



OWNER'S MANUAL P/N 199R10280



SMALL DISPLACEMENT 2 CYCLE

Kit Numbers: 03200-OZNOS

NOTICE: Installation of Nitrous Oxide Systems Inc. products signifies that you have read this document and have agreed to the terms stated within.

It is the purchaser's responsibility to follow all installation instruction guidelines and safety procedures supplied with the product. The purchaser must determine the compatibility of the product with the vehicle or the device the purchaser intends to install the product on.

Nitrous Oxide Systems Inc. assumes no responsibility for damages occurring from accident, misuse, abuse, improper installation, improper operation, lack of reasonable care, or all previously stated reasons resulting from incompatibility with other manufacturers' products.

Nitrous Oxide Systems Inc. assumes no responsibility or liability for damages incurred by the use of products manufactured or sold by Nitrous Oxide Systems Inc. on vehicles used for competition or racing.

Nitrous Oxide Systems Inc. neither recommends nor condones the use of products manufactured or sold by Nitrous Oxide Systems Inc. on vehicles, which may be driven on public roads or highways, and assumes no responsibility for damages incurred by such use.

NOS nitrous oxide is legal for use in most states when used in accordance with state and local traffic laws. NOS does not recommend or condone the use of its products in illegal racing activities.

NOS has not pursued California Air Research Board (CARB) exemptions for its kits, hence, they are not legal for use on pollution-controlled vehicles in California. A correctly installed NOS nitrous system should not alter the emission control performance of your vehicle under standard EPA test cycle conditions.

HAZARDS DEFINED

This manual presents step-by-step instructions that describe the process of installing your NOS Nitrous Oxide Injection System. These procedures provide a framework for installation and operation of this kit. Parts are referenced by name and number to avoid confusion. Within the instructions, you are advised of potential hazards, pitfalls, and problems to avoid. The following examples explain the various hazard levels:

WARNING! Failure to comply with instructions may result in injury or death.

CAUTION! Failure to comply with instructions may result in damage to equipment.

NOTE: This information is important, needs to be emphasized, and is set apart from the rest of the text.

HINT: These special instructions provide a handy work tip.

NITROUS OXIDE INJECTION SYSTEM SAFETY TIPS

WARNINGS

Do not attempt to start the engine if the nitrous has been injected while the engine was not running. Disconnect the coil wire and turn the engine over with the throttle wide open for several revolutions before attempting to start. Failure to do so can result in extreme engine damage.

Never permit oil, grease, or any other readily combustible substances to come in contact with cylinders, valves, solenoids, hoses, and fittings. Oil and certain gases (such as oxygen and nitrous oxide) may combine to produce a highly flammable condition.

Never interchange nitrous and fuel solenoids. Failure to follow these simple instructions can result in extreme engine damage and/or personal injury.

Never drop or violently strike the bottle. Doing so may result in an explosive bottle failure.

Never change pressure settings of the safety relief valve on the nitrous bottle valve. Increasing the safety relief valve pressure settings may create an explosive bottle hazard.

Identify the gas content by the NOS label on the bottle before using. If the bottle is not identified to show the gas contained, return the bottle to the supplier.

Do not deface or remove any markings, which are on the nitrous bottle.

Nitrous bottle valves should always be closed when the system is not being used.

Notify the supplier of any condition, which might have permitted any foreign matter to enter the valve or bottle.

Keep the valves closed on all empty bottles to prevent accidental contamination.

After storage, open the nitrous bottle valve for an instant to clear the opening of any possible dust or dirt.

It is important that all threads on the valves and solenoids are properly mated. Never force connections that do not fit properly.

CONGRATULATIONS on purchasing your NOS Nitrous Oxide Injection System. Your system is composed of the highest quality components available. It should provide many miles of trouble-free performance when used correctly. If you have any questions regarding the performance of your system, call NOS Powersports Technical Service at 1-866-GOHOLLEY.

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WHAT IS NITROUS OXIDE?

NITROUS OXIDE...

...Is a cryogenic gas composed of nitrogen and oxygen molecules

...Is 36% oxygen by weight

...Is non-flammable by itself

...Is stored as a compressed liquid

...Exists in two grades—U.S.P. and Nitrous Plus:

- ❑ U.S.P. is medical grade nitrous oxide; its common use is dental and veterinary anesthesia. It is also commonly used as a propellant in canned whipped cream. U.S.P. is not available to the public.
- ❑ Nitrous Plus differs from U.S.P. in that it contains trace amounts of sulphur dioxide added to prevent substance abuse. Nitrous Plus is intended for automotive applications and is available for sale to the public

In motorcycle applications, Nitrous Plus and fuel are injected into the engine's intake manifold, which produces the following results:

- ❑ Lowers engine intake air temperature, producing a dense inlet charge.
- ❑ Increases the oxygen content of the inlet charge (air is only 22 percent oxygen by weight).
- ❑ Increases the rate at which combustion occurs in the engine's cylinders.

Do's and Don'ts of Nitrous Oxide

Do's

- ❑ Read all instructions before attempting to install your NOS nitrous system.
- ❑ Make sure your fuel delivery system is adequate for the nitrous jetting you have chosen. Inadequate fuel pressure or flow will result in engine damage.
- ❑ Use 14 gauge (minimum) wire when installing electrical system components.
- ❑ Use high-quality connections at all electrical joints.
- ❑ Use **Teflon-based paste** on pipe style fittings.
- ❑ Make sure your engine and related components (ignition, carburetor, and driveline) are in proper working condition.
- ❑ **If nitrous is accidentally injected into the engine when it is not running, remove the engine coil wire, open the throttle, and crank the engine 10 to 15 seconds before starting. Failure to do so can result in an explosive engine failure.**
- ❑ **Use your NOS nitrous system only at wide-open throttle and at engine speeds above 2500 RPM.**
- ❑ **Install a proper engine to chassis ground. Failure to do so may result in an explosive failure of the main nitrous supply line.**
- ❑ Use a high-quality fuel, as suggested in Chapter 3, Baseline Tuning Suggestions.

Don'ts

- ❑ Engage your nitrous system with the engine off. Severe engine damage can occur.
- ❑ Modify NOS nitrous systems (if you need a non-stock item, call NOS Technical Service for assistance at 1-866-GOHOLLEY.)
- ❑ Overtighten AN type fittings.
- ❑ Use Teflon Tape on any pipe threads. Pieces of Teflon tape can break loose and become lodged in nitrous or fuel solenoids or solenoid filters. Debris lodged in a nitrous or fuel solenoid can cause catastrophic engine failure.



- ❑ Use sealant of any kind on AN fittings.
- ❑ Allow nitrous pressure to exceed 1100 psi. Excessive pressure can cause swelling or in extreme cases failure of the nitrous solenoid plunger. Solenoid plungers are designed so that pressure-induced failures will prevent the valve from operating. No leakage should occur with this type of failure.
- ❑ **Inhale nitrous oxide. Death due to suffocation can occur.**
- ❑ **Allow nitrous oxide to come in contact with skin. Severe frostbite can occur.**
- ❑ **Use octane boosters that contain methanol. Fuel solenoid failure may occur, producing severe engine damage.**

Chapter 1—Introduction to Your NOS Nitrous Oxide Kit

1.1 General Information

NOS nitrous oxide injection kits 03200-OZNOS is designed for small displacement 2 cycle engines (less than 50cc).

1.2 System Requirements

When used correctly, NOS nitrous oxide elevates cylinder pressures and makes temperatures while increasing combustion rate. These characteristics make the engine more sensitive to detonation. To ensure proper performance and engine life, the following tips are suggested:

- ❑ **Adequate fuel pressure and delivery**—When designing your fuel system, plan on your pumps and lines flowing at least 0.10 gallons per hour per horsepower. The fuel pump included in this kit is capable of handling the fuel flow requirements.
- ❑ **Fuel Quality**—Most motorcycle engines will perform satisfactorily on 92 octane pump gasoline when using nitrous oxide injection. Higher output applications may require the use of 100+ octane racing fuel.
- ❑ **Forged Pistons**—On high horsepower applications, forged pistons are recommended. Cast pistons may be prone to failure at elevated cylinder temperatures and pressures.
- ❑ **Electrical Requirements**—You will need a 9.6 volt (Ni-cad) battery pack (typical 8 cell R/C car battery pack).

1.3 Kit Components

Before beginning the installation of your NOS kit, compare the components you received with those shown in Figure 1 and Table 1, on the following two pages. If any components are missing, contact NOS Powersports Technical Service at 1-866-GOHOLLEY.



Figure 1 NOS Kit 03200-OZNOS Components

Table 1 NOS Kit 03200-OZNOS Parts List

ITEM	DESCRIPTION	QUANTITY	PART #
1	Nozzle Mounting Convex Fitting	1	13715-SNOS
2	Nozzle Mounting Concave Nut	1	13713-SNOS
3	Fogger STS Nozzle	1	13716NOS
4	Funnel Jets	2	13745-14NOS
5	Funnel Jets	1	13745-15NOS
6	Bracket Set, Billet 10oz.	1	14104NOS
7	Bottle, 10oz.	1	14700NOS
8	2 ft. Rubber Fuel Hose	1	15000-SNOS
9	4 AN – 2 ft. Hose—Blue	1	15230NOS
10	N ₂ O Filter	1	15570NOS
11	Arming Switch	1	15602NOS
12	Momentary Pushbutton	1	15610NOS
13	10 ft. P/S Wire Roll 16 GA Black	1	15615-SNOS
14	14 GA Red Wire	1	15752-SNOS
15	Blue Female Spade .250	6	15885B-SNOS
16	Blue Male Spade .250	4	15886B-SNOS
17	Green .187 Male Spade	4	15888G-SNOS
18	Green .187 Female Spade	4	15889G-SNOS
19	1/16 NPT Tap	1	15990NOS
20	N ₂ O Powershot Solenoid	1	16020NOS
21	Powershot Fuel Solenoid	1	16080NOS
22	5/16" Hose Clamp	4	36R646A
23	1/8" x 5 ft. Roll, Poly-Line	1	16250NOS
24	Hose Connector	1	17539NOS
25	1/8" Cone Ferrule	2	16404NOS
26	1/8 NPT – 1/8" Comp Fit	2	16432NOS
27	Base Bracket Assembly	2	16505NOS
28	Screw – P/S Sol. Base	4	16506-SNOS
29	90° Adapter	2	17532NOS
30	3AN x 1/8" Tube Nut (Blue)	1	17540NOS
31	3AN x 1/8" Tube Nut (Red)	1	17541NOS
32	Fuel Pump	1	15760NOS
33	Dash Emblem	1	19150NOS
34	Fitting – Fuel Tank M-Cycle	1	19R897
35	Sealant – Teflon Paste	1	70R103
36	Instructions	1	199R10280
37	Zip Ties	4	A4020NOS
38	Box	1	A5018NOS
39	Warranty Pack	1	A5070-SNOS

Chapter 2 Kit Installation

2.1 Bottle Mounting Instructions

Accurate calibration of your NOS nitrous system depends on the bottle remaining at a stable temperature. Mount the bottle away from heat sources such as the engine or exhaust system.

2.2 Bottle Orientation

This system is different from any other NOS nitrous system and requires specific bottle orientation. To control the amount of power the supplied 10 oz. **must** be mounted either vertically with the valve at the top or horizontally with the valve towards the front of the vehicle. This is to supply the solenoid with ***gaseous nitrous only***.



Figure 2 Nitrous Bottle Orientation

2.3 Solenoid Mounting

Use the following procedures to install the nitrous solenoid and the fuel solenoid.

NOTE: Remember to use only Teflon paste on the pipe threads.

HINT: Placement of the solenoid is often limited by the lack of possible mounting locations in the engine compartment. However, if possible, observe the following suggestions:

- Keep the solenoids and lines away from exhaust components.
- Keep the solenoids mounted above the Fogger Nozzles.
- Place the solenoids near the Fogger Nozzles so that the lines will be as short as possible.
- Trial fit the solenoids with all lines attached to ensure a proper fit.
- An additional solenoid bracket has been supplied so that the solenoids can be mounted separately or together on one bracket. Either method is acceptable.
- Solenoids may be mounted sideways or upside-down if necessary.

2.3.1 Nitrous Solenoid Installation

1. Clamp the nitrous solenoid in a bench vise.
2. Install the nitrous filter fitting into the female of one of the 90° adapters. Then assemble the 2 90° adapters together and into the solenoid inlet port.
3. Install the compression fitting adapter into the outlet port of nitrous solenoid or distribution block.
4. Remove the nitrous solenoid assembly from the vise.
5. Attach the solenoid mounting bracket to the bottom of the nitrous solenoid.
6. Select desired mounting location for the nitrous solenoid.
7. Install the nitrous solenoid. If the solenoid mounting location is difficult to access, leave the solenoid loose so that the solenoid inlet and outlet ports can be easily accessed.

2.3.2 Fuel Solenoid Installation

1. Clamp the fuel solenoid in a bench vise.
2. Install the fuel fitting in the inlet port of the fuel solenoid.
3. Install the compression fitting adapter into the outlet port of the solenoid.
4. Remove the fuel solenoid assembly from the vise.
5. Attach the solenoid mounting bracket to the bottom of the nitrous solenoid.
6. Select desired mounting location for the nitrous solenoid.
7. Install the fuel solenoid. If the mounting location is difficult to access, leave the solenoid loose so that the solenoid inlet and outlet ports can be easily accessed.

2.4 Fogger Nozzle Installation

1. Determine the location of the air cleaner inlet duct where the Fogger Nozzle is to be mounted. Figure 3 is usually a good guide for most applications.

HINT: If possible, it is a good idea to mount the Fogger Nozzle with the discharge end of the nozzle facing downward. Occasionally, when nozzles are mounted with the discharge end up, fuel will seep down the nitrous passageway and contaminate the seal in the nitrous solenoid causing damage. This is rare, but can occur.

2. Remove the following: air cleaner(s), inlet ducting, carburetor(s), and inlet manifold(s).

NOTE: The degree of disassembly necessary, will vary depending upon where you decide to place the Fogger Nozzle(s).

3. Drill a 7/16" hole at each location where the Fogger Nozzle is to be located.

HINT: If installing the Fogger Nozzle in metal, it is not necessary to use the supplied nozzle nut and collar. Instead of a 7/16" hole, drill a 1/4" hole and tap directly with a 1/16" NPT tap. The Fogger Nozzle will then screw directly into the tapped hole.

4. Install a Nozzle Nut and Nozzle Collar in each 7/16" hole.

HINT: It is suggested that the Nozzle Nut and Nozzle Collar be assembled using Loctite to prevent the fitting from vibrating loose.

5. Note the discharge side of the Fogger Nozzle. Install the Fogger Nozzle in the Nozzle Nut and Collar with the discharge side of the nozzle pointing toward the engine.
6. Reinstall the components removed in Step 2. Do not reinstall any components that restrict access to the Fogger Nozzles.

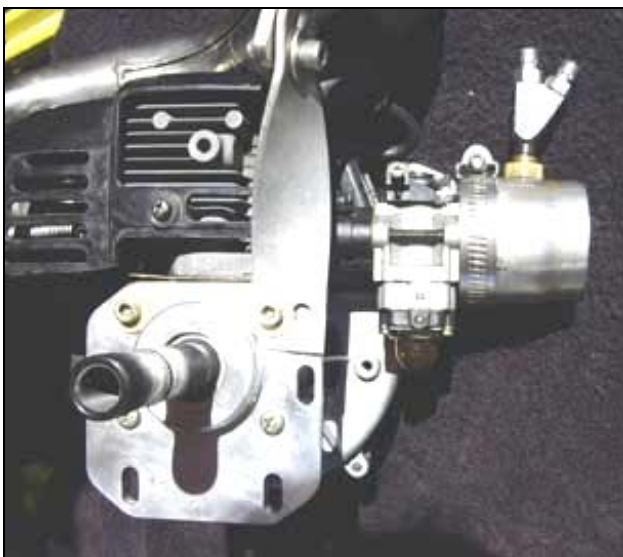


Figure 3

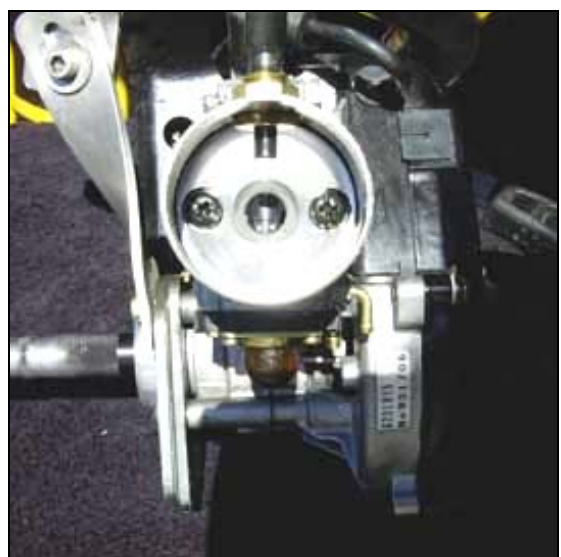


Figure 4

2.5 Solenoid/Fogger Nozzle Installation

1. Measure and cut a length of Poly line to connect the Fogger Nozzle fuel port to the fuel solenoid. Measure and cut a second length of Poly line to run from the Fogger Nozzle nitrous port to the nitrous solenoid.
2. Install the N₂O and fuel jet in the Fogger Nozzle.
3. Slip a blue B-Nut and ferrule on the nitrous side Poly line. Place a red B-Nut and ferrule on the fuel side Poly line.
4. Insert the Poly line into the Fogger Nozzle. Tighten the B-Nuts.

NOTE: Overtightening the compression nut may cause the Poly line to fail.

5. Route the Poly line from the fuel side of the Fogger Nozzle to the compression fitting in the fuel solenoid.
6. Route the Poly line from the nitrous side of the Fogger Nozzle to the compression fitting in the nitrous solenoid. Cut to length.
7. Loosen the nut on the compression-fitting adapter. Insert the end of the Poly line into the compression fitting.
8. Holding the Poly line firmly in place (bottomed in the compression fitting), tighten the compression fitting.
9. Tighten the solenoid and solenoid bracket securely.

2.6 Nitrous Feed Line Installation

1. Determine the route for your main nitrous feed line to follow. Ensure that the path is clear of exhaust system, suspension, electrical lines and components, and tires.
2. Feed the nitrous line along the proposed route.
3. Secure the nitrous supply line using nylon tie-wraps.

NOTE: Stainless steel covering the main feed line is very abrasive. Shield paint components to prevent them from contacting the main feed line.

4. Attach the nitrous supply line to the bottle.

WARNING: Nitrous Oxide is dangerous to humans if inhaled or if it comes into contact with the skin. Always point the nitrous line opening away from people when disconnecting the line.

2.7 Fuel Pump Installation

1. Pick a mounting location for the fuel pump. Locate the fuel pump away from heat. The pump should be as low as possible in relation to the fuel tank.
2. Install the fuel pump.
3. Locate a suitable location for the fuel tank outlet fitting in the fuel tank. The best location is to the rear of the tank and as low as possible. The fitting must be located where the fuel will be during acceleration.
4. Drill a 9/16" hole in the fuel tank and install the outlet (rubber) fitting (P/N 19R897). Press in the metal fitting. Tighten securely. (See Figure 5). Attach the fuel hose to the outlet fitting and secure with the supplied hose clamps.

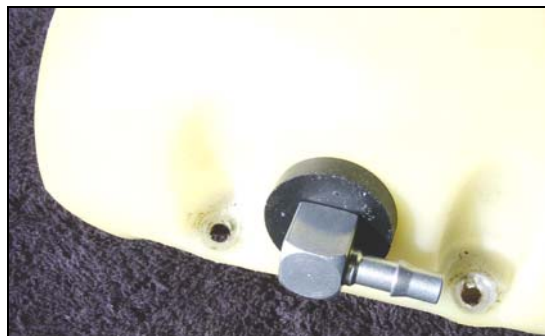


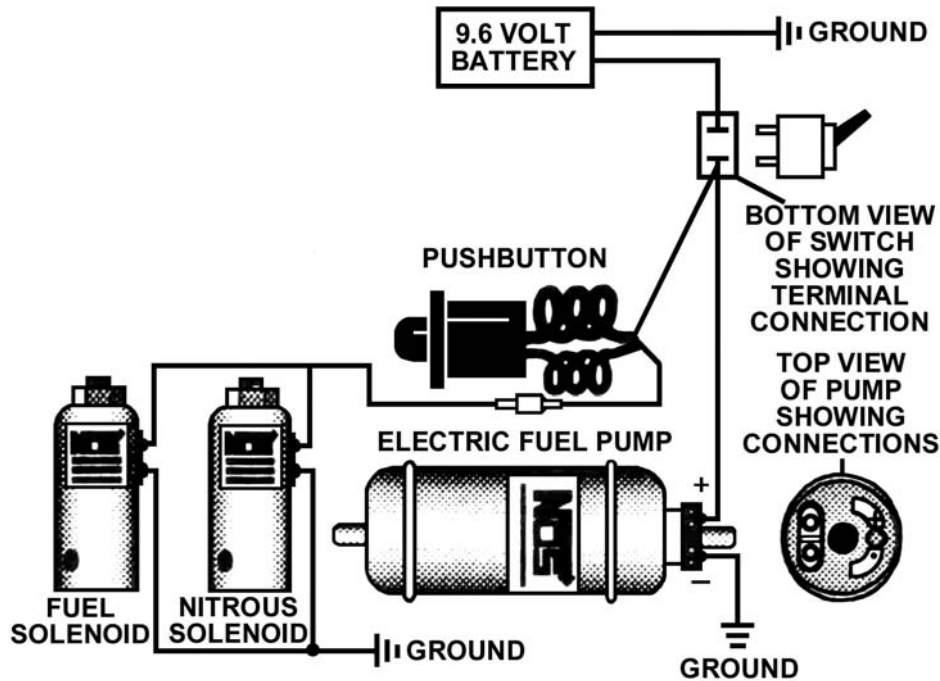
Figure 5

5. Connect the hose to the inlet port of the fuel pump and secure with the hose clamps.
6. Connect the outlet of the fuel pump to the fuel filter inlet port using the fuel hose and fuel clamps

2.8 Electrical System Installation

NOTE: Make sure battery is properly charged.

Figure 6 Wiring Schematic for NOS Kit 03200-OZNOS



Chapter 3 Preparing for Operation

After you have completed the installation of your NOS kit, perform the following checkout procedure before operating your vehicle.

NOTE: Before performing steps 1-4, make sure that the nitrous bottle valve is closed and the main nitrous supply line is empty.

1. Turn on the fuel pump.
2. Check all the fuel lines and fittings for leaks.
3. Start the engine.
4. Turn the arming switch on. Set the engine speed at 2000 RPM. Briefly depress the pushbutton. The engine speed should decrease, if the fuel delivery system is performing properly. If not, refer to Appendix A, Troubleshooting Guide.
5. Open the nitrous bottle valve.

NOTE: There should be no change in the engine idle speed. If the idle speed changes, refer to Appendix A, Troubleshooting Guide.

6. Inspect the nitrous lines and fittings for leaks.
7. ENJOY!!

Chapter 4 Routine Maintenance

4.1 Nitrous Solenoid Filter

When nitrous bottles are refilled they can become contaminated with debris, if the refiller does not have an adequate filter in his transfer pump mechanism. Contaminants in the bottle will eventually become lodged in the nitrous solenoid filter fitting.

You should periodically (after every 20-30 pounds of nitrous usage) examine the mesh in the nitrous filter for debris.

To clean the filter, follow the following steps:

1. Close the valve on the nitrous bottle.
2. Empty the main nitrous feed line.
3. Disconnect the main nitrous feed line from the nitrous solenoid.
4. Remove the nitrous filter fitting from the nitrous solenoid.
5. Remove all Teflon paste debris from the solenoid inlet port threads and from the nitrous solenoid filter pipe threads.
6. Examine the mesh in the nitrous filter fitting for contaminants. Blow out debris with compressed air if necessary.
7. Apply fresh Teflon paste to the nitrous filter pipe threads. Reinstall the filter in the nitrous solenoid.
8. Reconnect the main nitrous supply line to the nitrous solenoid.

4.2 Nitrous Solenoid Plunger

4.2.1 General Information

The seals used in NOS nitrous solenoid plungers are constructed from materials, which are designed to be used with nitrous oxide. When kept free from fuel contaminants or from overpressurization, they should provide trouble free performance.

You should periodically (after every 20-30 pounds of nitrous usage) examine the seal in the nitrous solenoid plunger.

If the fogger nozzles are mounted downstream of the carburetor butterflies, the nitrous solenoid plunger will get exposed to fuel vapors. This is unavoidable. Fluctuations in the intake manifold pressure, due to opening and closing of the throttle, induce flow into and out of the NOS Fogger nozzles, when the NOS system is not in use. Long term exposure of the nitrous solenoid plunger seal to fuel vapors will result in the swelling of the plunger seal. This will reduce nitrous flow (causing an excessively rich nitrous/fuel condition and a loss of power).

The seals used in NOS nitrous solenoid plunger are designed to work at pressures up to 1100 psi. Exposing the plunger to excessive pressure (whether the vehicle is sitting or in-use) can result in the plunger swelling or in extreme cases disintegrating.

NOTE: The seals are designed so that if they fail due to overpressurization, they will not leak, the valve will just fail to flow nitrous oxide.

Swelling of the nitrous solenoid plunger seal will reduce nitrous flow (causing an excessively rich nitrous/fuel condition and a loss of power).

4.2.2 Nitrous Solenoid Plunger Disassembly and Inspection

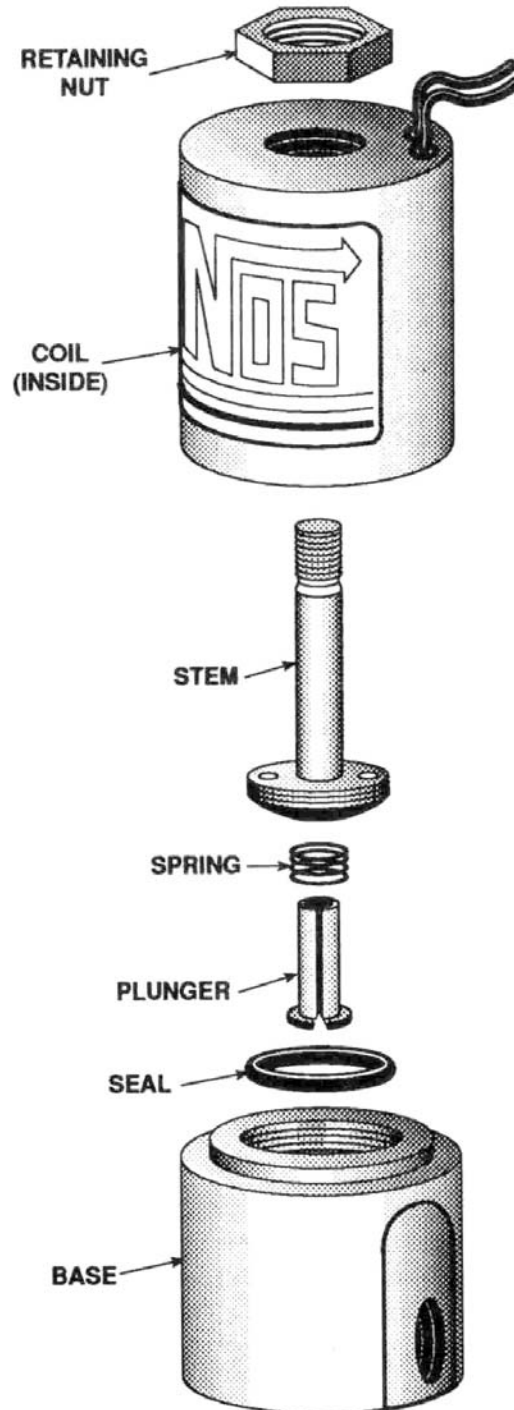
1. Close the valve on the nitrous bottle.
2. Empty the main nitrous supply line.
3. Remove the retaining nut from the nitrous solenoid.
4. Remove the coil and housing from the nitrous solenoid base.
5. Unscrew the stem from the nitrous solenoid base. Do this by double nutting the stem, or by using a solenoid stem removal tool (NOS P/N 16666-SNOS). **Do not use pliers on the solenoid stem. Damage to the stem will result.**
6. Remove the stem, spring, and plunger from the solenoid base.

7. Examine the plunger seal for swelling. The seal surface should be flat, except for a small circular indentation in the center of the seal;

A fuel-contaminated seal will protrude from the plunger and be dome-shaped. A fuel-contaminated seal may return to its original shape if left out in the fresh air for several days. It may then be returned to service.

A seal, which has been overpressurized, may be dome-shaped, or the sealing surface may be flat with the seal protruding out of the plunger. A dome-shaped seal may return to its original shape if left out in the fresh air for several days. It may be returned to service. A seal, which is flat, but protrudes from the plunger body has probably failed internally and should be replaced.

Figure 7 Exploded View of a Typical Solenoid



Appendix A Troubleshooting Guide

The troubleshooting chart on the following pages should help determine and rectify most problems with your installed NOS system. If you still need assistance determining or fixing problems, call the NOS Technical Service at 1-866-GOHOLLEY.

PROBLEM	POSSIBLE CAUSES	DIAGNOSTIC PROCEDURE	CORRECTIVE ACTION
No change in the engine speed when the fuel solenoid is activated (Preparing for Operation—Chapter 4).	System is wired incorrectly.	Compare wiring to schematic.	Wire per instructions
	Restricted fuel line.	Inspect fuel line for restrictions (crimped or plugged).	Remove restrictions.
	Malfunctioning fuel solenoid.	Turn arming switch ON. Activate pushbutton. Solenoid should make “clicking” noise.	Repair/replace solenoid.
	Fuel pump mounting	Check to see that the pump is mounted below fuel level.	Reposition the pump below fuel level.
Change in the engine speed when the nitrous bottle valve is opened	Malfunctioning nitrous solenoid.	Remove and inspect the solenoid.	Repair/replace solenoid.
Engine runs rich when system is activated.	Bottle valve not fully opened.	Check bottle valve.	Open valve fully.
	Plugged nitrous filter.	Inspect filter.	Clean/replace filter.
	Low bottle pressure.	Check bottle temperature.	Set bottle temperature to 75° to 85°F.
	Inadequate nitrous supply.	Weigh bottle.	Fill bottle. 1-800-99-REFILL
	Mismatched N ₂ O/fuel jetting.	Compare jetting to recommended values.	Install correct jets.
	Loose nitrous solenoid wiring.	Inspect the solenoid wiring.	Repair wiring.
No change in performance when system is activated.	Malfunctioning nitrous solenoid.	Close the bottle valve. Disconnect nitrous solenoid outlet port. Disconnect solenoid (+) lead. Open nitrous bottle valve. Briefly connect +12V to solenoid. Solenoid should discharge N ₂ O at high rate.	Rebuild solenoid.
	System wired incorrectly.	Compare nitrous wiring to schematic (Figure 6).	Wire system per instructions.
	Loose ground wire(s).	Connect 12V test light to battery (+) terminal. Check for continuity at grounds noted in wiring schematic (Figure 6).	Tighten/repair loose grounds.
	No power to arming switch.	Connect 12V test light to battery (-). Check for power at pole #1 on the arming switch.	Replace arming switch.
	Malfunctioning pushbutton.	Turn bottle valve OFF. Turn arming switch ON. Connect 12V test light to battery (-). Turn pushbutton (horn button) switch ON. Check for continuity at pushbutton output pole.	Replace pushbutton.
Partially clogged or plugged N ₂ O filter.	Inspect N ₂ O filter.	Clean/replace N ₂ O filter.	

Nitrous Oxide Accessories

Nitrous and Fuel Pressure Gauges, P/N 15900NOS & 15910-MNOS, allow you to monitor nitrous and fuel pressure to maximize performance, while making sure that your system is operating properly.



**NOS / Holley Powersports
Technical Support
1801 Russellville Road
Bowling Green, KY 42101-3542**

Toll-Free Phone: 1-866-GOHOLLEY

Phone: 1-270-781-9741

Fax: 1-270-781-9772

**For online help, please refer to the Tech
Service section of our website:**

www.holley.com

P/N 199R10280

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