NOS Purge Valve	(see pg 62)

**"Team Fish counts on the performance, reliability, consistency, enhanced tuning features, and premier product support that come with our NOS system. It's the same system anyone can buy right out of the NOS catalog. When you're pushing the envelope in search of lower E.T.s and quicker speeds, there's only one system serious competitors use - NOS!"**

Rob Bush - Engine Builder/Tuner for Billy Vose,  
AMA/Prostar Rider of the Decade.

**The Worlds Quickest Hayabusa!**  
(6.83 seconds @ 202 MPH)



## The World's Winningest Racing Nitrous System—Up to 250+ Extra Horsepower

The all new NOS Racing Fogger™ system is setting records and winning races around the world. You can add up to 250+ extra horsepower with this special new kit for 4-stroke, 2 or 4-cylinder racing bikes. The Racing Fogger™ system features the record-setting stainless steel "soft plume" Fogger™ nozzles (#13716NOS) that all the racers are raving about. Designed for easy installation, each Racing Fogger™ kit comes complete with everything you need; including detailed, easy to follow instructions. The Racing Fogger™ system includes Cheater model nitrous and fuel solenoids, stainless steel "soft plume" Fogger™ nozzles, filters, fittings, tubing, high performance distribution blocks, and stainless steel jets. Due to the variety of nitrous bottles and fuel pumps required by different racers, the nitrous bottle and the fuel pump are not included with this system. See page 61 for nitrous bottles and page 80 for fuel pumps to use with your Racing Fogger™ system. Please contact the NOS Technical Support Department for jet recommendations before you make any changes.

The Fogger™ system requires a 12-volt DC power supply with a minimum of 12 amps (or 150 watts) available. For further information, please contact the NOS Technical Support Department at 270-781-9741.





03403NOS

**Complete Fogger™ Systems for Snowmobiles**

Part Number	Application
03402NOS (A)	2-Cylinder, 250cc to 500 cc
03403NOS (A)	2-Cylinder, over 500cc
03405NOS (A)	3-Cylinder, over 500cc
03407NOS (A)	4-Cylinder, over 500cc

(A) Available with 5 lb. bottle. Add -05 to part number. (ex. xxxx-05NOS)

**NOTE:** Kits are available without bottle and bottle brackets. Add "-NB" to part number. (ex. xxxx-NBNOS)

**Bottle Heater**

For consistent, maximum power in cold weather, it is important to maintain bottle pressure at or near 900 psi, which occurs at about 80°F. Since bottle pressure will drop as temperature drops, a very rich fuel condition can create inconsistency in power output. The NOS Bottle Heater module included with every snowmobile kit is thermostatically operated to cure this potential problem. The super-thin heater module simply wraps around the bottle and will maintain a 75°F bottle temperature, even if ambient temperatures drop below 0°F! The heating element is completely fuse protected and controlled by a thermostat which auto-cycles its operation.



14160NOS - Bottle Heater

BOTTLE TEMP °F	BOTTLE PRESSURE (PSI)
-30	167
-20	203
-10	240
0	283
10	335
20	387
32	460
40	520
50	590
60	675
70	760
80	865
97	1069

**Recommended Optional Accessories:**

Nitrous pressure gauge	(see pg 82)
Fuel Pressure gauge	(see pg 82)
Nitrous bottle heater	(see pg 64)
Progressive nitrous controller	(see pg 66)
NOS Purge Valve	(see pg 62)

**The Adjustable, Direct Port Nitrous System**

Touch the button and exploding fresh powder was never like this. You can add pushbutton horsepower quickly and simply with the NOS Fogger™ kits for snowmobiles. And, the fully adjustable Fogger™ lets you choose how much is just right. With the jets included in each snowmobile kit, you can expect to see a 30% to 40% increase in horsepower and torque. Plus, the Fogger™ can be adjusted for even more (or less) power by simply changing jets if your engine is modified.

Engineered for straight forward installation, each Fogger™ kit comes complete with everything you need; including detailed, easy to follow instructions. All Fogger™ systems include a 2 lb. nitrous bottle (other sizes available), nitrous and fuel solenoids, Fogger2™ nozzles, filters, fittings, tubing, electric fuel pump, distribution blocks or T-fittings, jets, switches, hose, and all other hardware necessary for complete installation. Snowmobile kits also include a special nitrous bottle heater kit to regulate bottle temperature for consistent, maximum power. Please contact the NOS Technical Support Department at 270-781-9741 for jet recommendations before you make any changes.

The Fogger™ system requires a 12-volt DC power supply with a minimum of 12 amps available. You will need to make sure that you have a power supply system that can supply 12-volt DC current with at least 12 amps (or 150 watts) to the Fogger™ system alone, or 22 amps (270 watts) when using the bottle heater. For further information, please contact the NOS Technical Support Department at 270-781-9741.

**Tech Note:** Some applications may require more fuel for the nitrous system than a standard petcock will allow. If you require more fuel flow, dual-feed high-flow petcocks are available. Please contact the NOS Technical Support Department for more information.

# UNIVERSAL - FOR WATERCRAFT

## NITROUS SYSTEMS

### Adjustable For A 30% To 40% Increase In Power

NOS Fogger™ kits add pushbutton horsepower to virtually any 2-stroke watercraft. With the jets included in each kit, you can expect to see 30% to 40% increase in horsepower and torque. Plus, the Fogger™ can be adjusted for even more (or less) power by simply changing jets if your engine is modified. Each Fogger™ kit comes complete with everything you need; including detailed, easy to follow instructions. All Fogger™ systems include a 2 lb. nitrous bottle (other sizes available), nitrous and fuel solenoids, Fogger2™ nozzles, filters, fittings, tubing, electric fuel pump, distribution blocks or T-fittings, jets, switches, hose, and all other hardware necessary for complete installation. These systems require a 12-volt DC power supply with a minimum of 12 amps available. You will need to make sure that you have a power supply system that can supply 12-volt DC current with at least 12 amps (or 150 watts) to the Fogger™ system. For further information, please contact the NOS Technical Support Department at 270-781-9741.

**NOTE:** Custom kits for 2-stroke outboard engines are available; please contact the NOS Technical Support Department. For inboard applications using automotive engines, please consult the NOS automotive catalog.

#### Recommended Optional Accessories:

Nitrous pressure gauge	(see pg 82)
Fuel Pressure gauge	(see pg 82)
Nitrous bottle heater	(see pg 64)
Progressive nitrous controller	(see pg 66)
NOS Purge Valve	(see pg 62)



03302NOS

**Complete Fogger™ Systems for Small Personal Watercraft such as Kawasaki Jet Ski, Surf Jet, and Yamaha Wave Rider with 2lb. bottle**

Part Number	Application
03302NOS	2-Cylinder Kit, Jet Ski, over 250cc to 500cc
03303NOS	2-Cylinder Kit, Jet Ski, over 500cc to 750cc

(A) Available with 5 lb. bottle. Add -05 to part number. (ex. xxxx-05NOS)

**Complete Fogger™ Systems for Large Personal Watercraft such as Polaris, Sea-Doo, Wet Jet, etc.**

Part Number	Application
03304NOS	2-Cylinder Kit, over 500cc
03305NOS	3-Cylinder, over 500cc



# SPECIFIC KITS FOR WATERCRAFT

## NITROUS SYSTEMS



03310NOS

### Application Specific Nitrous Kits For Watercraft

Part Number	Application
03310NOS	2-Cylinder Kit, Sea Doo ('95-'97)
03320NOS	3-Cylinder Kit, Yamaha 1100/1200, with 5 lb. bottle

Bottle Size as listed in catalog	Full Weight cylinder + gas		Empty Weight cylinder only	
10oz	2lbs	5oz	1lb	11oz
1lb	2lbs	14oz	1lb	14oz
2lb	5lbs	12oz	3lbs	12oz
2.5lbs	6lbs	9oz	4lbs	1oz
5lbs	13lbs	4oz	8lbs	4oz
10lbs	24lbs	12oz	14lbs	12oz
12.6 carbon	21lbs	9oz	9lbs	12oz
15lbs	33lbs	13oz	18lbs	13oz
20lbs	45lbs	2oz	25lbs	2oz

#### Recommended Optional Accessories:

Nitrous pressure gauge	(see pg 82)
Fuel Pressure gauge	(see pg 82)
Nitrous bottle heater	(see pg 64)
Progressive nitrous controller	(see pg 66)
NOS Purge Valve	(see pg 62)

### Custom Built Just For Your Craft

Dramatically increase acceleration and top speed! NOS has engineered these kits specifically for harsh marine environments. Designed for individual models of watercraft without modification to any OEM hardware, these new NOS kits can be installed simply, without custom fabrication, using typical hand tools. Dramatic performance gains can be accomplished using all OEM components; or add other performance parts for even more!

The fully adjustable Fogger™ lets you choose how much is just right. With the jets included in each kit, you can expect to see a 30% to 60% horsepower increase. Plus, the Fogger™ can be adjusted for even more (or less) power by simply changing jets if your engine is modified.

Each Fogger™ kit comes complete with everything you need. These Fogger™ systems include a 2 lb. nitrous bottle (other sizes available), nitrous and fuel solenoids, stainless steel Fogger2™ nozzles, filters, fittings, tubing, electric fuel pump, distribution blocks or T-fittings, jets, switches, hose, hard anodized aluminum or stainless steel brackets, precision sapphire jets, stainless steel fasteners, and all other hardware necessary for complete installation. The Fogger™ system requires a 12-volt DC power supply with a minimum of 12 amps available. You will need to make sure that you have a power supply system that can supply 12-volt DC current with at least 12 amps (or 150 watts) to the Fogger™ system. For further information, please contact the NOS Technical Support Department at 270-781-9741.



# NITROUS PLUMBING FOR MOTORCYCLES

## NITROUS SYSTEMS



### RECORDS CURRENTLY HELD BY THE "DREAMLINER"

#### Muroc Dry Lake

1999	- J/GS	=161.740 mph
1998	- J/FS	=146.799 mph
1997	- K/FS	= 93.162 mph

#### El Mirage Dry Lake

1999	- K/GS	=138.907 mph
1998	- K/FS	=165.651 mph
1999	- J/GS	=149.030 mph (on gasoline only!)
1999	- J/FS	=184.373 mph (with NOS)

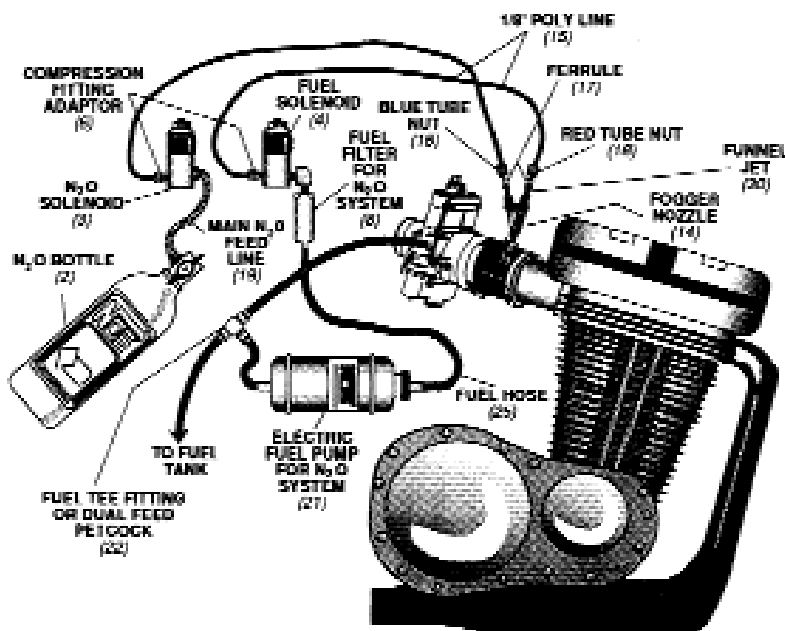
#### Bonneville

2001	-K/FS	= 191.804 (with NOS)
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One of the most interesting examples of automotive technology featuring a motorcycle powerplant is the "Dreamliner." It is hand-built from 4130 chrome-alloy tubing and weighs in at 860 lbs. ready to run. The car measures 17' in length and is covered by aluminum in front and fiberglass in rear. Originally powered by a 500cc (30-1/2 c.i.) single cylinder, English built Godden motor. This engine on methanol and nitro methane fuel set a record of 128.324 mph. Presently, the power is by NOS nitrous equipped Honda CBR600 motors in two classes: "K" class is a destroked 1998 CBR600 (30.5 c.i.d. or 500cc), and "J" class is a stroked and bored 1999 CBR600 (41 c.i.d. or 676cc). "GS" is Gas Streamliner and "FS" is Fuel Streamliner. In examining the seven current records held by the "Dreamliner," you will note that by simply adding nitrous oxide the top speed jumped from 149 to 184 mph. A 25% boost in performance from hitting the bottle!

Sponsored by: Brant Engineering, Wright Construction, Speranza Enterprises, Honda Racing, NOS, Landspeed Productions, Kelly Inman Paint, PPG.

### TYPICAL NOS MOTORCYCLE INSTALLATION





# 07

## SECTION 07

### COMPONENTS & ACCESSORIES



Solenoids	.58
Jets	.59
Billet Solenoid/Micro-Switch Brackets	.59
Jet Assortments	.60
Bottles	.61
Purge Kits	.62
Intercooler Spray Bar	.62
Bottle Valves & Bottle Opener	.63
Bottle Heaters, Blankets & Brackets	.64
Nitrous Filter & Bottle Components	.65
Nitrous Controllers	.66
Electrical Components	.67
Injector Plates	.68
Billet Throttle Bodies / Nozzles	.69
Fogger Nitrous Technology	.70
Fogger Nozzles	.71
Distribution Blocks	.72
Fittings	.73-76
Hoses	.77
Nylon, Stainless & Steel Tubing	.78



THE LEADER  
IN NITROUS

# SOLENOIDS

## COMPONENTS AND ACCESSORIES

SOLENOID TYPE	SOLENOID P/N	CHROME P/N	FLOW LIMIT (FUEL @ 6.0 PSI)	CURRENT DRAW	INLET	OUTLET
Super Powershot Nitrous	16020NOS	16020-CNOS	175 HP	8.6A	1/8" NPT	1/8" NPT
Super Powershot Fuel	16080NOS	16080-CNOS	200 HP	0.6A	1/8" NPT	1/8" NPT
Cheater Nitrous	16000NOS	16000-CNOS	250 HP	10.0A	1/4" NPT	1/8" NPT
Cheater Fuel	16050NOS	16050-CNOS	400 HP	1.6A	1/8" NPT	1/8" NPT
Super Pro Shot Nitrous	16045NOS	16045-CNOS	400 HP	8.6A	1/4" NPT	1/8" NPT
Pro Race Nitrous	16048RNOS	N/A	450 HP	8.6A	1/4" NPT	1/8" NPT
Super Big Shot Nitrous	16010NOS	N/A	600+ HP	30.0A	1/4" NPT	1/4" NPT
Nitro/Alky Fuel	16060NOS	N/A	600+ HP	0.8A	1/4" NPT	1/4" NPT
Powershot Purge	16025NOS	N/A	N/A	10.25A	1/8" NPT	1/8" NPT

**NOTE:** The "2" is the inlet & the "1" is the outlet on 16060NOS solenoid placement

16020NOS



16020-CNOS



16000NOS



16000-CNOS



16045NOS



16045-CNOS



16080NOS



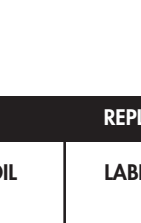
16080-CNOS



16050NOS



16050-CNOS



16048RNOS

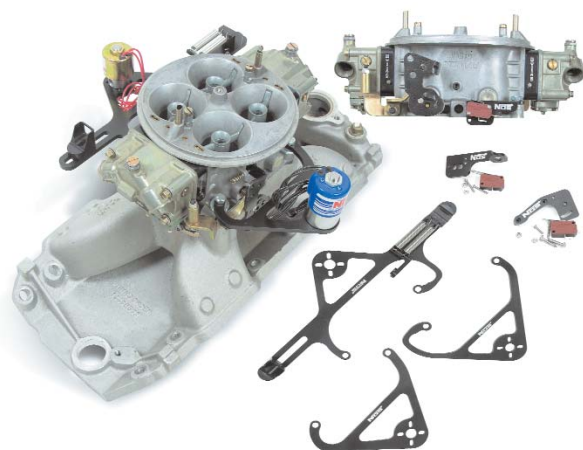


16010NOS



SOLENOID TYPE	REBUILD PARTS		REPLACEMENT PARTS				MOUNTING BRACKET
	REBUILD KIT	TEFLON PLUNGER	COIL	LABEL	SHELL	CHROME SHELL	
Super Powershot Nitrous	16021NOS	N/A	16022NOS	16906NOS	16604NOS	16604-CNOS	16505NOS
Super Powershot Fuel	16081NOS	N/A	16082NOS	16921NOS	16604NOS	16605-CNOS	16505NOS
Cheater Nitrous	16001NOS	16650-TNOS	16002NOS	16901NOS	16601NOS	16601-CNOS	16500NOS
Cheater Fuel	16051NOS	N/A	16052NOS	16914NOS	16603NOS	16603-CNOS	16500NOS
Super Pro Shot Nitrous	16046NOS	16046-TNOS	16047NOS	16931NOS	N/A	N/A	16500NOS
Pro Race Nitrous	16049NOS	N/A	16047NOS	N/A	N/A	N/A	16500NOS
Super Big Shot Nitrous	16011NOS	N/A	16012NOS	N/A	N/A	N/A	16500NOS
Nitro/Alky Fuel	N/A	N/A	16052NOS	N/A	N/A	N/A	16500NOS
Powershot Purge	16026NOS	N/A	16027NOS	N/A	N/A	N/A	16505NOS
Pro Shot (kit only)	16041NOS	N/A	N/A	N/A	N/A	N/A	N/A

# Billet Solenoid/Micro-Switch Brackets



- Black anodized aluminum construction
- Billet design will not flex or bend allowing consistent activation every time
- Provides a simple solution to solenoid and/or micro-switch mounting
- Laser engraving shows that you use the #1 brand in nitrous...NOS
- Applications for standard flange (Holley 4150) and Dominator flange (4500 series) carburetors

PART#	DESCRIPTION
16512NOS	4150 Billet micro-switch bracket kit
16513NOS	4160 Billet micro-switch bracket kit
16514NOS	4500 Billet micro-switch bracket kit
16515NOS	4150 Billet solenoid bracket kit 4150/60
16516NOS	4150 Billet solenoid w/throttle cable bracket kit 4150/60
16517NOS	4500 Billet solenoid bracket kit
16518NOS	4500 Billet solenoid w/throttle cable bracket kit

NOS worked with experts in precision hole drilling to develop a proprietary manufacturing process for our new Precision SST™ jets during years of exhaustive research and development. The result significantly raises the bar in terms of jet accuracy and precision and renders all the competition's jets obsolete. NOS is the only nitrous manufacturer to 100% individually flow-test jets. Protect your investment with NOS Precision SST™ jets!

## Precision SST™ Jet 8-Pacs

All Precision SS jets are available in convenient 8-Packs. Just add "-8NOS" to the part number. For example, an 8-Pack of 13760-32NOS jets is P/N 13760-32-8NOS.



Size	Flare Jets P/N Precision SST™
0.014	13760-14NOS
0.015	13760-15NOS
0.016	13760-16NOS
0.018	13760-18NOS
0.019	13760-19NOS
0.020	13760-20NOS
0.021	13760-21NOS
0.022	13760-22NOS
0.023	13760-23NOS
0.024	13760-24NOS
0.025	13760-25NOS
0.026	13760-26NOS
0.028	13760-28NOS
0.029	13760-29NOS
0.030	13760-30NOS
0.031	13760-31NOS
0.032	13760-32NOS
0.033	13760-33NOS
0.034	13760-34NOS
0.035	13760-35NOS
0.036	13760-36NOS
0.037	13760-37NOS
0.038	13760-38NOS
0.039	13760-39NOS
0.040	13760-40NOS
0.041	13760-41NOS
0.042	13760-42NOS
0.043	13760-43NOS
0.044	13760-44NOS
0.045	13760-45NOS
0.046	13760-46NOS
0.047	13760-47NOS
0.048	13760-48NOS
0.049	13760-49NOS
0.050	13760-50NOS
0.051	13760-51NOS

Size	Flare Jets P/N Precision SST™
0.052	13760-52NOS
0.053	13760-53NOS
0.055	13760-55NOS
0.057	13760-57NOS
0.059	13760-59NOS
0.060	13760-60NOS
0.061	13760-61NOS
0.062	13760-62NOS
0.063	13760-63NOS
0.064	13760-64NOS
0.065	13760-65NOS
0.067	13760-67NOS
0.069	13760-69NOS
0.070	13760-70NOS
0.071	13760-71NOS
0.073	13760-73NOS
0.075	13760-75NOS
0.076	13760-76NOS
0.077	13760-77NOS
0.078	13760-78NOS
0.079	13760-79NOS
0.080	13760-80NOS
0.081	13760-81NOS
0.082	13760-82NOS
0.083	13760-83NOS
0.085	13760-85NOS
0.086	13760-86NOS
0.087	13760-87NOS
0.089	13760-89NOS
0.090	13760-90NOS
0.091	13760-91NOS
0.092	13760-92NOS

Size	Funnel Jets P/N Precision SST™
0.093	13760-93NOS
0.094	13760-94NOS
0.095	13760-95NOS
0.096	13760-96NOS
0.097	13760-97NOS
0.098	13760-98NOS
0.099	13760-99NOS
0.100	13760-100NOS
0.102	13760-102NOS
0.103	13760-103NOS
0.104	13760-104NOS
0.106	13760-106NOS
0.107	13760-107NOS
0.108	13760-108NOS
0.109	13760-109NOS
0.110	13760-110NOS
0.116	13760-116NOS
0.120	13760-120NOS
0.125	13760-125NOS
0.008	13765-08NOS
0.008	13765-08NOS
0.009	13765-09NOS
0.010	13765-10NOS
0.011	13765-11NOS
0.012	13765-12NOS
0.013	13765-13NOS
0.014	13765-14NOS
0.015	13765-15NOS
0.016	13765-16NOS
0.017	13765-17NOS
0.018	13765-18NOS
0.019	13765-19NOS

Size	Funnel Jets P/N Precision SST™
0.020	13765-20NOS
0.021	13765-21NOS
0.022	13765-22NOS
0.023	13765-23NOS
0.024	13765-24NOS
0.025	13765-25NOS
0.026	13765-26NOS
0.028	13765-28NOS
0.029	13765-29NOS
0.030	13765-30NOS
0.031	13765-31NOS
0.032	13765-32NOS
0.033	13765-33NOS
0.034	13765-34NOS
0.035	13765-35NOS
0.036	13765-36NOS
0.037	13765-37NOS
0.038	13765-38NOS
0.039	13765-39NOS
0.040	13765-40NOS
0.041	13765-41NOS
0.042	13765-42NOS
0.043	13765-43NOS
0.044	13765-44NOS
0.045	13765-45NOS
0.046	13765-46NOS
0.047	13765-47NOS
0.049	13765-49NOS
0.051	13765-51NOS
0.052	13765-52NOS

# NITROUS JET ASSORTMENTS

## COMPONENTS AND ACCESSORIES

### MASTER & REPLACEMENT JET PACKS

To provide dealers with a large selection of jets for various applications, and to give racers a wide range of tuning options, NOS has assembled a number of Master Jet Packs. Also available are replacement plate jet packs, and eight packs for Fogger Direct Port kits.



13850NOS.



### JET HOLDER

To keep your jets together, organized and protected we offer this handy device made from durable rubber. It holds 24 jets, and is conveniently sized to fit in your toolbox, shirt pocket, etc. A "must" for any serious racer.

#### 13760-MNOS - MASTER (428 JETS)

QTY	JET	QTY	JET
24	0.018	10	0.053
24	0.020	10	0.055
24	0.022	10	0.059
24	0.024	10	0.061
24	0.026	10	0.065
24	0.028	10	0.073
24	0.032	10	0.075
24	0.034	10	0.078
24	0.036	10	0.082
24	0.038	10	0.085
24	0.040	10	0.091
24	0.042	10	0.093
24	0.046	10	0.102
10	0.047	10	0.110
10	0.052	10	0.120

#### 13760-STNOS - STANDARD (178 JETS)

QTY	JET	QTY	JET
16	0.028	6	0.055
16	0.030	6	0.061
16	0.032	6	0.073
16	0.036	6	0.082
16	0.040	6	0.091
16	0.046	6	0.093
6	0.047	6	0.102
16	0.052	6	0.110
6	0.053	6	0.120

#### 13765-STNOS - STANDARD (176 JETS)

QTY	JET	QTY	JET
8	0.14	8	0.32
16	0.16	8	0.34
16	0.18	8	0.36
16	0.20	8	0.38
16	0.22	8	0.40
16	0.24	8	0.42
16	0.26	4	0.44
8	0.28	4	0.46
8	0.30		

#### 13721NOS SUPER POWER SHOT

QTY	JET	QTY	JET
1	0.047	1	0.063
1	0.053	1	0.071
1	0.055		
1	0.061		

#### 13726NOS - CHEATER

QTY	JET	QTY	JET
1	0.063	1	0.091
1	0.071	1	0.093
1	0.073	1	0.102
1	0.082		

#### 13731NOS - BIG SHOT

QTY	JET	QTY	JET
1	0.082	1	0.116
1	0.091	1	0.110
1	0.093	1	0.120
1	0.102		

#### 13736NOS - DUAL CARB CHEATER

QTY	JET	QTY	JET
2	0.052	2	0.073
2	0.059	2	0.078
2	0.065	2	

#### 13756NOS - PRO SHOT FOGGER

QTY	JET	QTY	JET
16	0.028	16	0.040
16	0.032	16	0.042
16	0.036		

#### 13757NOS - DUAL CARB BIG SHOT

QTY	JET	QTY	JET
2	0.059	2	0.078
2	0.065	2	0.082
2	0.073	2	0.085



# REPLACEMENT BOTTLES

## COMPONENTS AND ACCESSORIES

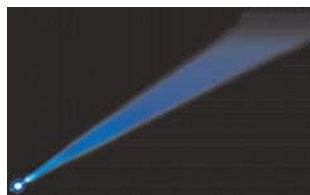


BOTTLE P/N	GAS ONLY	EMPTY	FULL	DIMENSIONS	FINISH	VALVE
14700NOS	10 OZ	1 LBS 11 OZ	2 LBS 5 OZ	14.25" X 2" DIA	ALUMINUM	MINI Hi-Flo
14700-PNOS	10 OZ	1 LBS 11 OZ	2 LBS 5 OZ	14.25" X 2" DIA	POLISHED	MINI Hi-Flo
14705NOS	1 LB	1 LBS 14 OZ	2 LBS 14 OZ	9" X 3.125" DIA	ALUMINUM	MINI Hi-Flo
14705-PNOS	1 LB	1 LBS 14 OZ	2 LBS 14 OZ	9" X 3.125" DIA	POLISHED	MINI Hi-Flo
14707NOS	1.6 LBS	2 LBS 4 OZ	3 LBS 13 OZ	11.5" X 4.375" DIA	CARBON FIBER	MINI Hi-Flo
14710NOS	2 LBS	3 LBS 12 OZ	5 LBS 12 OZ	10.25" X 4.375" DIA	ELECTRIC BLUE	MINI Hi-Flo
14710-PNOS	2 LBS	3 LBS 12 OZ	5 LBS 12 OZ	10.25" X 4.375" DIA	POLISHED	MINI Hi-Flo
14720NOS	2.5 LBS	4 LBS 1 OZ	6 LBS 9 OZ	11.5" X 4.375" DIA	ELECTRIC BLUE	MINI Hi-Flo
14720-PNOS	2.5 LBS	4 LBS 1 OZ	6 LBS 9 OZ	11.5" X 4.375" DIA	POLISHED	MINI Hi-Flo
14730NOS	5 LBS	8 LBS 4 OZ	13 LBS 4 OZ	16.75" X 5.25" DIA	ELECTRIC BLUE	Hi-Flo
14730-PNOS	5 LBS	8 LBS 4 OZ	13 LBS 4 OZ	16.75" X 5.25" DIA	POLISHED	Hi-Flo
14730-SHFNOS	5 LBS	8 LBS 4 OZ	13 LBS 4 OZ	16.75" X 5.25" DIA	ELECTRIC BLUE	Super Hi-Flo
14740NOS	10 LBS	14 LBS 12 OZ	24 LBS 12 OZ	21" X 7" DIA	ORANGE SNIPER	MEDICAL
14745NOS	10 LBS	14 LBS 12 OZ	24 LBS 12 OZ	21" X 7" DIA	ELECTRIC BLUE	Hi-Flo
14745-PNOS	10 LBS	14 LBS 12 OZ	24 LBS 12 OZ	21" X 7" DIA	POLISHED	Hi-Flo
14745-SHFNOS	10 LBS	14 LBS 12 OZ	24 LBS 12 OZ	21" X 7" DIA	ELECTRIC BLUE	Super Hi-Flo
14745-SHF-GNOS	10 LBS	14 LBS 12 OZ	24 LBS 12 OZ	21" X 7" DIA	ELECTRIC BLUE	Super Hi-Flo w/gauge
14745-SHF-GPNOS	10 LBS	14 LBS 12 OZ	24 LBS 12 OZ	21" X 7" DIA	POLISHED	Super Hi-Flo w/gauge
14745-TPINOS	10 LBS	14 LBS 12 OZ	24 LBS 12 OZ	21" X 7" DIA	ELECTRIC BLUE	Hi-Flo w/racer safety
14747NOS	12.8 LBS	8 LBS 12 OZ	21 LBS 9 OZ	25" X 6.625" DIA	CARBON FIBER	Super Hi-Flo w/gauge
14750NOS	15 LBS	18 LBS 13 OZ	33 LBS 13 OZ	27" X 7" DIA	ELECTRIC BLUE	Hi-Flo
14750-PNOS	15 LBS	18 LBS 13 OZ	33 LBS 13 OZ	27" X 7" DIA	POLISHED	Hi-Flo
14750-SHFNOS	15 LBS	18 LBS 13 OZ	33 LBS 13 OZ	27" X 7" DIA	ELECTRIC BLUE	Super Hi-Flo
14750-SHF-GNOS	15 LBS	18 LBS 13 OZ	33 LBS 13 OZ	27" X 7" DIA	ELECTRIC BLUE	Super Hi-Flo w/gauge
14750-SHF-GPNOS	15 LBS	18 LBS 13 OZ	33 LBS 13 OZ	27" X 7" DIA	POLISHED	Super Hi-Flo w/gauge
14750-ZR1NOS	15 LBS	18 LBS 13 OZ	33 LBS 13 OZ	27" X 7" DIA	ELECTRIC BLUE	Hi-Flo w/racer safety
14760NOS	20 LBS	25 LBS 2 OZ	45 LBS 2 OZ	27.5" X 8" DIA	ELECTRIC BLUE	Hi-Flo
14760-SHFNOS	20 LBS	25 LBS 2 OZ	45 LBS 2 OZ	27.5" X 8" DIA	ELECTRIC BLUE	Super Hi-Flo
14760-SHF-GNOS	20 LBS	25 LBS 2 OZ	45 LBS 2 OZ	27.5" X 8" DIA	ELECTRIC BLUE	Super Hi-Flo w/gauge

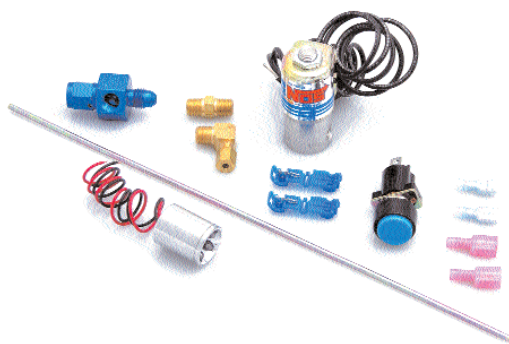
## PURGE KITS

### COMPONENTS AND ACCESSORIES

The primary purpose of a purge valve is to release trapped air or gaseous nitrous from feed line(s). Helps to ensure consistent performances and it looks cool too. You've probably seen the Import or Pro Mod guys "purge". Includes all required components.



**16033NOS -  
Purge Valve Kit  
w/ LED**



### NEW Ntimidator™ Purge Kit LEDs

Strike fear into nighttime competitors with new LED colors available for Ntimidator™ purge kits. Available in white, green, red, blue and yellow. Sold separately from LED Purge Kit P/N 16033NOS.



16039-YNOS



16039-GNOS



16039-RNOS



16039-WNOS



16039NOS

### Ntimidator™ Complete Purge Kits

PART #	DESCRIPTION
16030NOS	Purge valve kit for -4AN line
16032NOS	Purge valve kit for -6AN line
16033NOS	Ntimidator™ LED purge kit
16037NOS	Ntimidator Dual LED purge kit <b>NEW</b>
16028NOS	Ntimidator purge kit w/ blue LED & 5lb bottle <b>NEW</b>
16029NOS	Ntimidator purge kit w/ blue LED & 10lb bottle <b>NEW</b>
16039NOS	Blue LED upgrade (lights only) for 16030NOS & 16032NOS <b>NEW</b>
16039-GNOS	Green LED upgrade (lights only) for 16030NOS & 16032NOS <b>NEW</b>
16039-YNOS	Yellow LED upgrade (lights only) for 16030NOS & 16032NOS <b>NEW</b>
16039-WNOS	White LED upgrade (lights only) for 16030NOS & 16032NOS <b>NEW</b>
16039-RNOS	Red LED upgrade (lights only) for 16030NOS & 16032NOS <b>NEW</b>
16435NOS	"T" adapter allows you to run two purge vents
16435-CNOS	"T" adapter allows you to run two purge vents



### Intercooler Spray Bar Kit

- New snake design delivers 20% greater intercooler coverage area for improved cooling
- Decreases intake air temperatures by 20° and allows you to safely run more boost for more power
- Cut to length design for use with all intercoolers unlike competitive halo units
- Kit includes 5LB NOS bottle & all necessary hardware for easy installation

PART #	DESCRIPTION
16034NOS	Inter-cooler spray bar kit w/ 5lb. bottle
16035NOS	Inter-cooler spray bar only

# BOTTLE VALVES & BOTTLE OPENER

## COMPONENTS AND ACCESSORIES



16140NOS



16139NOS



16058NOS



14168NOS



16055NOS

**NEW!**  
**P.O.D.**  
**Available**  
**Late Summer**  
**2006**

### Bottle Valves

Our "standard" valve is unquestionably the best of its kind on the market. Key features include a large outlet port, CGA #660 outlet threads, an O-ring seal and large internal ports. This valve can support systems to 400+ HP. The newest versions of the NOS Hi-Flo™ valve are identified by the 45° handwheel, while earlier models had handwheels 90° to the valve. Available for 5 lb. to 20 lb. bottles.

PART #	DESCRIPTION
16140NOS	Hi-Flo™ Bottle Valve for 10 lb. bottle
16145NOS	Mini Hi-Flo™ for 1 lb., 2 lb. & 2.5 lb. 3/4" bottles
16146NOS	Mini Hi-Flo™ for 10 oz. 5/8" bottles
16138-SNOS	Sniper Bottle Valve

NOS has done it again! With an orifice that flows 249% more than the standard industrial valve used by most competitors, the new Super HiFlo valve provides better flow for more power and consistency (supports over 500 HP). The Super HiFlo, valve features specially designed passages to maximize flow rate and velocity, twin gauge ports for the attachment of a nitrous pressure gauge or other performance accessories, the exclusive NOS safety venting system with -8AN fitting for professional in-car vent tube, and a standard 660 CGA connection. A must for the serious professional.

PART #	DESCRIPTION
16139NOS	Super Hi-Flo™ for 10 lb., 7" dia., 21" tall NOS bottle
16139-15NOS	Super Hi-Flo™ for 15 lb., 7" dia., 27" tall NOS bottle

### Remote Bottle Controls

The NOS Remote Bottle Controls are the perfect add-on convenience accessory for electronically turning a nitrous bottle on and off. A simple flick of the switch eliminates the chore of opening the trunk to turn your bottle on or off. Operates on 12 volts DC and fits 5 lb. or larger nitrous bottles. All come complete with all necessary hardware, wiring and easy to follow installation instructions. In addition, the bottle valve opener (P/N 14168NOS) features an NOS-exclusive low-profile design that fits all NOS 5-lb and larger bottle valves and a top quality NOS blue anodized finish.

PART#	DESCRIPTION
14168NOS	Remote bottle opener - physically turns the valve
16058NOS	Solenoid style remote bottle opener

### Pinch Valve Kit

There are a number of situations where it is advantageous to control fuel mixture (richness and leanness) with remote control. To accomplish this important task, NOS engineers have developed a highly effective pinch valve that is designed to electronically control the system by use of a push button. Another key benefit of the Pinch Valve is that it facilitates the use of exotic racing fuels such as alcohol or nitromethane. Includes battery pack single action push button, solenoid, wiring, and easy to follow instructions.

PART #	DESCRIPTION
16055NOS	Single action (normally closed)

### P.O.D. (Pressure On Demand) Nitrous Pressure Controller

- Pressure sensor for accurate pressure readings within +/- 1%
- Temp sensor for monitoring actual bottle temperatures
- Works with any brand bottle opener
- Voltage sensing technology prevents bottle valve damage
- Controls bottle heater and bottle opener

PART#	DESCRIPTION
14180NOS	P.O.D. only
14181NOS	P.O.D. with heater
14182NOS	P.O.D. with heater & opener



# BOTTLE HEATERS, BLANKETS & BRACKETS

## COMPONENTS AND ACCESSORIES

### Bottle Heaters

NOS systems are calibrated for optimum performance with a bottle pressure of 900-950 psi. The pressure will change with temperature (see chart on pg.10). Heater kits are thermostatically controlled (except P/N 14169NOS, which is pressure controlled) to keep the bottle at correct pressure. Kits available for the most popular-sized bottles, with both 12-volt and 110-volt heaters offered.

PART #	DESCRIPTION
14160NOS	Bottle heater for 2 lb. & 2.5 lb. bottles, 12 volt DC
14164NOS	Bottle heater for 10 lb. & 15 lb. bottles, 12 volt DC
14164-110NOS	Bottle heater for 10 lb. & 15 lb. bottles, 110 volt AC
14169NOS	Bottle heater for 10 lb. & 15 lb. bottles, 12 volt DC, automatic pressure controlled -4AN
14170NOS	Bottle heater pressure switch and fitting only -4AN
14161NOS	Heater element for 2 lb. & 2.5 lb. bottles, 12 volt DC
14162NOS	Heater element for 14164NOS & 14169NOS



14169NOS - Pressure Controlled Automatic Nitrous Bottle Heater



14165NOS - Nitrous Bottle Blanket

### Bottle Blankets

Insulating the bottle helps maintain pressure by keeping heat in the bottle when it's cold, or heat out when it's hot outside. The blankets are made of a rugged, easily cleaned Nylon outer shell with insulation. It's also an excellent "dress up" accessory—and perfect for "covering" battle-scarred bottles.

PART #	DESCRIPTION
14165NOS	7" dia. blanket for 10 lb. bottle
14167NOS	Blanket for 15 lb. bottle

### Standard Replacement & Quick Release Bottle Brackets

NOS brackets are designed to securely hold your nitrous bottle at the proper angle for maximum flow through the siphon tube. Standard brackets available made of steel with black vinyl coating, or Nylon. Quick-release aluminum models also available.

PART #	DESCRIPTION
14100NOS	2 lb. & 2-1/2 lb. (1pc.), 4-3/8" dia., (steel)
14106NOS	10 oz., fits any size frame
14105NOS	1 lb. (1pc.), 3 1/8" dia., (steel)
14110NOS	5 lb., 5-1/4" dia., (steel)
14120NOS	10 lb. - old style bottle, 6-3/4" dia. (steel)
14125NOS	10 lb. & 15 lb. - new style bottle, 7" dia. (steel)
14140NOS	Quick Release hinged aluminum bracket for 10 lb. and 15 lb. bottle
14147NOS	Quick Release hinged aluminum bracket for carbon fiber bottle
14150NOS	20 lb., 8" dia., (steel)
14156NOS	Stainless Steel Bottle Brackets



14106NOS



14156NOS

### Quick Cinch Bottle Bracket Bolts

PART #	DESCRIPTION
14000NOS	Quick cinch bottle bracket bolts

### Billet Aluminum Bottle Brackets

The ultimate mount for your NOS bottle! These brackets are precision CNC machined from solid billet aluminum for high strength and great looks.

PART #	DESCRIPTION
14101NOS	Billet Aluminum Bracket set for 2lb bottles
14130NOS	Billet Aluminum Bracket set for 10 lb. and 15 lb. (7" diameter) bottles
14132NOS*	Billet Aluminum Bracket for DUAL 10 and 15 lb. (7" diameter) bottles
14155NOS	Billet Aluminum Bracket set for 20 lb. (8" diameter) bottles

\* Requires set of 2



14140NOS



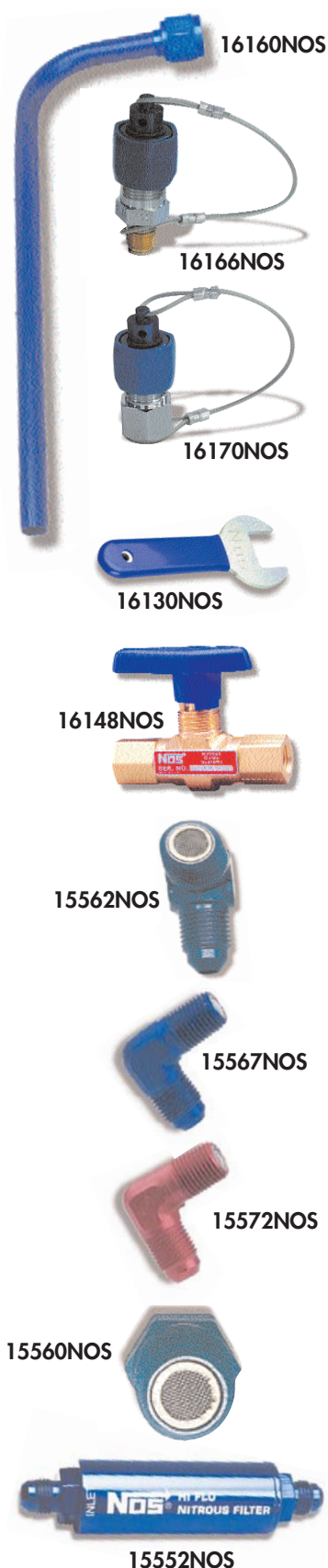
14130NOS



# NITROUS FILTER & BOTTLE COMPONENTS

## COMPONENTS AND ACCESSORIES

### Bottle Components



PART #	DESCRIPTION
16100NOS	Standard medical bottle type nut and -4AN nipple (326 type) Sniper™
16103NOS	Bottle gauge adapter, -4AN (swivel type)
16104NOS	Bottle gauge adapter, -6AN (swivel type)
16130NOS	N <sub>2</sub> O 660 bottle nut wrench
16142NOS	Blue plastic Hi-Flo valve handwheel - fits "1st generation" Hi-Flo valves
16143NOS	10 oz. - 2-1/2 lb. bottle valve handwheel, black - fits "1st generation" Hi-Flo
16148NOS	Hi-Flow Nitrous Tee Valve (On/Off) Includes (2) -4 AN & -6 AN fittings 1/4 NPT
16151NOS	10 oz. - 2-1/2, 1lb,2lb, bottle safety disk (round valve)
16150NOS	Nitrous safety blow-off disc & cap, 5 lb. and larger bottles
16152NOS	10 oz., 1 lb., 2 lb., 2-1/2 lb. bottle safety disc (old square valve)
16160NOS	Nitrous bottle valve blow down tube
16165NOS	NOS bottle safety disc (2nd generation Hi-Flo/Super Hi-Flo) Qty. 3
16166NOS	Racer safety blow-off adapter, -8AN (2nd generation Hi-Flo/Super Hi-Flo)
16170NOS	Racer safety blow-off adapter, -8AN (1st generation Super Hi-Flo)
16175NOS	Racer safety diffuser cap
16200NOS	O-ring, 5 lb. bottle and larger
16205NOS	O-ring, 1 lb., 2 lb., 2-1/2 lb. bottles (3/4")
16206NOS	O-ring, 10 oz. bottle (5/8")
16222NOS	1/8" NPT male bottle nut adapter with washer
16224NOS	1/8" NPT female bottle nut adapter with washer
16225NOS	1/4" NPT -660 swivel nut/nipple bottle nut adapter
16210NOS	Bottle nut washer (Teflon), 5 lb. bottles and up
16220NOS	-4AN bottle nut adapter with washer
16230NOS	-6AN bottle nut adapter with Teflon washer
16232NOS	-8AN bottle nut adapter with Teflon washer
16235NOS	-6AN-326 swivel bottle nut adapter
16159NOS	326-660 bushing adapter

### Nitrous and Fuel Filters

One of the most important components of any nitrous system, NOS filter fittings feature an aircraft type stainless steel mesh filter element to keep contaminants from attacking the solenoid and plugging the jets. The new NOS high pressure Billet Aluminum Filters (#15550NOS & #15552NOS) feature a precision billet aluminum body and a cleanable stainless steel mesh filter element that has 10 times the filtering area of a standard filter. It is an excellent idea to check your nitrous filter periodically and clean if necessary. All NOS nitrous systems include Nitrous and Fuel Filters.

PART #	DESCRIPTION
15550NOS	-4AN x -4AN, in-line billet aluminum (140 micron)
15552NOS	-6AN x -6AN, in-line billet aluminum (140 micron)
15560NOS	N2O Filter, 1/4" NPT x -4AN (Cheater or Pro Fogger)
15562NOS	N2O Filter, 1/4" NPT x -4AN, 90°
15564NOS	N2O Filter, 1/4" NPT x -6AN (Big Shot)
15566NOS	N2O Filter, 1/4" NPT x -6AN, 90°
15568NOS	N2O Filter, 1/8" NPT x -6AN
15570NOS	N2O Filter, 1/8" NPT x -4AN (Power Shot)
15572NOS	N2O Filter, 1/8" NPT x -4AN, 90°
15574NOS	N2O Filter, 1/8" NPT male x 1/8" NPT male
15540NOS	Fuel Filter, steel, 1/8" NPT x 5/16" barb end
15571NOS	Fuel Filter, 1/8" NPT x -4AN
15573NOS	Fuel Filter, 1/8" NPT x -4AN, 90°
15561NOS	Fuel Filter, 1/4" NPT x -4AN
15569NOS	Fuel Filter, 1/8" NPT x -6AN
15563NOS	Fuel Filter, 1/4" NPT x -6AN, swivel
15565NOS	Fuel Filter, 1/4" NPT x -6AN
15567NOS	Fuel Filter, 1/4" NPT x -6AN, 90°

# NITROUS CONTROLLERS

## COMPONENTS AND ACCESSORIES

"Hooking up" is a major concern for nitrous racers who have overpowered their available traction. Through applying nitrous gradually, or in stages, racers can give the car only the power it can handle at any point on the track, dramatically lowering ETs!

### Programmable Progressive Nitrous Controller

This unit can be programmed to control the amount of nitrous flow (from 0-100%) and the time desired to "ramp up" from first hit to full flow. For example, you can program it to flow 25% of the nitrous 1.5 seconds into the run and increase it to 75% at 5.3 seconds. Or, it can go all the way to 100% much sooner. This enables a racer to "fine tune" the power curve to best utilize prevailing conditions. It can also activate a retard box or 2nd stage of nitrous.

PART #	DESCRIPTION
15834NOS	Programmable Nitrous Controller (Kit #0050NOS Required)
0050NOS	Safety Application Kit for Time Based Progressive Nitrous Control on all wet manifold EFI kits and carburetor kits (not required for dry manifold kits.)



15834NOS

### NEW Mini 2-Stage Progressive Nitrous Controller

The latest nitrous controller from NOS! It's 2 fully independent controllers in 1 case, each with its own throttle position activation switch and progressive ramps. RPM on/off control eliminates the need for a separate window switch. Ramp time, delay time and end percentages are programmable from 0-9.9 sec. and the start percentage is programmable from 0-99%. It also features two programmable outputs so you can control timing retard or other devices. All work is done through a hand-held programmer for ease of use and also allows mounting the main box out of sight.

PART #	DESCRIPTION
15974NOS	Mini 2-Stage Progressive Nitrous Controller



15974NOS

### Time Based Progressive Nitrous Control System

This controller starts flow at any level you set (from 0% to 100%) and gradually brings in the full 100% flow of nitrous over a time period adjustable from 0 to 10 seconds. This allows to start with a small shot of nitrous (say 25 to 30%) to minimize wheel spin off the line; then smoothly transition to full power when the tires are "hooked up". 1/2 sec. ET improvements are easily achieved. May be used with most single stage nitrous systems. It features unique adjustment knobs that lock into place, so settings can't accidentally be changed.

PART #	DESCRIPTION
15835BNOS	Time Based Progressive Controller for most single stage nitrous systems.



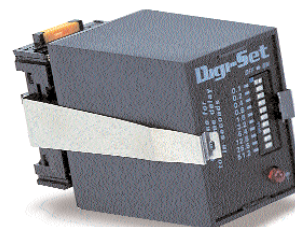
15835BNOS

### NOS Time Delay Switches

The NOS Time Delay Switch allows you to activate a 2nd or 3rd stage of nitrous (or other electronic device) as a function of time. Delay is easily set from 1/10th of a second to almost two minutes, in 1/10th second increments, by setting the small switches on the top of the timer. Available with dial or DIP switch settings.

PART#	DESCRIPTION
15838NOS	Time Delay Relay Switch
15838ANOS	Digi-Set Time Delay Switch (DIP switch)

**NOTE:** All NOS controllers are safe to use with all production NOS solenoids. Other brands may have excessive draw. Nitrous solenoids should not exceed 10 amps; fuel solenoids should not exceed 5 amps.



15838ANOS

## We've Got Switches...

To enable performance enthusiasts to activate solenoids, fuel pumps and most anything else, we have a wide selection of heavy-duty specialty switches. Call the NOS Tech Line for additional info in selecting what's best for your application. Our Micro Throttle Switch can be used as either the primary method of activating a nitrous system, or as a safety device (in conjunction with another switch to prevent nitrous from coming on unless the vehicle is at WOT (wide open throttle). Another method of controlling when the system is operating is through an RPM Switch, which can be set to turn the N<sub>2</sub>O on and off at a specific RPM. Switch comes with 3,000 and 6,000 RPM chips; others are available in 200 RPM increments. If you're ever in a position where you don't want someone to be able to use the nitrous, our key switch is the ticket to peace of mind. You don't want to be blasting nitrous into the engine if fuel pressure is below what is required to supply the required extra fuel. We have Fuel Pressure Safety Switches for both carbureted and E.F.I. applications that can be adjusted to any desired setting. We also have a Turbo Boost Switch that will disengage the nitrous system at a preset manifold pressure for extra safety.



PART #	DESCRIPTION
15602NOS	Toggle Switch (lighted)
15601NOS	Marine Arming Switch
15603NOS	2-way (momentary) Toggle Switch
15605NOS	Dual-Stage Relay Harness
15606NOS	Covered Toggle Switch
15610NOS	Push-button (momentary) Switch
15613NOS	Wire pack for Powershot, Cheater system
15616NOS	Thermal Safety Switch
15618NOS	30-amp Relay Assembly
15640NOS	Micro-switch and Bracket
15641NOS	Waterproof Micro-switch
15645NOS	Micro-switch Bracket only
15650NOS	Key Switch
15651NOS	Remote Nitrous Push-button (waterproof)
15655NOS	Waterproof arming switch
15660NOS	7 PSI Adjustable Pressure Switch (normally open)

PART #	DESCRIPTION
15670NOS	7 PSI Adjustable Pressure Switch (normally closed)
15680NOS	15 PSI Adjustable Pressure Switch (normally open)
15685NOS	50 PSI Adjustable Pressure Switch (normally open)
15686NOS	30 PSI fuel pressure switch
15690NOS	15 PSI Adjustable Pressure Switch (normally closed)
15750NOS	Fuel Pressure Safety Switch (5 PSI - normally open)
15800-XXNOS	RPM Chips available from 2,600 to 11,200 rpm (ie 15800-26NOS equals a 2,600 rpm chip and 15800-112NOS equals a 11,200 rpm chip).
15879NOS	RPM Switch (comes with 3,000 on and 6,000 RPM off) Wiring should contain one blue and one red loop for cylinder selection. *Not for DIS ignitions.
15894NOS	Bottle Heater thermostat
15970NOS	RPM Switch 4.6 liter replacement ( wiring should not contain any loops for cylinder selection)
15972NOS	Drive-By Wire, RPM window switch <b>NEW!</b>
14124NOS	ATV Handle Bar activation push button switch <b>NEW!</b>

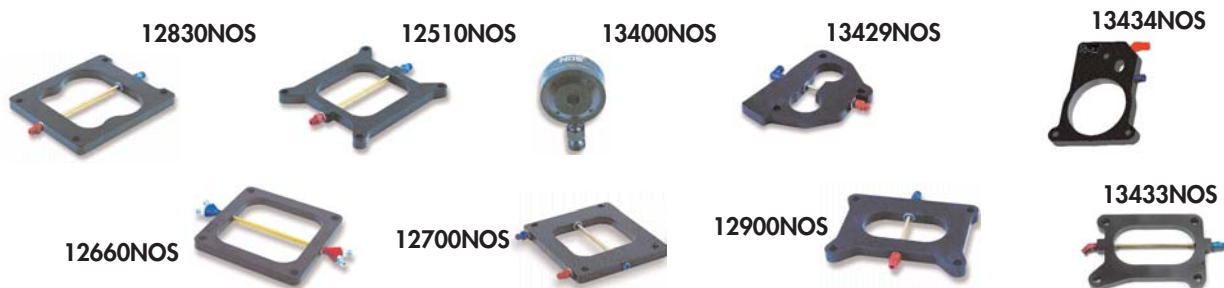


# INJECTOR PLATES

## COMPONENTS AND ACCESSORIES

### CARBURETOR, FUEL INJECTION, AND BLOWER APPLICATIONS

NOS Injector Plates assure a steady, precise metered flow of nitrous and fuel for reliability backed with years of laboratory research as well as dyno and drag strip testing. NOS Injector Plates are available for those who want to build their own system or upgrade their current nitrous system without having to go through the expense of a new complete system. For instance, if you own a non-adjustable factory preset 125HP Power Shot kit and you wish to have the ability to jet for various power ranges from 75-175HP, you might opt for a Super Power Shot Injector Plate kit. Unless specified, NOS Injector plates incorporate a low profile (1/2" thick) design and are constructed of solid billet or die cast aluminum with a durable black finish. Included are all applicable gaskets, studs, jets and plumbing.



### Holley Square Bore Injector Plates

PART #	DESCRIPTION
12500NOS	Cheater w/jets & plumbing, V8
12510NOS	Big Shot w/jets & plumbing, V8
12520NOS	Powershot w/plumbing, V8
12530NOS	Super Power Shot w/jets & plumbing, V8
12550NOS	Dual 4 bbl. Big Shot w/jets & plumbing, V8 (inline)
12560NOS	Dual Shot Cheater (2 stage), plate w/jets & plumbing, V8
12570NOS	Pro Two-Stage 1" w/4 spray bars (plate & jets only) V8
12575NOS	Dual Holley 4 bbl. (sideways mounted) Big Shot w/jets & plumbing, V8, 1" thick plate
12580NOS	Cheater, dual 4 bbl. carbs w/jets & plumbing (inline)
12590NOS	Cheater, dual 4 bbl carbs, sideways mounted w/jets & plumbing, V8, 1" thick plate
12565NOS	Holley Double Cross Plate

### Holley Dominator Injector Plates

PART #	DESCRIPTION
12600NOS	Cheater w/jets & plumbing, V8
12610NOS	Big Shot w/jets & plumbing, V8
12660NOS	Dual Shot Cheater (dual-stage), plate w/jets and plumbing, V8
12665NOS	Holley Dominator Double Cross Plate
12670NOS	Pro 2-Stage 1" w/four spray bar plate and jets only, V8
12680NOS	Cheater, dual Dominator carbs w/jets & plumbing, V8
12685NOS	Dual Dominators Big Shot w/jets & plumbing, V8

### Carter 4 bbl. (early AFB)

PART #	DESCRIPTION
12700NOS	Cheater w/jets & plumbing, V8
12780NOS	Cheater, dual 4-bbl carbs w/jets, & plumbing

### Top Shot Modules

PART #	DESCRIPTION
13400NOS	4 bbl. type w/jets & plumbing (not compatible w/AFB, Qjet)

### Quadra-jet & Holley Spreadbore Injector Plates

PART #	DESCRIPTION
12820NOS	Powershot w/plumbing, V8
12860NOS	Dual Shot Cheater (dual-stage), plate w/jets and plumbing, V8

### Holley 2 bbl. Injector Plates

PART #	DESCRIPTION
12900NOS	Cheater w/jets & plumbing, V8
12983NOS	Cheater, 3 x 2 bbl. plates, w/jets & plumbing

**OEM Fuel Injection Plates** - Note: Solenoids not included with injector plate kits unless specified.

PART #	DESCRIPTION
13220NOS*	Ford 5.0L Big Shot Plate, Edelbrock Performer/RPM manifolds
13420NOS	GM V8 Tuned Port (TPI)
13230NOS	SystemAX plate kit
13410NOS	1.8L V-TEC Acura Integra
13429NOS	V6 4.3 & V8 5.0-5.7L GM throttle body
13434NOS	LS1 Plate only
13435NOS	LS2 Plate only
13433NOS	4.6L Mustang Cobra Plate only

\* Includes solenoids distribution blocks

### Blower Injector Plates

PART #	DESCRIPTION
13350NOS	671/871 Blower Plate (assembled)
13350-CNOS	671/871 Blower Polished Plate w/plumbing



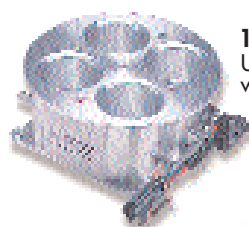
# BILLET THROTTLE BODIES / NOZZLES

## COMPONENTS AND ACCESSORIES

Part #	Throttle Body Description (w/ mounting kit*)
20100NOS	2-Bbl flange (2.250" bores) 890 CFM
20120NOS	DOMINATOR flange (1.870" bores) 1290 CFM
20130NOS	DOMINATOR flange (2.100" bores) 1530 CFM

(\*) Mounting kit also available separately under P/N 20400NOS. It uses a Ford-style TPS.

Part #	Throttle Body Description
20360NOS	2 x 58mm - 1994-97 LT1 Camaro and Firebird w/internal nitrous passages



**1290 & 1530 CFM**  
Underside machined for weight savings

**20360NOS**  
2X58mm throttle body  
NOS Throttle body with  
TPS switch



## FAN & JET SPRAY NOZZLES

The NOS line of Fan Spray or Jet Spray nozzles are designed to be used as independent nozzles for nitrous and fuel where installation restrictions might make the Fogger Nozzle impractical. For example, the hidden under-the-manifold direct port nitrous system utilizes Jet Spray nozzles due to room restrictions. Fan Spray nozzles are fully adjustable with a simple jet change and feature injection at a 90° angle much like the NOS Fogger2 Nozzle. Jet Spray nozzles have a fixed metering orifice and spray at either straight or 90° angles depending on your needs.

### FAN SPRAY NOZZLES

PART #	DESCRIPTION
13500NOS	Fan Spray Nozzle, Blue (requires jet)
13502NOS	Fan Spray Nozzle, Red (requires jet)
13503NOS	Fan Spray Nozzle, Brass (requires jet)

**NOTE:** Fan Spray Nozzles require ordering jets separately



13500NOS

### JET SPRAY NOZZLES

PART #	DESCRIPTION
13600-XX-SNOS	Jet Spray Nozzle, 1/8" straight discharge (14-40)*
13610-XX-SNOS	Jet Spray Nozzle, 1/8" 90° discharge (14-40)*
13640-XX-SNOS	Jet Spray Nozzle, 3AN straight discharge (14-51)*
13650-XX-SNOS	Jet Spray Nozzle, 3AN 90° discharge (14-51)*
13655NOS	Adj. Jet Spray Nozzle, 3AN straight discharge, req. jets LS1 replacement for 05177NOS
13656NOS	Adj. Jet Spray Nozzle, 3AN 90° discharge, requires jets
13600NOS	Jet Spray Nozzle, blank

**NOTE:** Add desired Jet Spray Nozzle size to part number in place of "XX" when ordering (i.e. #13600-24-SNOS) - \*Some sizes not available.



13600NOS



15990NOS

## Nozzle Accessories

PART #	DESCRIPTION
15990NOS	Nozzle Tap, 1/16" NPT Fogger Nozzles
17283NOS	Nozzle mount kit

## NOSzle™

If you're looking to do something custom with your Fuel Injected manifold NOS has the answer. The NOS patented NOSzle is available separately for your custom needs. The 08001NOS NOSzle is a 3-piece billet aluminum design which is precision machined to channel additional fuel and nitrous while housing your existing fuel injector. This method of distributing fuel and nitrous takes the danger out of single-nozzle fogger systems and the hassle out of traditional direct port fogger kits. For a high performance EFI motor, The NOSzle is perfect in form and function.

PART #	DESCRIPTION
08001NOS	NOSzle



NOSzle™  
P/N 08001NOS

# FOGGER NITROUS TECHNOLOGY

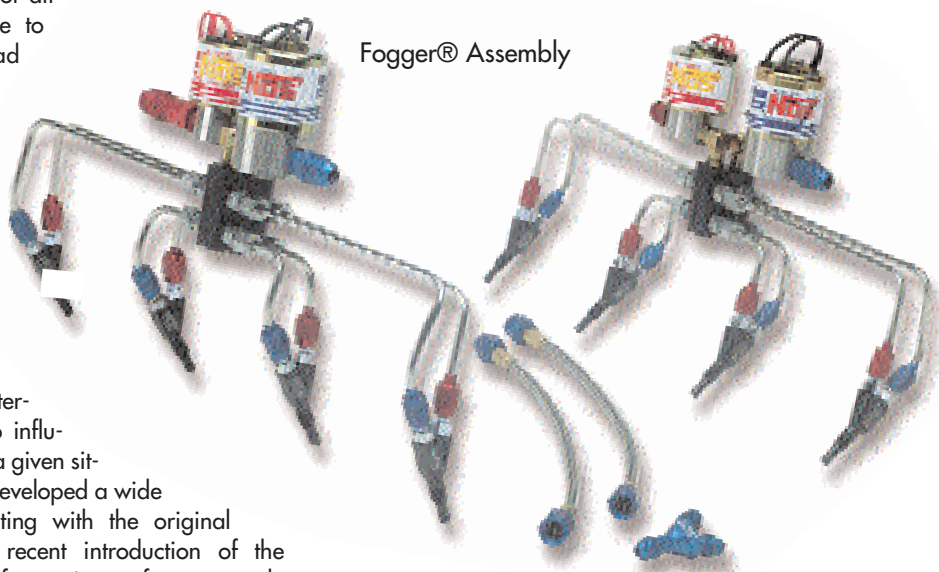
## COMPONENTS AND ACCESSORIES

### The Only Way To Obtain Optimum Performance!

There is but one sure-fire method of assuring that the proper mixture of  $N_2O$  and fuel are being introduced into each cylinder and that is through direct port injection. Only in this manner can you tune each individual cylinder through the use of jets to compensate for different flow characteristics due to manifold and cylinder head design. Add to this any irregularities in camshaft lobe profile and valvetrain idiosyncrasies and the need to tune each cylinder individually is quite obvious. Experience has shown that the more powerful the engine, the greater cylinder-to-cylinder differences are evident.

Manifold design, flow characteristics and other variables also influence how nozzles will work in a given situation. That's why NOS has developed a wide variety of port nozzles, starting with the original patented Fogger® and the recent introduction of the NOSzle™. Today there are four primary fogger nozzle designs to choose from. Add to this a series of Fan Spray and Jet Spray nozzles (which, unlike the Fogger® designs, do not mix fuel and nitrous within the same nozzle body) and it is easy to see that there are many options.

Fogger® Assembly



Because of the wide selection of port nozzles available from NOS, you should discuss your requirements with one of our in-house Tech Advisors prior to your purchasing a specific model for the first time. They have experience with each design and can advise you as to their particular characteristics.



### Original Fogger® and Fogger2™ Nozzles

The original, patented NOS Fogger nozzle revolutionized the way nitrous oxide and fuel were dispersed into an engine. And to this day, there's nothing better than it for a variety of applications. However, as engine displacements got bigger, cylinder head designs got better and camshafts technology advanced, it became evident that greater precision was needed and NOS developed the Fogger2 nozzle. Its unique flow design provides superior atomization of supplemental fuel as well as more even fuel distribution within the nitrous flow than other nozzles. Changing power levels takes only seconds and is simply a matter of changing the fuel and nitrous jets on the nozzle. Both the original Fogger and Fogger2™ nozzles are made from brass and have a black finish. They feature an etched NOS logo and tags for fuel and N<sub>2</sub>O identification during installation or jet changes. Note: For alcohol applications, please call our Technical Support Department at 270-781-9741.

PART	DESCRIPTION
13700NOS	Fogger™ nozzle, std.
13700-8NOS	Fogger™ nozzle, std. (8 pack)
13700BNOS	Fogger2™ nozzle, std.
13700B-8NOS	Fogger2™ nozzle, std. (8 pack)

### Fogger® Annular Discharge Racing Nozzles

NOS has done it again! The stainless steel Annular Discharge nozzle is the most effective design in the world. The Annular Discharge Fogger® nozzle's secret lies in specially engineered annular orifices which mix the nitrous and fuel in a radial pattern outside the nozzle tip to provide superior atomization of supplemental fuel as well as more even fuel distribution within the nitrous flow. This nozzle design produces an even tighter "cone" of nitrous oxide/fuel mixture and provides more precise control of nitrous/fuel ratios throughout the jetting spectrum. It is important to note that the Annular Discharge nozzle shoots out straight, and as such is NOT a direct replacement for the standard Fogger™ or Fogger® 2 nozzles. It is designed to be fitted to the manifold at a very tight angle (much closer to 30° than the normal 90° -but entirely dependent on runner design). Because of the way the Annular Discharge nozzle can be installed, it does not protrude into the intake tract and disrupt flow. The nozzles are made of stainless steel for superior durability.

PART	DESCRIPTION
13700RNOS	Annular Discharge Fogger® nozzle (stainless steel)
13700R-8NOS	Annular Discharge Fogger® nozzle (stainless steel) - 8 pack

### Soft Plume 90° Fogger® Nozzles

Ideally suited for many manifold designs including E.F.I., the Soft Plume 90° nozzle effectively disperses the fuel/nitrous mixture in an atomization pattern that is second to none and particularly beneficial to smaller displacement engines. It is very popular in stock applications. The Soft Plume 90° nozzle is made of rugged stainless steel and has a record of outstanding reliability.

PART	DESCRIPTION
13716NOS	Soft Plume 90° nozzle (stainless steel)
13716-8NOS	Soft Plume 90° nozzle (stainless steel) - 8 pack



13700NOS



13700BNOS



13700RNOS



13716NOS

# DISTRIBUTION BLOCKS

## COMPONENTS AND ACCESSORIES

NOS Distribution Blocks are precision machined to help distribute balanced amounts of nitrous and fuel to each intake port. All NOS Distribution Blocks use 1/8" NPT "in" and are available with 1/8" NPT or 1/16" NPT "out." Fittings must be ordered separately.

PART #	APPLICATION
<b>16700NOS</b>	1 in 3 out -1/8" NPT hex block
<b>16700-C-SNOS</b>	Same as above, polished
<b>16705NOS</b>	1 in 3 out -1/16" NPT hex block
<b>16705-C-SNOS</b>	Same as above, polished
<b>16710NOS</b>	1 in 4 out 1/8" NPT std. block
<b>16710-C-SNOS</b>	Same as above, polished
<b>16712NOS*</b>	1 in 4 out Pro Race block
<b>16715NOS</b>	1 in 4 out -1/16" NPT
<b>16715-C-SNOS</b>	Same as above, polished
<b>16720NOS</b>	1 in 6 out -1/8" NPT std. block
<b>16720-C-SNOS</b>	Same as above, polished
<b>16725NOS</b>	1 in 6 out -1/16" NPT std. block
<b>16725-C-SNOS</b>	Same as above, polished
<b>16731NOS</b>	1 (1/8") in 8 (1/16") out std. block

PART #	APPLICATION
<b>16735NOS</b>	1 in 8 out -1/8" NPT std. block
<b>16735-C-SNOS</b>	Same as above, polished
<b>16740NOS</b>	2 in 8 out -1/8" NPT Siamese block
<b>16740-C-SNOS</b>	Same as above, polished
<b>16745NOS</b>	2 in 8 out -1/16" NPT Siamese block
<b>16745-C-SNOS</b>	Same as above, polished
<b>16750NOS</b>	2 in 16 out -1/8" NPT Siamese block
<b>16750-C-SNOS</b>	Same as above, polished
<b>16755NOS</b>	2 in 16 out -1/16" NPT Siamese block
<b>16755-C-SNOS</b>	Same as above, polished
<b>16760NOS</b>	2 in 16 out -1/8" NPT
<b>16760-C-SNOS</b>	Same as above, polished
<b>16767NOS</b>	1 in 4 out -1/16" NPT Showerhead
<b>16768NOS</b>	1 in 3 out -1/8" NPT Showerhead

\* Includes compression fittings

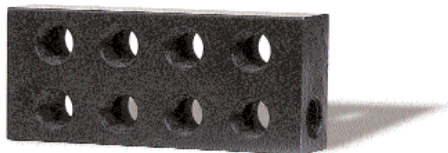
16712NOS



16731NOS



16750NOS



16768NOS





### PART # DESCRIPTION

#### Flare to Pipe Fittings

##### Straight/180° Flow

17944NOS	3AN - 1/16" NPT (brass)
17945NOS	4AN - 1/16" NPT (brass)
17950NOS	3AN - 1/8" NPT (blue)
17951NOS	3AN - 1/8" NPT (red)
17955NOS	3AN - 1/4" NPT (blue)
17956NOS	3AN - 1/4" NPT (red)
17960NOS	4AN - 1/8" NPT (blue)
17961NOS	4AN - 1/8" NPT (red)
17970NOS	4AN - 1/4" NPT (blue)
17971NOS	4AN - 1/4" NPT (red)
17975NOS	6AN - 1/2" NPT (blue)
17980NOS	6AN - 1/4" NPT (blue)
17981NOS	6AN - 1/4" NPT (red)
17985NOS	6AN - 1/8" NPT (blue)
17986NOS	6AN - 1/8" NPT (red)
17987NOS	6AN - 3/8" NPT (blue)
17988NOS	6AN - 3/8" NPT (red)



17944NOS

17650NOS



17660NOS



17730NOS

##### 90° - Flare to Pipe

17650NOS	3AN - 1/8" NPT (blue)
17651NOS	3AN - 1/8" NPT (red)
17660NOS	4AN - 1/8" NPT (blue)
17661NOS	4AN - 1/8" NPT (red)
17670NOS	4AN - 1/4" NPT (blue)
17671NOS	4AN - 1/4" NPT (red)
17680NOS	6AN - 1/4" NPT (blue)
17681NOS	6AN - 1/4" NPT (red)
17690NOS	6AN - 1/8" NPT (blue)
17701NOS	6AN - 3/8" NPT (red)

##### 45° - Flare to Pipe

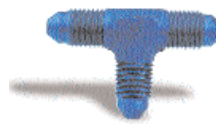
17710NOS	3AN - 1/8" NPT (blue)
17711NOS	3AN - 1/8" NPT (red)
17720NOS	4AN - 1/8" NPT (blue)
17721NOS	4AN - 1/8" NPT (red)
17730NOS	6AN - 1/4" NPT (blue)
17731NOS	6AN - 1/4" NPT (red)



17920NOS



17060NOS



17800NOS



17260NOS

### PART # DESCRIPTION

#### Flare to Flare Union

17900NOS	3AN - 3AN (blue)
17901NOS	3AN - 3AN (red)
17910NOS	4AN - 4AN (blue)
17911NOS	4AN - 4AN (red)
17920NOS	6AN - 6AN (blue)
17921NOS	6AN - 6AN (red)

#### Flare to Flare Reducer Union

17050NOS	3AN - 4AN (blue)
17051NOS	3AN - 4AN (red)
17060NOS	4AN - 6AN (blue)
17061NOS	4AN - 6AN (red)
17074NOS	10AN - 12AN (blue)
17075NOS	12AN - 12AN (blue)

#### Flare to Flare "T's"

17800NOS	3AN - 3AN - 3AN (blue)
17801NOS	3AN - 3AN - 3AN (red)
17810NOS	4AN - 4AN - 4AN (blue)
17811NOS	4AN - 4AN - 4AN (red)
17815NOS	6AN - 6AN - 6AN (blue)
17816NOS	6AN - 6AN - 6AN (red)

#### Flare to Flare (4 way cross)

17820NOS	6AN - 6AN (blue)
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#### Flare to Pipe "T's"

17250NOS	3AN - 3AN - 1/8" NPT (blue)
17251NOS	3AN - 3AN - 1/8" NPT (red)
17260NOS	4AN - 4AN - 1/8" NPT (blue)
17261NOS	4AN - 4AN - 1/8" NPT (red)

**NOTE:** Not all nitrous companies use 37° "AN" Fittings in their nitrous kits. To avoid potential leaks, never mix 37° "AN" and 45° SAE fittings.

# FITTINGS

## COMPONENTS AND ACCESSORIES



17320NOS

### PART # DESCRIPTION

#### Bulkhead Flare Fittings 180°

17300NOS	3AN (blue)
17301NOS	3AN (red)
17310NOS	4AN (blue)
17320NOS	6AN (blue)
17321NOS	6AN (red)



17350NOS

### 90° Flow

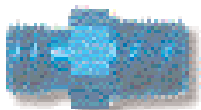
17350NOS	3AN (blue)
17351NOS	3AN (red)
17360NOS	4AN (blue)
17361NOS	4AN (red)
17370NOS	6AN (blue)
17371NOS	6AN (red)



17420NOS

### Bulkhead T's

17400NOS	3AN (blue)
17401NOS	3AN (red)
17410NOS	4AN (blue)
17411NOS	4AN (red)
17420NOS	6AN (blue)
17421NOS	6AN (red)



17952NOS

### Flare Jet Fittings

17252NOS	3AN-3AN-1/8" NPT (blue) "T"
17253NOS	3AN-3AN-1/8" NPT (red) "T"
17652NOS	3AN-1/8" NPT 90° (blue)
17653NOS	3AN-1/8" NPT 90° (red)
17712NOS	3AN-1/8" NPT 45° (blue)
17713NOS	3AN-1/8" NPT 45° (red)
17952NOS	3AN-1/8" NPT straight (blue)
17953NOS	3AN-1/8" NPT straight (red)
17954NOS	3AN-1/8" NPT straight (red)
17954CNOS	3AN-Fogger nozzle (zinc)



17580NOS

### PART # DESCRIPTION

#### Tube Nuts

17540NOS	3AN - 1/8" tube (blue)
17541NOS	3AN - 1/8" tube (red)
17550NOS	3AN - 3/16" tube (blue)
17551NOS	3AN - 3/16" tube (red)
17560NOS	4AN - 1/4" tube (blue)
17561NOS	4AN - 1/4" tube (red)
17570NOS	6AN - 3/8" tube (blue)
17571NOS	6AN - 3/8" tube (red)
17580NOS	8AN - 1/2" tube (blue)
17581NOS	8AN - 1/2" tube (red)



17620NOS

### Tube Sleeves

17600NOS	3AN - 3/16" tube (blue)
17601NOS	3AN - 3/16" tube (red)
17610NOS	4AN - 1/4" tube (blue)
17611NOS	4AN - 1/4" tube (red)
17620NOS	6AN - 3/8" tube (blue)
17630NOS	8AN - 1/2" tube (blue)
17631NOS	8AN - 1/2" tube (red)

### Specialty "Y" Fittings

17255NOS	Flare jet to 1/8" NPT (blue)
17256NOS	Flare jet to 1/8" NPT (red)
17830NOS	4AN - 4AN - 4AN (blue)
17831NOS	4AN - 4AN - 4AN (red)
17835NOS	6AN - 6AN - 6AN (blue)
17836NOS	6AN - 6AN - 6AN (red)
17840NOS	6AN - 6AN - 8AN (blue)
17841NOS	6AN - 6AN - 8AN (red)
17842NOS	8AN - 8AN - 8AN (blue)
17843NOS	8AN - 8AN - 8AN (red)
17846NOS	10AN - 10AN - 10AN (blue)
17847NOS	10AN - 10AN - 10AN (red)



17831NOS



17830NOS

**NOTE:** Not all nitrous companies use 37° "AN" Fittings in their nitrous kits. To avoid potential leaks, never mix 37° "AN" and 45° SAE fittings.

### PART # DESCRIPTION

#### AN Swivel Fittings



17271NOS	3AN ml - 3AN ml - 3AN fml swivel "T"
17533NOS	6AN ml - 6AN fml swivel 90°
17535NOS	4AN ml - 4AN fml swivel 90°
17537NOS	1/4" NPT ml - 6AN fml swivel 180°
17982NOS	1/8" NPT fml - 4AN fml swivel 180°
17983NOS	1/8" NPT ml - 4AN fml swivel 90°

16402NOS



#### Compression Fittings

16404-8NOS



16404B-8NOS



16433-8NOS



16434NOS



16402NOS	1/8" tube cap with ferule
16403NOS	3/16" tube cap
16404-8NOS	1/8" tube cone ferule (8 pcs.)
16404B-8NOS	1/8" tube barrel ferule (8 pcs.)
16404B-8NOS	1/8" tube barrel ferule (1 pc.)
16405-8NOS	3/16" tube barrel ferule (8 pcs.)
16430NOS	1/16" NPT - 1/8" tube - complete
16430-CNOS	1/16" NPT - 1/8" tube - chrome
16431NOS	1/16" NPT - 3/16" tube - complete
16431-CNOS	1/16" NPT - 3/16" tube - chrome
16432NOS	1/8" NPT - 1/8" tube - complete
16432-CNOS	NOS1/8" NPT-1/8" tube-chrome (8 pcs.)
16433-8NOS	1/8" NPT - 3/16" tube -complete
16433-CNOS	NOS1/8" NPT - 3/16" tube - chrome
16434NOS	1/8" NPT - 1/8" tube 90° - complete
16434-CNOS	NOS1/8" NPT - 1/8" tube 90° - chrome
16190NOS	1/4" NPT - 3/8" tube - complete
16191NOS	1/8" NPT - 1/4" tube - complete

#### Fuel Line Adapters

15538NOS



15538NOS	Hose adapter, GM fuel line to 3/8" barb
15539NOS	Hose adapter, Ford fuel line to 3/8" barb

16450NOS



16103NOS



16783NOS



16776NOS



### PART # DESCRIPTION

#### Compression "T"s

16435NOS	1/8" - 1/8" - 1/8" NPT
16436NOS	3/16" - 3/16" - 1/8" NPT
16450NOS	3/16" - 3/16" - 3AN ml (blue)
16451NOS	3/16" - 3/16" - 3AN ml (red)
16470NOS	3/8" - 3/8" - 4AN ml

#### Purge Kit / Gauge Adapters

16103NOS	4AN fml - 4AN ml 1/8" NPT fml on side (alum.)
16104NOS	6AN fml - 6AN ml 1/8" NPT fml on side (alum.)
17241NOS	1/8" NPT ml - 1/8" NPT fml 1/8" NPT ml "T" fittings (alum.) red
17242NOS	1/8" NPT ml - 1/8" NPT fml 1/8" NPT ml "T" fittings (alum.) blue
16775NOS	1/8" NPT fml - 1/8" NPT ml 1/8" NPT fml "T" fittings (brass)
16777NOS	1/4" NPT fml - 1/4" NPT ml 1/4" NPT fml (brass)

#### Female-Male Adapters (Steel)

16781NOS	1/8" NPT fml - 4AN ml
16783NOS	1/4" NPT fml - 6AN ml
16784NOS	1/8" NPT fml - 1/8" NPT ml
16785NOS	1/8" NPT fml - 1/16" NPT ml
17030NOS	1/4" NPT fml - 1/8" NPT ml (blue)
17031NOS	1/4" NPT fml - 1/8" NPT ml (red)

#### Brass Adapter "T" Fittings

16775NOS	1/8" NPT fml - 1/8" NPT ml - 1/8" NPT fml
16776NOS	1/8" NPT fml - 1/8" NPT fml - 1/8" fml
16777NOS	1/4" NPT fml - 1/4" NPT ml - 1/4" NPT fml

#### Nitrous Regulator Bypass "T" Fittings

17538-42NOS	Bypass "T", 0.042"
17538-59NOS	Bypass "T", 0.059"

17538-42NOS



**NOTE:** Not all nitrous companies use 37° "AN" Fittings in their nitrous kits. To avoid potential leaks, never mix 37° "AN" and 45° SAE fittings.

# FITTINGS

## COMPONENTS AND ACCESSORIES

17470NOS



### PART # DESCRIPTION

#### Female Pipe Couplers (Brass)

17450NOS	1/8" NPT fml - 1/8" NPT fml
17460NOS	1/4" NPT fml - 1/8" NPT fml
17470NOS	3/8" NPT fml - 3/8" NPT fml

17500NOS



### Male Pipe Nipples Straight - 180°

17500NOS	1/8" NPT ml - 1/8" NPT ml
17520NOS	3/8" NPT ml - 3/8" NPT ml
17947NOS	1/8" NPT ml - 1/4" NPT ml
17510NOS	1/4" NPT ml - 1/4" NPT ml

17530NOS



### 90° Nipples

17530NOS	1/8" NPT ml - 1/8" NPT ml
17532NOS	1/8" NPT fml - 1/8" NPT ml

### 45° Nipples

17534NOS	1/8" NPT fml - 1/8" NPT ml
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17999NOS



### Pipe Reducer Bushings

17000NOS	1/4" NPT ml-1/8" NPT fml (blue)
17010NOS	3/8" NPT ml-1/4" NPT fml (blue)
17020NOS	3/8" NPT ml-1/8" NPT fml (blue)
17948NOS	1/8" NPT ml-1/16" NPT fml (brass)
17999NOS	1/2" NPT ml-1/8" NPT fml (brass)
17001NOS	1/4" NPT ml-1/8" NPT fml (red)
17011NOS	3/8" NPT ml-1/4" NPT fml (red)
17021NOS	3/8" NPT ml-1/8" NPT fml (red)

15534NOS



### Brass Hose "T's"

15534NOS	5/16" - 5/16" - 5/16"
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17850NOS



### AN Flare Plugs

17850NOS	3AN (blue)
17851NOS	3AN (red)
17860NOS	4AN (blue)
17861NOS	4AN (red)
17870NOS	6AN (blue)
17871NOS	6AN (red)

17160NOS



### AN Flare Caps

17140NOS	3AN (blue)
17141NOS	3AN (red)
17150NOS	4AN (blue)
17151NOS	4AN (red)
17160NOS	6AN (blue)
17161NOS	6AN (red)

17200NOS



### Allen Pipe Plugs

17200NOS	1/16" NPT (blue only)
17210NOS	1/8" NPT (blue only)
17220NOS	1/4" NPT (blue only)
17230NOS	3/8" NPT (blue only)
17211NOS	1/8" NPT (red)
17221NOS	1/4" NPT (red)

### Nozzle Adapter Bushing

17948NOS	1/8" NPT nozzles to NOS 1/16" NPT nozzle thread
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17539NOS



### Brass Hose Connection Adapters

17539NOS	1/8" NPT - 3/8" hose
16244NOS	1/8" NPT - 3/16" hose
16244ANOS	1/8" NPT - 1/4" hose
16244BNOS	1/4" NPT - 1/4" hose

16230NOS

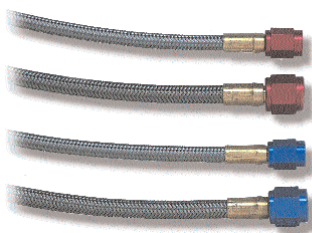


### Bottle Nut Adapters

16220NOS	-4AN Nut Adapter with washer
16230NOS	-6AN-660 Bottle Nut Adapter w/washer
16232NOS	-8AN-660 Bottle Nut Adapter w/washer
16100NOS	-4AN 326 Adapter (fits medical valve)
16235NOS	-6AN 326 Adapter (fits medical valve)
16210NOS	Bottle Nut washer

**NOTE:** Not all nitrous companies use 37° "AN" fittings in their nitrous kits. To avoid potential leaks, never mix 37° "AN" and 45° SAE fittings.





### STAINLESS STEEL BRAIDED HOSES

NOS premium grade stainless steel braided hoses come with -3, -4, -6 and -8 AN fittings (including step-ups) in virtually any length. They are all Teflon lined with stainless steel outer covering for strength and resistance to abrasion. All NOS lines are configured for a superior flow to strength ratio. The AN fittings are color coded for identification: blue (for nitrous), or red (for fuel).

PART #	DESCRIPTION
15010NOS	-3AN 3" Blue
15011NOS	-3AN 3" Red
15020NOS	-3AN 8-1/2" Blue
15021NOS	-3AN 8-1/2" Red
15025NOS	-3ANx1/8" NPT 8-1/2" Blue
15029NOS	-3ANx1/8" NPT 8-1/2" Red
15030NOS	-3AN 12" Blue
15030-1NOS	-3ANx1/8" NPT 12" Blue
15030-2NOS	-3ANx1/8" NPT 12" Red
15031NOS	-3AN 12" Red
15035NOS	-3AN 90°, 14" hose Blue
15040NOS	-3AN 15" Blue
15041NOS	-3AN 15" Red
15050NOS	-3AN 18" Blue
15051NOS	-3AN 18" Red
15060NOS	-3 AN 2-foot Blue
15060-1NOS	-3AN 2-foot 1/8" NPT Blue
15060-2NOS	-3AN 2-foot 1/8" NPT Red
15061NOS	-3AN 2-foot Red
15070NOS	-3AN 3-foot Blue
15071NOS	-3AN 3-foot Re-foot
15080NOS	-3AN 4-foot Blue
15081NOS	-3AN 4-foot Red
15100NOS	-4AN 3" Blue
15101NOS	-4AN 3" Red
15200NOS	-4AN 8-1/2" Blue
15201NOS	-4AN 8-1/2" Red
15210NOS	-4AN 1-foot Blue

PART #	DESCRIPTION
15211NOS	-4AN 1-foot Red
15215NOS	-4AN 90° Red
15220NOS	-4AN 18" Blue
15221NOS	-4AN 18" Red
15230NOS	-4AN 2-foot Blue
15230-1NOS	-4AN 2-foot 1/8" NPT Blue
15230-2NOS	-4AN 2-foot 1/8" NPT Red
15231NOS	-4 AN 2-foot Red
15240NOS	-4AN 3-foot Blue
15241NOS	-4AN 3-foot Red
15250NOS	-4AN 4-foot Blue
15260NOS	-4AN 6-foot Blue
15270NOS	-4 AN 8-foot Blue
15280NOS	-4AN 10-foot Blue
15290NOS	-4AN 12-foot Blue
15295NOS	-4AN 14-foot Blue
15300NOS	-4AN 16-foot Blue
15302NOS	-4AN 18-foot Blue
15305NOS	-4AN 20-foot Blue
15340NOS	-4AN to -3AN 1-foot Blue
15341NOS	-4AN to -3AN 1-foot Red
15345NOS	-4AN to -3AN 18" Blue
15346NOS	-4AN to -3AN 18" Red
15350NOS	-4AN to -6AN 1-foot Blue
15352NOS	-4AN to -6AN 15" Blue
15355NOS	-4AN to -6AN 18" Blue
15400NOS	-6AN 1-foot Blue

PART #	DESCRIPTION
15401NOS	-6AN 1-foot Red
15405NOS	-6AN 18-inch Blue
15410NOS	-6AN 2-foot Blue
15411NOS	-6AN 2-foot Red
15420NOS	-6AN 4-foot Blue
15430NOS	-6AN 6-foot Blue
15450NOS	-6AN 8-foot Blue
15460NOS	-6AN 10-foot Blue
15470NOS	-6AN 12-foot Blue
15475NOS	-6AN 14-foot Blue
15480NOS	-6AN 16-foot Blue
15490NOS	-6AN 20-foot Blue
15495NOS	-8AN 1-foot Blue
15496NOS	-8AN 1-foot Red
15500NOS	-8AN 2-foot Blue
15501NOS	-8AN 2-foot Red
15504NOS	-8AN 4-foot Blue
15505NOS	-8AN 4-foot Red
15508NOS	-8AN 6-foot Blue
15509NOS	-8AN 6-foot Red
15512NOS	-8AN 8-foot Blue
15513NOS	-8AN 8-foot Red
15516NOS	-8AN 10-foot Blue
15517NOS	-8AN 10-foot Red
15520NOS	-8AN 12-foot Blue
15524NOS	-8AN 14-foot Blue
15528NOS	-8AN 16-foot Blue
15532NOS	-8AN 20-foot Blue
16861NOS	Repl. Hard fuel line for Sniper™ & Super Powershot systems
16860NOS	Repl. Hard nitrous line for Sniper™ & Super Powershot systems
16865NOS	Repl. Hard nitrous line for Cheater system
16866NOS	Repl. Hard fuel line for Cheater system
16867NOS	Repl. Hard nitrous line for dual carb
16868NOS	Repl. Hard fuel line for dual carb

### AN THREAD IDENTIFICATION CHART



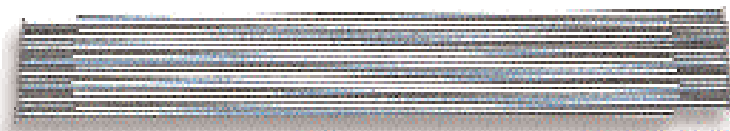
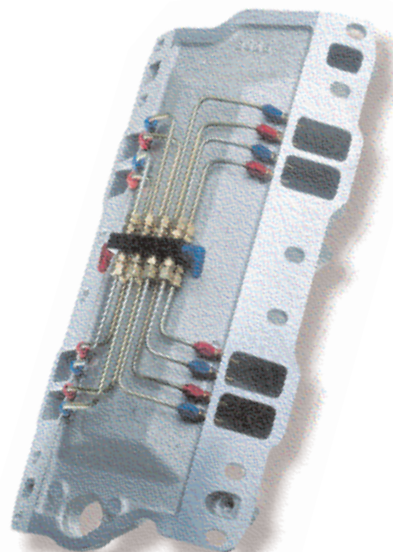
# NYLON, STAINLESS & STEEL TUBING

## COMPONENTS AND ACCESSORIES

Plumb your own system with nylon, steel and stainless steel tubing from NOS. All 3/16" tubing has a 37° flare on one end. Nylon tubing is NHRA approved for competition use



PART #	DESCRIPTION
16250NOS	1/8" nylon high pressure, 5' roll (NOSzle™ line)
16255NOS	1/8" nylon high pressure, 10' roll (NOSzle™ line) (NHRA-IHRA approved)
16258NOS	1/8" nylon high pressure, 15' roll (NOSzle™ line) (NHRA-IHRA approved)
16260NOS	1/8" nylon high pressure, 20' roll (NOSzle™ line) (NHRA-IHRA approved)
16300NOS	1/8" steel high pressure, 12" (8 pcs.)
16305-CNOS	1/8" stainless. high pressure, 12" (8 pcs.) Polished
16305NOS	1/8" stainless high pressure, 12" (8 pcs.)
16325-CNOS	1/8" stainless high pressure, 24" (8 pcs.) Polished
16325NOS	1/8" stainless high pressure, 24" (8 pcs.)
16345-CNOS	1/8" stainless high pressure, 36" (8 pcs.) Polished
16345NOS	1/8" stainless high pressure, 36" (8 pcs.)
16360NOS	3/16" steel high pressure, 12" (8 pcs.)
16365-CNOS	3/16" stainless high pressure, 12" (8 pcs.) Polished
16365NOS	3/16" stainless high pressure, 12" (8 pcs.)
16370NOS	3/16" steel high pressure, 16" (8 pcs.)
16375-CNOS	3/16" stainless high pressure, 16" (8 pcs.) Polished
16375NOS	3/16" stainless high pressure, 16" (8 pcs.)
16380NOS	3/16" steel high pressure, 24" (8 pcs.)
16385-CNOS	3/16" stainless high pressure, 24" (8 pcs.) Polished
16385NOS	3/16" stainless high pressure, 24" (8 pcs.)
16390NOS	3/16" steel high pressure, 36" (8 pcs.)
16395-CNOS	3/16" stainless high pressure, 36" (8 pcs.) Polished
16395NOS	3/16" stainless high pressure, 36" (8 pcs.)
16398NOS	3/16" Cheater Direct Port tube bundle (16 pieces) Steel
16399-SNOS	3/16" Pro Shot tube bundle (16 pcs.) Steel
16399-CNOS	3/16" Pro Shot tube bundle (16 pcs.) polished stainless steel.



**FUEL PUMPS, REGULATORS & GAUGES**

Fuel Pumps & Fuel Regulators .....80  
Regulators .....81  
Fuel & Nitrous Pressure Gauges .....82



**THE LEADER  
IN NITROUS**

# FUEL PUMPS, FUEL REGULATORS & CONTROLS

## COMPONENTS AND ACCESSORIES



15760NOS

### Low Pressure Fuel Pump

This is the same pump used in our motorcycle and other "Power Sports" kits. It is a high flowing, low pressure pump that will support up to 200 horsepower. It has a 5/16" inlet/outlet, 12 volt/5 amp rated. Flow rate: 18 GPH at 4.0 psi, 5.5 PSI maximum.

PART #	DESCRIPTION
15760NOS	Small displacement fuel pump
15770NOS	Billet aluminum bracket for pump #15760NOS
15775NOS	Same as 12-802-1 Holley "110 GPH" Blue Pump" (comes with regulator)



15770NOS

### High-Volume, High-Pressure Electric Fuel Pump

The same pump used in many of our nitrous kits. This pump can be used for engines producing up to 700 horsepower at 45 PSI. Features 3/8" inlet and 3/8" outlet, 12 volt/6 amp draw. Flow rate: 67 gph at 45 PSI with a 100 PSI maximum.

PART #	DESCRIPTION
15763NOS	High volume fuel pump with foam rubber isolator
17976NOS	-6 AN fittings (2) for 15763NOS pump
17978NOS	-8 AN fittings (2) for 15763NOS pump



15775NOS

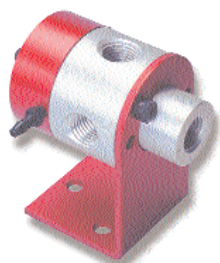
### Racing Fuel Regulator

For high performance fuel injected systems, NOS engineers have developed a special racing regulator. It is an excellent choice for the high fuel demand of large nitrous systems, and are adjustable from 5-50 PSI with a simple spring change. This regulator works well on carburetion or fuel injection. Features one inlet and three outlet ports, all 1/4" NPT threads. Because it is a bypass-type system, it will require installing a return line.

PART #	DESCRIPTION
15851NOS	Race fuel regulator (by-pass style) Comes w/ High pressure Red & Low Pressure Blue springs



15763NOS



15851NOS

### DO YOU KNOW HOW MUCH FUEL YOUR ENGINE/NITROUS SYSTEM NEEDS?

To help figure out the size of fuel pump needed for a given application, we have supplied a formula for you.

**Your pump must be capable of maintaining the minimum GPH at working pressure under all conditions**

HP divided by 2 = lb./hr. (pounds per hour)  
lb./hr divided by 6 = gallons per hour required (min)  
Multiply GPH by 1.15 for safety factor

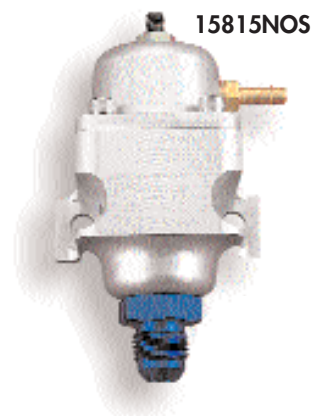
Example: 600 HP divided by 2 = 300,  
300 divided by 6 = 50  
50 multiplied by 1.15 = 57.5 (minimum gallons per hour)  
(This formula is for gasoline only.)



### Honda/Acura Regulator

This ingenious little unit mounts onto the factory fuel pressure regulator to give the tuner the ability to adjust fuel flow for additional aftermarket bolt-on products. For the following applications: Honda: '88-'98 Civic/CRX, '93-'97 Del Sol, '94-'98 Accord; Acura: '90-'98 Integra, NSX, S2000. Comes with AN & hose barb for original return line.

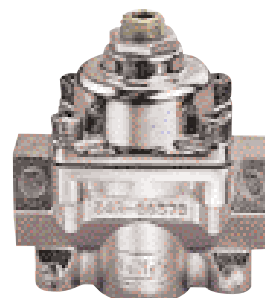
PART #	DESCRIPTION
15815NOS	Honda/Acura Adjustable Regulator



### NOS Racing Regulators

These competition-proven regulators are recognized as the best in the industry. High flow, and fast reacting non-bypass design. Available in 2-port design adjustable from 4.5 - 9 PSI.

PART #	DESCRIPTION
15812NOS	2 port Pro regulator (3/8 in - 3/8" out)



15812NOS



### Nitrous Regulator & Components

PART #	DESCRIPTION
15850NOS	Nitrous Regulator
15855NOS	100 psi CO <sub>2</sub> regulator
15860NOS	Single In - Dual Out CO <sub>2</sub> regulator
15860-100NOS	Regulator, 100 PSI CO <sub>2</sub>
15860-160NOS	Regulator, 150 PSI CO <sub>2</sub> dual outlet
17933NOS	Regulator shims, 0.040" - Brass 2-pack
17923NOS	Regulator spring, silver

### Do You Know How To Set Your Regulator For Optimum Performance With A Given Nitrous Oxide System?

Regulators should be set to a flowing fuel pressure. Use a test jet and flow fuel into any container. Use the following formula to determine which jet should be used

**Jet size<sup>2</sup> (squared) x No. of nozzles. Take the square root of this number. This is equal to the TEST JET size in thousandths of an inch. Use the table at right for cross-referencing jet sizes.**

Example: Eight #32 jets are equal to one #91 test jet.  $32 \times 32 = 1024 \times 8 \text{ jets} = 8192$ . The square root of this number is 90.509. Round it off to 91 and you're there!

Holley #	Test Jet	Holley #	Test Jet	Holley #	Test Jet
73	.079	83	.094	93	.105
74	.081	84	.099	94	.108
75	.083	85	.100	95	.118
76	.084	86	.101	96	.118
77	.086	87	.103	97	.125
78	.089	88	.104	98	.125
79	.091	89	.104	99	.125
80	.093	90	.104	100	.128
81	.093	91	.105		
82	.093	92	.105		

# FUEL & NITROUS PRESSURE GAUGES

## COMPONENTS AND ACCESSORIES

### Fuel Pressure Gauges

Our "standard" fuel pressure gauges measure from 0-15 PSI and are intended for use with carburetor plate and direct port nitrous systems. In most cases (depending on engine configuration and power potential of the nitrous system) it is advisable to have between 5.5-6 PSI of flowing fuel pressure for best results. These gauges have 2-5/8" mounts and are available in several face plate colors.

PART #	DESCRIPTION
15900NOS	1-1/2" diameter Standard 0-15 lb. Fuel Pressure Gauge
15905NOS	1-1/2" diameter Glycerin-filled 0-15 lb. Fuel Pressure Gauge
15902NOS	2-5/8" Fuel Pressure Gauge (0-15 PSI) with red face
15902BNOS	2-5/8" Fuel Pressure Gauge (0-15 PSI) with black face



15900NOS

15910NOS

### Fuel Pressure Gauges for EFI Applications

Designed specifically for use with NOS EFI nitrous systems where much higher fuel pressures are used. Accurate from 0 to 120 PSI. A glycerin filled version is available to provide vibration dampening and allow a more accurate and uniform reading.

PART #	DESCRIPTION
15906NOS	1-1/2" diameter 0 to 120 PSI Fuel Pressure Gauge for EFI Applications
15907NOS	1-1/2" diameter Glycerin Filled 0 to 120 PSI Fuel Pressure Gauge



15914NOS

15905NOS

### Nitrous Pressure Gauges

The NOS Nitrous Pressure Gauge measures from 0 - 1500 PSI (although the recommended level is 900-950 PSI) and is essential in monitoring the bottle. Available in "standard" and glycerin-filled models designed to withstand engine vibration, etc.

PART #	DESCRIPTION
15910NOS	1-1/2" diameter Nitrous Pressure Gauge with 4AN adapter
15912NOS	1-1/2" diameter Nitrous Pressure Gauge with -6AN adapter
15913NOS	1-1/2" diameter Nitrous Pressure Gauge - only
15914NOS	1-1/2" diameter Glycerin filled Nitrous Pressure Gauge with -4AN adapter
15916NOS	1-1/2" diameter Glycerin filled Nitrous Pressure Gauge with -6AN adapter
15917NOS	1-1/2" diameter Glycerin filled Nitrous Pressure Gauge with out adapter
15911NOS	2-5/8" diameter Nitrous Pressure Gauge with blue face (0-1500 PSI)
15911BNOS	2-5/8" diameter Nitrous Pressure Gauge with black face (0-1500 PSI)
15911SNOS	2-5/8" diameter Nitrous Pressure Gauge with silver face (0-1500 PSI)



15911BNOS

15911SNOS

15923NOS



15922NOS

### Gauge Panels & Mounting Cups

To facilitate mounting 2-5/8" fuel and nitrous pressure gauges on your dash, console or cowl, NOS offers a selection of black powder coated gauge panels and mounting cups (black or chrome).

PART #	DESCRIPTION
15922NOS	Mounting Cup for 2-5/8" gauge - Chrome finish
15923NOS	Mounting Cup for 2-5/8" gauge - Black finish
15926NOS	Gauge Panel - Single 2-5/8" diameter gauge
15927NOS	Gauge Panel - Double 2-5/8" diameter gauges
15928NOS	Gauge Panel - Triple 2-5/8" diameter gauges



15928NOS

### TOOLS & MERCHANDISING



Nitrous Tools .....	.84
Refill Station .....	.85

#### MERCHANDISING

NOS Sport Compact Plan-O-Gram .....	.86
NOS Plan-O-Gram .....	.87
Retail Start-up Kit .....	.88
NOS Small Parts Plan-O-Gram .....	.89
Promotional Items .....	.90-91
T-Shirts & Signs .....	.92
NOS Drink .....	.93



THE LEADER  
IN NITROUS

# NITROUS TOOLS

## COMPONENTS AND ACCESSORIES



### Racer's Nitrous and Fuel Pressure Gauges

Designed with the professional in mind, these gauge kits are engineered with greater accuracy and convenience. Each gauge includes a Schrader valve fitting for quick and accurate pressure checks to help maximize your performance run after run. Also features a 1' steel braided hose extension for extra convenience. Fuel pressure gauge measures from 0-30 PSI while the nitrous gauge measures from 0-1500 PSI.

PART #	DESCRIPTION
15930NOS	2-1/4" - Racer's fuel pressure gauge
15931NOS	2-1/4" - Racer's nitrous pressure gauge

### 1/16 NPT Pipe Tap

This tap will be required to install all NOS fogger nozzles into a manifold. Its somewhat unique size may make it difficult to find locally, but we've got you covered.

PART #	DESCRIPTION
15990NOS	1/16 NPT Pipe Tap (included in Fogger kits - use 1/4-inch drill for starter hole)

### Tube Bending Tool

This special tube bending tool is designed for tight radius bends and will greatly simplify tube bending with very professional looking results. Excellent for use on any direct port type NOS kit such as the Sportsman Fogger or the Pro Shot Fogger systems. Designed for use with 1/8 or 3/16 tubing.

PART #	DESCRIPTION
15991NOS	Tube Bending Tool

### Jet Drills

A complete set of numbered drills from .0135 to .098, comes packaged in a durable carrying case for precision drilling of brass flare and funnel jets. A must for the toolbox of every serious tuner. **NOT FOR USE WITH PRECISION SS JETS!**

PART #	DESCRIPTION
15992NOS	Jet Drills

### Wrenches

Special bottle nut wrench designed for quick removal of bottle nut adapters on NOS Hi-Flo & Super Hi-Flo valves without damage. Short handled design prevents over torquing. Solenoid wrenches are designed for easy removal of solenoid plunger.

PART #	DESCRIPTION
16130NOS	Bottle Nut wrench
16665NOS	Powershot solenoid wrench
16666NOS	Cheater solenoid wrench





## Cryogenic Refill Pump Station

The NOS Refill Station is designed for performance retailers in the business of refilling nitrous bottles or racers who use a substantial amount of nitrous oxide. It's safe, easy, and quick; taking only a minute or two to accomplish. Gone are the days of freezing the receiving bottle overnight in order to get a full bottle the next day. The Refill Station comes complete with all the plumbing, hoses, gauge, valve, fittings, and bottle stand necessary to transfill nitrous from a mother cylinder to the receiving bottle instantly. It runs off your shop's compressed air and requires no electrical hook-up. NOS publishes a dealer network list of nitrous refill dealers throughout the U.S. and Canada. If you would like to be part of this service, call NOS at 270-781-9741

PART #	DESCRIPTION
14250NOS	Regulator, filter/water separator for pump station
14251NOS	Cryogenic Refill Pump Station complete with stand (mother bottle, scale and water separator not included)
14270NOS	Reseal kit for 14253NOS pump

### COMPONENTS OF PUMP STATION

PART #	DESCRIPTION	QUANTITY
14253NOS	Transfer Pump	1
14230NOS	Bottle Stand	1
16210-SNOS	Bottle Washer	2
15430-SNOS	6' 6AN Hose	1
17987-SNOS	3/8" NPT x 6AN Fitting	1
17975-SNOS	1/2" NPT x 6AN Fitting	1
17000-SNOS	1/4" NPT ml x 1/8" NPT fml Reducer	1
17510-SNOS	1/4" NPT ml Union	1
17010-SNOS	3/8" NPT ml x 1/4" NPT fml Reducer	1
15552-SNOS	6AN Nitrous Filter	1
15410-SNOS	2' 6AN Hose	1
16149NOS*	Compressed Air On/Off Valve	1
	N <sub>2</sub> O Control Valve Assembly	1
15420-SNOS	4' 6AN Hose	2
16230NOS	6AN Bottle Nut	2
16235NOS	"325" to 6AN Adapter	1
17060-SNOS	4AN x 6AN Adapter	1
15400-SNOS	1' 6AN Hose	1
15210-SNOS	1' 4AN Hose	1
14300NOS	Transfer line assy.	1
14252-SNOS	Pump station parts card	1
19512NOS	NOS How to Refill DVD	1

\*Consists of On/Off Tee Valve #16148-SNOS (1), Nitrous Gauge #15910-SNOS (1), Brass Tee #16777-SNOS (1), and 6AN x 1/4" NPT Adapter #17980-SNOS (2).

**Note:** NOS offers a water separator with built-in pressure regulator/filter recommended for use with our pump. #14250NOS (shown on pump, not included with kit).



**#14251NOS Transfer Pump Kit shown with "Mother bottle" plus #14250NOS Filter/Reg. and scale —not included with station.**

**Refill Station will require three to four items not included in the kit:**

1. A compressed air supply (80-100 PSI)
2. Mother bottle (through local gas supplier)
3. Scale (as bottles are filled by weight)
4. A water separator/filter (this will help pump service life)

### WARNING

1. For maximum pump life, driving air supply should contain a water separator and be filtered to 10 micron.
2. Loose connections will result in high pressure leaks and can cause serious injury or death due to displacing oxygen in room.
3. Do not exceed 100 psi driving air pressure. Pressures in excess of 100 psi can cause equipment damage and serious injury or death in the event of an explosion.

# NOS SPORT COMPACT PLAN-O-GRAM

## MERCHANDISING

NOS now offers an NOS Sport Compact Plan-O-Gram geared toward the sport compact market. Only one thing sells more NOS systems than a ride in a nitrous-equipped car: a NOS Import Plan-O-Gram in your store.

The NOS Sport Compact Plan-O-Gram contains many top selling part numbers that will attract both entry-level users and experienced nitrous junkies including: kits, accessories and promotional items. The NOS Sport Compact Plan-O-Gram includes tons of free promotional items the help keep your sales fast and furious!

P/N 2001NOS



PART#	DESCRIPTION	QUANTITY
05130NOS	Universal EFI 4 & 6 cyl kit	1
15602NOS	Toggle Switch	1
15651NOS	Waterproof Remote	1
16030NOS	4-AN N <sub>2</sub> O Purge Valve Assembly	1
16103NOS	4-AN N <sub>2</sub> O Purge Adapter	1
14164NOS	10 lb. Bottle Heater	1
14165NOS	10 lb. Bottle Blanket	1
16210NOS	Teflon Nut Washer	2
15911NOS	2 5/8" Blue N <sub>2</sub> O Gauge	1
15906NOS	0-120 PSI Fuel Gauge	1
15910NOS	4-AN Nitrous Gauge	1
16160NOS	Bottle Blow Down Tube	1
19120NOS	Windshield decal	5
19151NOS	Fender Emblem	2
16020NOS	N <sub>2</sub> O Powershot Solenoid	1

PART#	DESCRIPTION	QUANTITY
19350NOS*	NOS clock	1
19301NOS*	Logo License Plate Frame	10
19306NOS*	Banner - large	1
19230NOS*	Decal Sheet - small	25
19220NOS*	Vinyl - small	10
19224NOS*	Vinyl - large	10
L30854*	NOS catalog	5

*\* When you purchase the Sport compact Plan-O-Gram, you get these promo items FREE!*

### Increase sales of NOS Products in your store!

NOS has set the standard for packaging in the nitrous market. To improve visual impact, structural strength and sales growth potential, the complete line of NOS components and accessories has been re-designed with eye catching full color graphics that will help increase sales of NOS nitrous products. Part Number 2000NOS is a complete retail plan-o-gram that fits in a standard 4ft display panel or end cap. This plan-o-gram features the top selling kits, components and accessories any speed shop needs to get into the business of selling nitrous.

The smaller sized components (fogger nozzles, jets, solenoids, switches and fittings) are packaged in clear clamshells with full color graphics and the medium-large components (controllers, fuel pumps, bottle brackets, bottle valves, etc.) are packaged in full color boxes. These graphics will sell themselves to your customers while providing valuable training for your sales people.

#2000NOS plan-o-gram is the best way to let customers know that you are in the business of selling nitrous and that you are selling NOS, the best brand in the market.

P/N 2000NOS



### NOS continues to lead the way in nitrous technology!

PART#	DESCRIPTION	QUANTITY
02001NOS	Cheater Kit	1
05131NOS	Universal EFI V8 kit	1
07001NOS	Sniper Kit	1
13500NOS	Fan Fogger	2
13700NOS	Fan Fogger	2
13700BNOS	Annular Fogger	2
14125NOS	Bottle Bracket	1
14164NOS	Bottle Heater	1
14165NOS	Bottle Heater	1
16220NOS	Bottle Nut 4AN	2
16230NOS	Bottle Nut 6AN	2
15606NOS	Toggle Switch	2
15610NOS	Push Button Switch	2
15640NOS	Micro Switch	2
15750NOS	Safety Cut-Off Switch	2
15763NOS	Fuel Pump	1

PART#	DESCRIPTION	QUANTITY
15834NOS	Prog. Controller	1
15838NOS	Time Delay Relay	1
15900NOS	Gauge	1
15910NOS	Gauge w/4-AN adapter	1
15912NOS	Gauge w/6-AN adapter	1
16020NOS	Nitrous Solenoid	1
16030NOS	Nitrous Purge Kit	1
16050NOS	Nitrous Solenoid	1
16130NOS	Bottle Wrench	1
16139NOS	Bottle Valve	1
16210NOS	Bottle Nut Washer	2

## RETAIL START-UP KIT

### MERCHANDISING

#### You asked for it, and now NOS delivers! Introducing the p/n 2002NOS - Retail Start-Up Kit

The Retail Start-Up kit contains top-selling NOS items to provide you with all of the items to be successful in the nitrous business. It even includes an NOS refill station. It's a powerful tool that pays for itself with every nitrous refill.

All this, while saving over \$1,000 versus buying the individual parts at jobber! It's like getting the refill station for free!

P/N 2002NOS



PART#	DESCRIPTION	QUANTITY	PART#	DESCRIPTION	QUANTITY
02001NOS	Cheater Kit	1	16030NOS	Nitrous Purge Kit	1
05131NOS	Universal EFI V8 Kit	1	16050NOS	Nitrous Solenoid	1
07001NOS	Sniper Kit	1	16058NOS	Remote Bottle Control	1
13500NOS	Fan Fogger (blue)	2	16130NOS	Bottle Wrench	1
13700NOS	Fan Fogger	2	16139NOS	Bottle Valve	1
13700BNOS	Annular Fogger	2	16160NOS	Bottle Blow Down Tube	2
14125NOS	Bottle Bracket	1	16166NOS	New Style Racer safety	2
14164NOS	Bottle Heater	1	16210NOS	Bottle Nut Washer	2
14165NOS	Bottle Heater	1	16220NOS	Bottle Nut Adapter	2
14251NOS	Refill Station	1	16230NOS	Bottle Nut Adapter	2
15606NOS	Covered Toggle Switch	2	19323NOS	Promo Pack (flame hat)	2
15610NOS	Momentary Push Button	2	L30854	NOS catalog	5
15640NOS	Microswitch	2	L30750	NOS Basics Brochure	20
15750NOS	Safety Cut-Off Switch	2			
15775NOS	Electric Fuel Pump	1			
15900NOS	Gauge	1			
15910NOS	Gauge w/4-AN adapter	1			
15912NOS	Gauge w/6-AN adapter	1			
16020NOS	Nitrous Solenoid	1			



- Contains the top 41 NOS components/accessories, full color header card, one medium banner, one NOS wall clock, five NOS catalogs, five NOS jobber price sheets and 25 NOS nitrous basics brochures
- Display material lets your customers know you are the NOS nitrous source



P/N 2005NOS **NEW!**

PART #	DESCRIPTION
13500NOS	FAN SPRAY - BLUE
13700BNOS	NEW STYLE FOGGER NOZZLE
13700NOS	STANDARD FOGGER NOZZLE
13716NOS	FOGGER STS NOZZLE
13721NOS	SUPER POWERSHOT JET PACK
13726NOS	CHEATER KIT JET PACK
13760-16NOS	JET, SS FLARE 0.016 PACKAGED
13760-18NOS	JET, SS FLARE 0.018 PACKAGED
13760-22NOS	JET, SS FLARE 0.022 PACKAGED
13760-24NOS	JET, SS FLARE 0.024 PACKAGED
13760-26NOS	JET, SS FLARE 0.026 PACKAGED
13760-30NOS	JET, SS FLARE 0.030 PACKAGED
13760-32NOS	JET, SS FLARE 0.032 PACKAGED
14165NOS	10 LB. BOTTLE BLANKET
15606NOS	COVERED TOGGLE SWITCH
15610NOS	MOMENTARY PUSHBUTTON
15640NOS	MICROSWITCH
15750NOS	SHUT-OFF, FUEL SAFETY
15910NOS	GAUGE, 4AN NITROUS
15912NOS	GAUGE, 6AN NITROUS
16020NOS	N20 POWERSHOT SOLENOID
16030NOS	4AN PURGE VALVE ASSEMBLY
16039NOS	PURGE KIT LED ONLY
16080NOS	POWERSHOT FUEL SOLENOID

PART #	DESCRIPTION
16103NOS	4AN SWIVEL GAUGE ADAPTER
16104NOS	6AN SWIVEL GAUGE ADAPTER
16166NOS	NEW STYLE RACER SAFETY
16170NOS	RACER SAFETY BLOW OFF
16210NOS	TEFLON NUT WASHER
16220NOS	4AN-660 BOTTLE NUT
16230NOS	6AN-660 BOTTLE NUT
16785NOS	1/16NPT X 1/8NPT FE ADAPT
17540NOS	3AN X 1/8" TUBE NUT BLUE
17541NOS	3AN X 1/8" TUBE NUT RED
17550NOS	3AN X 3/16" TUBE NUT BLUE
17551NOS	3AN X 3/16" TUBE NUT RED
17600NOS	3AN X 3/16" SLEEVE BLUE
17601NOS	3AN X 3/16" SLEEVE RED
17835NOS	6AN Y-BLOCK (BLUE)
19150NOS	DASH EMBLEM
19151NOS	FENDER EMBLEM
19305NOS	BANNER-MEDIUM
19323NOS	NOS PROMO PACK (flame hat)
19350NOS	NOS CLOCK
36-365	1 - FULL COLOR HEADER CARD
L30750	25- NITROUS BASICS BROCHURES
L30814	5 - JOBBER PRICE SHEETS
L30854	5 - NOS CATALOGS

## PROMOTIONAL ITEMS

### MERCHANDISING

#### Nos Decals & Die-Cut Transfers

These popular NOS decals are top quality and stick easily to most surfaces. They're a great way to impress your friends and scare your competition. Available in four sizes. In addition to the popular "standard" decals, we now have unique die-cut vinyl decals in outline or solid type. A huge windshield banner die-cut (#19120NOS) is also available.

19150NOS



19152NOS

19151NOS



19322NOS

#### NOS Emblems & Patches

The sophisticated way to display the NOS logo. Available in three sizes. Easy to apply, long lasting adhesive.

PART #	DESCRIPTION
19150NOS	Dash Emblem 2-3/4" long
19151NOS	Fender Emblem 5-1/2" long
19152NOS	Dome Emblem
19322NOS	Small Patch



19201NOS



19230NOS



19210NOS



19205NOS

19221NOS



19225NOS

19220NOS

19224NOS



19204NOS



19208NOS



19203NOS



#### NOS Clock

Patterned after our Nitrous gauge, this 10" clock has 100-1200 display. Sky blue face with ring. One "AA" battery required.

PART #	DESCRIPTION
19350NOS	NOS Clock

PART #	DESCRIPTION
19200NOS	Authorized Dealer Decal
19201NOS	NOS Fuel Pump Contingency decal
19202NOS	"Refills Here" 4-1/2" x 8-5/8"
19203NOS	Motorcycle Contingency
19204NOS	Contingency 4-1/2" x 8-5/8"
19205NOS	Racing 4" x 4" green
19208NOS	Standard 1-3/8" x 2-7/8"
19210NOS	Medium Contingency Decal
19212NOS	Round with logo 1"
19220NOS	Die-Cut- small w/white outline type
19221NOS	Die-Cut- small w/solid white type
19224NOS	Die-Cut- large w/white outline type
19225NOS	Die-Cut- large w/solid white type
19120NOS	Windshield Banner
19230NOS	Decal Sheet - small
19240NOS	Decal pack (includes 19204 & 19230)

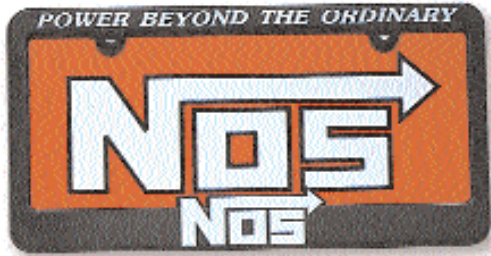
19120NOS



### NOS License Plate

The impressive way to show you are part of the NOS team. Made of durable plastic. Fits most standard license plate holders.

PART #	DESCRIPTION
19300NOS	NOS License Plate
19301NOS	NOS License Plate Frame



### NOS Banners

Great for garages, club meetings and pit area. Available in two sizes (refill for dealers only). Complete with eyelets.

PART #	DESCRIPTION
19302NOS	NOS 18" x 38"
19304NOS	"Refills Here" 18" x 38"
19305NOS	NOS, medium
19306NOS	NOS 30" x 60"



### NOS Hat Pins

Top quality, cloisonne, baked enamel pin with precise detail.



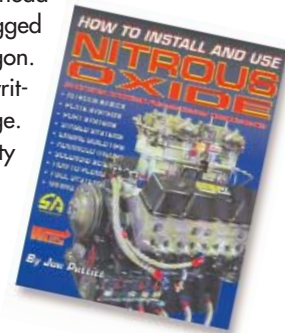
19110NOS



PART #	DESCRIPTION
19110NOS	NOS Logo Pin
19112NOS	NOS Bottle Pin

### Nitrous Oxide Injection Guide

This book may be the most complete nitrous system reference ever published. You can find everything from how to choose a nitrous a nitrous system to how to install it with very thorough tuning tips. There is plenty of theory for the gearhead in all of us; but you won't get bogged down in a bunch of engineering jargon. If you want to run nitrous, this well written book should be in your garage. Compiled by noted technical authority Joe Pettit. p/n 19511NOS



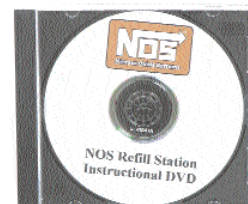
### NOS Promo Pack

PART #	DESCRIPTION
19323NOS	NOS Flame Hat NOS Fender Emblem (2) Die-Cut small solid (2) Die-Cut large outline (2)



### NOS Refill Instructional DVD

PART #	DESCRIPTION
19512NOS	Refill Instructional DVD





## T-SHIRTS AND SIGNS

### MERCHANDISING

Order NOS T-shirts by placing the size into the part number. For example, to order a small Camaro shirt, use part number 19030-SMNOS. Insert the following abbreviations to get your size: SM for small, MD for medium, LG for large, XL for extra large, XXL for double XL, and XXXL for triple XL.

**ALSO AVAILABLE ONLINE AT [WWW.HOLLEY.COM](http://WWW.HOLLEY.COM)**



### NEW Metal Signs



P/N 19327NOS - NOS Metal Sign  
14" x 24"



P/N 19326NOS - NOS Refill Metal Sign  
9" x 17"



# NOS ENERGY DRINK

## MERCHANDISING



16 OZ. NOS DRINK  
SUGAR FREE - CASE  
(24 CANS)  
P/N 36-366

16 OZ. NOS DRINK  
SUGAR FREE - PALLET  
(80 CASES)  
P/N 36-366MP



16 OZ. NOS DRINK  
- CASE (24 CANS)  
P/N 36-360

16 OZ. NOS DRINK -  
PALLET (80 CASES)  
P/N 36-360MP



ICE BARREL  
P/N 36-347

ICE BARREL  
WRAP  
REPLACEMENT  
GRAPHIC  
P/N 36-348



22X22X38  
COUNTERTOP  
COOLER  
P/N 36-362

24X25X60  
LOW PROFILE  
FLOOR COOLER  
P/N 36-361

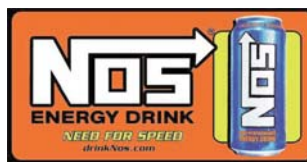


19" X 48"  
TALL POLE  
HUGGER  
(20PK)  
P/N 36-353



6-1/2" X 15"  
LARGE CAN  
DECAL (20PK)  
P/N 36-357

3'X 6' VINYL BANNER  
P/N 36-351



SPORT BOTTLE  
P/N 36-356

COOLER -  
HOLDS 6 CANS  
P/N 19324NOS



SMALL DECAL (20PK)  
P/N 36-359



KOOZIE  
P/N 36-372

LANYARD (25PK)  
P/N 36-355



**LONG SLEEVE TEE**  
19045-SNOS (small)  
19045-MNOS (medium)  
19045-LNOS (large)  
19045-XLNOS (XL)  
19045-XXLNOS (XXL)

**SHORT SLEEVE TEE**  
19046-SNOS (small)  
19046-MNOS (medium)  
19046-LNOS (large)  
19046-XLNOS (XL)  
19046-XXLNOS (XXL)



Back

Front

## PART NUMBER INDEX

## INDEX

PART #	PAGE	PART #	PAGE	PART #	PAGE	PART #	PAGE
0015NOS	20	03007NOS	51	05348NOS	23	13760-28NOS	59
0016NOS	20	03008NOS	51	05348NOS	38	13760-29NOS	59
0025NOS	34	03008RNOS	52	05415NOS	20	13760-30NOS	59
0026NOS	34	03009NOS	51	07001NOS	30	13760-31NOS	59
0027NOS	34	03011-05NOS	50	07001NOS	87	13760-32NOS	59
0028NOS	34	03011NOS	50	07004NOS	30	13760-33NOS	59
0029NOS	34	03011-PNOS	50	08001NOS	40	13760-34NOS	59
0031NOS	19	03011-OZNOS	50	08004NOS	40	13760-35NOS	59
36-347	93	03011-OZ-PNOS	50	08006NOS	40	13760-36NOS	59
36-348	93	03012-OZ-PNOS	50	08008NOS	40	13760-37NOS	59
36-349	93	03013NOS	51	08009NOS	40	13760-38NOS	59
36-351	93	03021NOS	51	08100NOS	41	13760-39NOS	59
36-353	93	03100NOS	51	08101NOS	41	13760-40NOS	59
36-355	93	03101NOS	51	08201NOS	40	13760-41NOS	59
36-356	93	03102NOS	51	08301NOS	41	13760-42NOS	59
36-357	93	03104NOS	51	12500NOS	68	13760-43NOS	59
36-358	93	03105NOS	51	12510NOS	68	13760-44NOS	59
36-360	93	03200-OZNOS	51	12520NOS	68	13760-45NOS	59
36-360MP	93	03302NOS	54	12530NOS	68	13760-46NOS	59
36-361	93	03303NOS	54	12550NOS	68	13760-47NOS	59
36-362	93	03304NOS	54	12560NOS	68	13760-48NOS	59
36-366	93	03305NOS	54	12565NOS	68	13760-49NOS	59
36-366MP	93	03310NOS	55	12570NOS	68	13760-50NOS	59
36-379	93	03320NOS	55	12580NOS	68	13760-51NOS	59
36-379MP	93	03402NOS	53	12590NOS	68	13760-52NOS	59
36-380	93	03403NOS	53	12600NOS	68	13760-53NOS	59
36-380MP	93	03405NOS	53	12610NOS	68	13760-54NOS	59
0050NOS	66	03407NOS	53	12660NOS	68	13760-55NOS	59
0062-DNOS	44	04430NOS	42	12665NOS	68	13760-57NOS	59
0062-DDNOS	44	04431NOS	42	12670NOS	68	13760-59NOS	59
0062-HNOS	44	04462NOS	47	12680NOS	68	13760-60NOS	59
0062-HHNOS	44	04462-S-ENOS	48	12685NOS	68	13760-61NOS	59
0063NOS	44	04463NOS	47	12700NOS	68	13760-62NOS	59
02001NOS	32	04463-S-ENOS	48	12780NOS	68	13760-63NOS	59
02001NOS	87	05000NOS	31	12820NOS	68	13760-64NOS	59
02002NOS	32	05001NOS	31	12860NOS	68	13760-65NOS	59
02003NOS	32	05004NOS	31	12900NOS	68	13760-67NOS	59
02004NOS	32	05029NOS	26	12983NOS	68	13760-69NOS	59
02005NOS	32	05030NOS	43	13220NOS	68	13760-70NOS	59
02010-9NOS	32	05030-FINOS	43	13230NOS	68	13760-71NOS	59
02010NOS	32	05040NOS	43	13350NOS	68	13760-73NOS	59
02011NOS	32	05040-FINOS	43	13350-CNOS	68	13760-75NOS	59
02012NOS	32	05080NOS	43	13370NOS	48	13760-76NOS	59
02013NOS	32	05082NOS	43	13382NOS	48	13760-77NOS	59
02040NOS	23	05085NOS	43	13383NOS	48	13760-78NOS	59
02040NOS	29	05088NOS	43	13383-STNOS	48	13760-79NOS	59
02101NOS	34	05088-CNOS	43	13384NOS	48	13760-80NOS	59
02102NOS	34	05090NOS	26	13386NOS	48	13760-81NOS	59
02110-9NOS	34	05101NOS	31	13388NOS	48	13760-82NOS	59
02110NOS	34	05104NOS	31	13400NOS	68	13760-83NOS	59
02111NOS	34	05105-HNOS	31	13410NOS	68	13760-85NOS	59
02117NOS	28	05115NOS	20	13420NOS	68	13760-86NOS	59
02117NOS	34	05115-IINOS	20	13429NOS	68	13760-87NOS	59
02119NOS	28	05115NOS	87	13433NOS	68	13760-89NOS	59
02119NOS	34	05116NOS	20	13434NOS	68	13760-90NOS	59
02120NOS	28	05117NOS	23	13435NOS	68	13760-91NOS	59
02121NOS	28	05117NOS	38	13500NOS	69	13760-92NOS	59
02151NOS	36	05120NOS	19	13500NOS	87	13760-93NOS	59
02152NOS	36	05120NOS	20	13502NOS	69	13760-94NOS	59
02201NOS	33	05122NOS	23	13503NOS	69	13760-95NOS	59
02202NOS	33	05122NOS	86	13600-XX-SNOS	69	13760-96NOS	59
02301NOS	36	05126NOS	23	13600NOS	69	13760-97NOS	59
02302NOS	36	05130NOS	19	13610-XX-SNOS	69	13760-98NOS	59
02310NOS	36	05130NOS	23	13640-XX-SNOS	69	13760-99NOS	59
02311NOS	36	05131NOS	19	13650-XX-SNOS	69	13760-100NOS	59
02321NOS	36	05132NOS	23	13656NOS	69	13760-102NOS	59
02322NOS	36	05132NOS	38	13700-8NOS	71	13760-103NOS	59
02401NOS	35	05134NOS	19	13700B-8NOS	71	13760-104NOS	59
02402NOS	35	05135NOS	19	13700R-8NOS	71	13760-106NOS	59
02462NOS	44	05150NOS	23	13700NOS	71	13760-107NOS	59
02462-CNOS	44	05150NOS	23	13700BNOS	71	13760-108NOS	59
02462-DNOS	45	05151NOS	28	13700RNOS	71	13760-109NOS	59
02462-DDNOS	45	05153NOS	28	13700NOS	87	13760-110NOS	59
02462-HNOS	45	05153NOS	28	13700BNOS	87	13760-116NOS	59
02462-HHNOS	45	05155NOS	20	13716-8NOS	71	13760-125NOS	59
02462-S-ENOS	48	05168NOS	28	13716NOS	71	13760-120NOS	59
02462-S-EFINOS	48	05169NOS	28	13721NOS	60	13760-MNOS	60
02462-S-JRNOS	48	05171NOS	20	13726NOS	60	13760-STNOS	60
02462-S-ENOS	48	05175NOS	19	13731NOS	60	13765-08NOS	59
02463NOS	46	05176NOS	19	13736NOS	60	13765-09NOS	59
02505NOS	38	05176TBNOS	19	13756NOS	60	13765-10NOS	59
02519NOS	20	05177NOS	19	13757NOS	60	13765-11NOS	59
02520NOS	38	05178NOS	21	13760-14NOS	59	13765-12NOS	59
02520-CNOS	38	05180NOS	21	13760-15NOS	59	13765-13NOS	59
02620-05NOS	26	05182NOS	21	13760-16NOS	59	13765-14NOS	59
02620-15NOS	26	05182NOS	23	13760-18NOS	59	13765-15NOS	59
02620-20NOS	26	05185NOS	21	13760-19NOS	59	13765-16NOS	59
02620NOS	26	05186NOS	20	13760-20NOS	59	13765-17NOS	59
02622NOS	43	05186NOS	23	13760-21NOS	59	13765-18NOS	59
03001NOS	51	05204NOS	23	13760-22NOS	59	13765-19NOS	59
03002NOS	51	05208NOS	21	13760-23NOS	59	13765-20NOS	59
03003NOS	51	05208NOS	38	13760-24NOS	59	13765-21NOS	59
03004NOS	51	05215NOS	38	13760-25NOS	59	13765-22NOS	59
03005NOS	51	05244NOS	38	13760-26NOS	59	13765-23NOS	59
		05342NOS	38			13765-24NOS	59

PART #	PAGE	PART #	PAGE	PART #	PAGE	PART #	PAGE
13765-25NOS	59	15011NOS	77	15560NOS	65	15931NOS	84
13765-26NOS	59	15020NOS	77	15561NOS	65	15970NOS	67
13765-28NOS	59	15021NOS	77	15562NOS	65	15972NOS	67
13765-29NOS	59	15025NOS	77	15563NOS	65	15974NOS	66
13765-30NOS	59	15029NOS	77	15564NOS	65	15990NOS	69
13765-31NOS	59	15030-1NOS	77	15565NOS	65	15991NOS	84
13765-32NOS	59	15030-2NOS	77	15566NOS	65	15992NOS	84
13765-33NOS	59	15030NOS	77	15567NOS	65	16000NOS	58
13765-34NOS	59	15031NOS	77	15568NOS	65	16000-CNOS	58
13765-35NOS	59	15035NOS	77	15569NOS	65	16001NOS	58
13765-36NOS	59	15040NOS	77	15570NOS	65	16002NOS	58
13765-37NOS	59	15041NOS	77	15571NOS	65	16010NOS	58
13765-38NOS	59	15050NOS	77	15572NOS	65	16011NOS	58
13765-39NOS	59	15051NOS	77	15573NOS	65	16012NOS	58
13765-40NOS	59	15060-1NOS	77	15574NOS	65	16020NOS	58
13765-41NOS	59	15060-2NOS	77	15601NOS	67	16020-CNOS	58
13765-42NOS	59	15060NOS	77	15602NOS	67	16020NOS	86
13765-43NOS	59	15061NOS	77	15602NOS	86	16021NOS	58
13765-44NOS	59	15070NOS	77	15603NOS	67	16022NOS	58
13765-45NOS	59	15071NOS	77	15605NOS	67	16025NOS	58
13765-46NOS	59	15080NOS	77	15606NOS	67	16026NOS	58
13765-47NOS	59	15081NOS	77	15606NOS	87	16027NOS	58
13765-49NOS	59	15100NOS	77	15610NOS	67	16028NOS	62
13765-51NOS	59	15101NOS	77	15610NOS	87	16029NOS	62
13765-52NOS	59	15200NOS	77	15613NOS	67	16030NOS	62
13765-STNOS	60	15201NOS	77	15616NOS	67	16030NOS	86
14100NOS	64	15210NOS	77	15618NOS	67	16032NOS	62
14101NOS	64	15210-SNOS	85	15640NOS	67	16033NOS	62
14105NOS	64	15211NOS	77	15640NOS	87	16034NOS	38
14106NOS	64	15215NOS	77	15641NOS	67	16035NOS	38
14110NOS	64	15220NOS	77	15645NOS	67	16037NOS	62
14120NOS	64	15221NOS	77	15650NOS	67	16039NOS	62
14124NOS	67	15230-1NOS	77	15651NOS	67	16039-GNOS	62
14125NOS	64	15230-2NOS	77	15651NOS	86	16039-YNOS	62
14130NOS	64	15230NOS	77	15655NOS	67	16039-WNOS	62
14132NOS	64	15231NOS	77	15660NOS	67	16039-RNOS	62
14135NOS	87	15240NOS	77	15670NOS	67	16041NOS	58
14140NOS	64	15241NOS	77	15680NOS	67	16045NOS	58
14147NOS	64	15250NOS	77	15685NOS	67	16045-CNOS	58
14150NOS	64	15260NOS	77	15686NOS	67	16046NOS	58
14155NOS	64	15270NOS	77	15690NOS	67	16046-TNOS	58
14156NOS	64	15280NOS	77	15750NOS	67	16047NOS	58
14160NOS	64	15290NOS	77	15750NOS	87	16048RNOS	58
14161NOS	64	15295NOS	77	15760NOS	80	16049NOS	58
14162NOS	64	15300NOS	77	15763NOS	80	16050NOS	58
14164-110NOS	64	15302NOS	77	15763NOS	87	16050-CNOS	58
14164NOS	64	15305NOS	77	15770NOS	80	16051NOS	58
14164NOS	86	15340NOS	77	15775NOS	80	16052NOS	58
14164NOS	87	15341NOS	77	15800NOS	67	16052NOS	58
14165NOS	64	15345NOS	77	15805NOS	28	16055NOS	63
14165NOS	86	15346NOS	77	15810NOS	80	16058NOS	63
14165NOS	87	15350NOS	77	15812NOS	81	16060NOS	58
14167NOS	64	15352NOS	77	15815NOS	81	16080NOS	58
14168NOS	63	15355NOS	77	15834NOS	66	16080-CNOS	58
14169NOS	64	15400NOS	77	15834NOS	87	16081NOS	58
14170NOS	64	15400-SNOS	85	15835BNOS	66	16082NOS	58
14180NOS	63	15401NOS	77	15838NOS	66	16100NOS	65
14181NOS	63	15405NOS	77	15838ANOS	66	16100NOS	76
14182NOS	63	15410NOS	77	15838NOS	87	16103NOS	65
14230NOS	85	15410-SNOS	85	15850NOS	81	16103NOS	75
14250NOS	85	15411NOS	77	15851NOS	80	16103NOS	86
14251NOS	85	15420NOS	77	15855NOS	81	16104NOS	75
14252-SNOS	85	15420-SNOS	85	15860-100NOS	81	16130NOS	65
14253NOS	85	15430NOS	77	15860-160NOS	81	16130NOS	84
14270NOS	85	15430-SNOS	85	15860NOS	81	16138-SNOS	63
14300NOS	85	15450NOS	77	15879NOS	67	16139-15NOS	63
14700NOS	61	15460NOS	77	15894NOS	67	16139NOS	63
14700-PNOS	61	15470NOS	77	15900NOS	82	16140NOS	63
14705NOS	61	15475NOS	77	15900NOS	87	16142NOS	65
14707NOS	61	15480NOS	77	15902NOS	82	16143NOS	65
14710NOS	61	15490NOS	77	15902BNOS	82	16145NOS	63
14710-PNOS	61	15495NOS	77	15905NOS	82	16146NOS	63
14720NOS	61	15496NOS	77	15906NOS	82	16148NOS	65
14720-PNOS	61	15500NOS	77	15906NOS	86	16149NOS	85
14730NOS	61	15501NOS	77	15907NOS	82	16151NOS	65
14730-PNOS	61	15504NOS	77	15910NOS	82	16152NOS	65
14730-SHFNOS	61	15505NOS	77	15910NOS	86	16159NOS	65
14740NOS	61	15508NOS	77	15910NOS	87	16160NOS	65
14745NOS	61	15509NOS	77	15911NOS	82	16160NOS	86
14745-PNOS	61	15512NOS	77	15911BNOS	82	16165NOS	65
14745-SHFNOS	61	15513NOS	77	15911SNOS	82	16166NOS	65
14745-SHF-GNOS	61	15516NOS	77	15911NOS	86	16170NOS	65
14745-SHF-GPNOS	61	15517NOS	77	15912NOS	82	16175NOS	65
14745-TPINOS	61	15520NOS	77	15912NOS	87	16190NOS	75
14747NOS	61	15524NOS	77	15913NOS	82	16191NOS	75
14750-ZR1NOS	61	15528NOS	77	15914NOS	82	16200NOS	65
14750NOS	61	15532NOS	77	15916NOS	82	16205NOS	65
14750-PNOS	61	15534NOS	76	15917NOS	82	16206NOS	65
14750-SHFNOS	61	15538NOS	75	15922NOS	82	16210NOS	65
14750-SHF-GNOS	61	15539NOS	75	15923NOS	82	16210NOS	76
14750-SHF-GPNOS	61	15540NOS	65	15926NOS	82	16210-SNOS	85
14760NOS	61	15550NOS	65	15927NOS	82	16210NOS	86
14760-SHFNOS	61	15552NOS	65	15928NOS	82	16220NOS	65
14760-SHF-GNOS	61	15552-SNOS	85	15930NOS	84	16220NOS	76
15010NOS	77						

# PART NUMBER INDEX

## INDEX

PART #	PAGE	PART #	PAGE	PART #	PAGE	PART #	PAGE
16220NOS	87	16725NOS	72	17421NOS	74	17948NOS	76
16222NOS	65	16725-C-SNOS	72	17450NOS	76	17950NOS	73
16224NOS	65	16730NOS	72	17460NOS	76	17951NOS	73
16225NOS	65	16730-C-SNOS	72	17470NOS	76	17952NOS	74
16230NOS	65	16735NOS	72	17500NOS	76	17953NOS	74
16230NOS	76	16735-C-SNOS	72	17510NOS	76	17954NOS	74
16230NOS	85	16740NOS	72	17510-SNOS	85	17954CNOS	74
16230NOS	87	16740-C-SNOS	72	17520NOS	76	17955NOS	73
16232NOS	65	16745NOS	72	17530NOS	76	17956NOS	73
16232NOS	76	16745-C-SNOS	72	17532NOS	76	17960NOS	73
16235NOS	65	16750NOS	72	17533NOS	75	17961NOS	73
16235NOS	76	16750-C-SNOS	72	17534NOS	76	17970NOS	73
16235NOS	85	16755NOS	72	17535NOS	75	17971NOS	73
16244NOS	76	16755-C-SNOS	72	17537NOS	75	17975NOS	73
16244ANOS	76	16760NOS	72	17538-42NOS	75	17975-SNOS	85
16244BNOS	76	16760-C-SNOS	72	17538-59NOS	75	17976NOS	80
16250NOS	78	16767NOS	72	17539NOS	76	17978NOS	80
16255NOS	78	16768NOS	72	17540NOS	74	17980NOS	73
16258NOS	78	16775NOS	75	17540NOS	89	17981NOS	73
16260NOS	78	16775NOS	75	17541NOS	74	17982NOS	75
16300NOS	78	16776NOS	75	17541NOS	89	17983NOS	75
16305-CNOS	78	16777NOS	75	17550NOS	74	17985NOS	73
16305NOS	78	16777NOS	75	17550NOS	89	17986NOS	73
16325-CNOS	78	16781NOS	75	17551NOS	74	17987NOS	73
16325NOS	78	16783NOS	75	17551NOS	89	17987-SNOS	85
16345NOS	78	16784NOS	75	17551NOS	89	17988NOS	73
16345-CNOS	78	16785NOS	75	17560NOS	74	17999NOS	76
16360NOS	78	16785NOS	89	17561NOS	74	19015-NOS	92
16365NOS	78	16860NOS	77	17561NOS	74	19018-NOS	92
16365-CNOS	78	16861NOS	77	17570NOS	74	19019-NOS	92
16370NOS	78	16865NOS	77	17571NOS	74	19030-NOS	92
16375-CNOS	78	16866NOS	77	17580NOS	74	19031-NOS	92
16375NOS	78	16867NOS	77	17581NOS	74	19032-NOS	92
16380NOS	78	16868NOS	77	17600NOS	74	19034-NOS	92
16385-CNOS	78	16901NOS	58	17600NOS	89	19036-NOS	92
16385NOS	78	16906NOS	58	17601NOS	74	19037-NOS	92
16390NOS	78	16914NOS	58	17601NOS	89	19038-NOS	92
16395-CNOS	78	16921NOS	58	17610NOS	74	19040-NOS	92
16395NOS	78	16931NOS	58	17611NOS	74	19041-NOS	92
16398NOS	78	16931NOS	58	17620NOS	74	19045-SNOS	93
16399-SNOS	78	17000NOS	76	17630NOS	74	19045-MNOS	93
16399-CNNOS	78	17000-SNOS	85	17631NOS	74	19045-LNOS	93
16402NOS	75	17001NOS	76	17650NOS	73	19045-XLNOS	93
16403NOS	75	17010NOS	76	17651NOS	73	19045-XXLNOS	93
16404-8NOS	75	17010-SNOS	85	17652NOS	74	19046-SNOS	93
16404B-8NOS	75	17011NOS	76	17653NOS	74	19046-MNOS	93
16405-8NOS	75	17020NOS	76	17660NOS	73	19046-LNOS	93
16430NOS	75	17021NOS	76	17661NOS	73	19106NOS	92
16430-CNOS	75	17030NOS	75	17670NOS	73	19107NOS	92
16431NOS	75	17031NOS	75	17671NOS	73	19108-RNOS	92
16431NOS	75	17050NOS	73	17680NOS	73	19108-NNOS	92
16431-CNOS	75	17051NOS	73	17681NOS	73	19108-BNOS	92
16432NOS	75	17060NOS	73	17690NOS	73	19109-FNOS	92
16432-CNOS	75	17060-SNOS	85	17701NOS	73	19120NOS	86
16433-8NOS	75	17061NOS	73	17710NOS	73	19150NOS	89
16433-CNOS	75	17074NOS	73	17711NOS	73	19151NOS	86
16434NOS	75	17075NOS	73	17712NOS	74	19151NOS	89
16434-CNOS	75	17140NOS	76	17713NOS	74	19152NOS	90
16435NOS	62	17141NOS	76	17720NOS	73	19200NOS	90
16435-CNOS	62	17150NOS	76	17721NOS	73	19200NOS	90
16435NOS	75	17151NOS	76	17730NOS	73	19201NOS	90
16436NOS	75	17160NOS	76	17731NOS	73	19202NOS	90
16450NOS	75	17161NOS	76	17800NOS	73	19203NOS	90
16451NOS	75	17200NOS	76	17801NOS	73	19204NOS	90
16470NOS	75	17200NOS	76	17810NOS	73	19205NOS	90
16500NOS	58	17210NOS	76	17811NOS	73	19208NOS	90
16500NOS	58	17211NOS	76	17815NOS	73	19210NOS	90
16505NOS	58	17220NOS	76	17816NOS	73	19212NOS	90
16505NOS	58	17221NOS	76	17820NOS	73	19220NOS	86
16505NOS	58	17230NOS	76	17830NOS	74	19221NOS	90
16512NOS	59	17241NOS	75	17831NOS	74	19224NOS	86
16513NOS	59	17242NOS	75	17835NOS	74	19225NOS	90
16514NOS	59	17250NOS	73	17835NOS	89	19230NOS	86
16515NOS	59	17251NOS	73	17836NOS	74	19240NOS	90
16516NOS	59	17252NOS	74	17840NOS	74	19300NOS	91
16517NOS	59	17253NOS	74	17841NOS	74	19301NOS	86
16518NOS	59	17255NOS	74	17842NOS	74	19302NOS	91
16601NOS	58	17256NOS	74	17843NOS	74	19304NOS	91
16601-CNOS	58	17260NOS	73	17846NOS	74	19305NOS	89
16603NOS	58	17261NOS	73	17847NOS	74	19306NOS	86
16603-CNOS	58	17271NOS	75	17850NOS	76	19322NOS	90
16604NOS	58	17283NOS	69	17851NOS	76	19323NOS	89
16604-CNOS	58	17300NOS	74	17860NOS	76	19324NOS	93
16604NOS	58	17301NOS	74	17861NOS	76	19326NOS	92
16605-CNOS	58	17310NOS	74	17870NOS	76	19327NOS	92
16650-TNOS	58	17320NOS	74	17871NOS	76	19350NOS	86
16665NOS	84	17321NOS	74	17900NOS	73	19511NOS	91
16666NOS	84	17350NOS	74	17901NOS	73	19512NOS	85
16700NOS	72	17351NOS	74	17910NOS	73	20100NOS	69
16700-C-SNOS	72	17360NOS	74	17911NOS	73	20120NOS	69
16705NOS	72	17361NOS	74	17920NOS	73	20130NOS	69
16710NOS	72	17370NOS	74	17921NOS	73	20360NOS	69
16710-C-SNOS	72	17371NOS	74	17923NOS	81	L30854	86
16712NOS	72	17400NOS	74	17933NOS	81		
16715NOS	72	17401NOS	74	17944NOS	73		
16715-C-SNOS	72	17410NOS	74	17945NOS	73		
16720NOS	72	17411NOS	74	17947NOS	76		
16720-C-SNOS	72	17420NOS	74	17948NOS	76		





## **NOS 90-DAY LIMITED WARRANTY**

### **Thank you for choosing NOS!**

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# NEW & HOT PRODUCTS



**Mini Progressive  
Controller with  
Hand-Held Tuner**

PAGE: 66



**Drive-By-Wire WOT  
Switch**

PAGE: 67



**Billet  
Solenoid/Micro-  
Switch Brackets**

PAGE: 59



**Acura RSX Nitrous  
System**

PAGE: 23



**2005/2006  
Mustang Nitrous  
System**

PAGE: 28

**LS-1 and LS-2 Plate  
Nitrous System**

PAGE: 28



**Ntimidator™ Dual  
LED Purge Kit**

PAGE: 62



**Ntimidator™  
Purge Kit LEDs**

PAGE: 62



**Small Parts  
Plan-O-Gram**

PAGE: 89



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