



# EDELBROCK NITROUS SYSTEM

## UNIVERSAL MOTORCYCLE NITROUS SYSTEM

### CATALOG #71940

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#### 1.0 - GENERAL SAFETY PRECAUTIONS

This dry nitrous system is intended for **Fuel Injected Motorcycles Only!** It should only be installed by a competent technician with nitrous experience. This is **FOR RACE USE ONLY** and is not intended for public roads or highways.

All wiring and nitrous lines should be wrapped with the provided wire loom and positioned in a way to prevent engine heat from doing any damage. The use of electrical tape at the end of the wire loom adds to the effect of “stock appearing”. We also suggest running all the wiring and nitrous line alongside stock wiring. Be sure all wire terminals are water tight to prevent corrosion. The water proof arming switch should also be located in a discreet location to prevent detection.

The nitrous bottle should be mounted away from any engine heat. Under the seat is a good location.

The nitrous nozzle should mount in a ram air tube or at the very front of the air box. This is to assure that the Airbox Sensors are hit with the nitrous oxide. The nitrous will pass through the air filter.

Start with the smallest supplied jet. Try it on the dyno first, then try it on the race track. Use stock ignition timing only when you are using the nitrous. **Advancing the timing can cause engine damage.** Using a minimum 90 octane gasoline is highly recommended.

Do not use the nitrous to increase the horsepower by more than 40. Doing so can/will cause piston or spark plug failure resulting in severe engine damage.

If your fuel injected motorcycle is equipped with a Power Commander, it is recommended that you increase the high rpm faceplate by two bars. This is to insure enough fuel will get to the engine. Refer to your Power Commander manual for instructions.

Do not allow the engine to hit the rev limiter while using the nitrous. An RPM activated switch may be installed to turn off the nitrous before the rev limiter has been reached. Refer to wiring diagrams for more information.

Do not attempt to use the nitrous in first gear. Tire spinning or an uncontrolled wheelie may result.

**IMPORTANT - Always wear proper safety gear while racing your motorcycle. This includes a minimum Snell 95 helmet, leather jacket, leather gloves, boots that cover your ankles, and leather pants. Additional padding is recommended.**



## 2.0 - IMPORTANT NOTICE

It is the responsibility of the purchaser to follow all guidelines and safety procedures supplied with this product and any other manufacturer's product used with this product. It is also the responsibility of the purchaser to determine compatibility of this device with the vehicle and other components.

Edelbrock Corporation assumes no responsibility for damages resulting from accident, improper installation, misuse, abuse, improper operation, lack of reasonable care, or all previously stated reasons due to incompatibility with other manufacturer's products.

Edelbrock Corporation assumes no responsibility or liability for damages incurred from the use of products manufactured or sold by Edelbrock Corporation on vehicles used for competition racing. Edelbrock Corporation neither recommends nor approves the use of products manufactured or sold by Edelbrock Corporation on vehicles which may be driven on public highways or roads, and assumes no responsibility for damages incurred from such use.

It is the purchaser's responsibility to check the state and local laws pertaining to the use of nitrous oxide for racing applications. Edelbrock Corporation does not recommend nor condone the use of its products for illegal street racing.

**Do NOT mount the bottle under the fuel tank. Heat from the engine will cause the bottle pressure to go too high for the solenoids to open!**

## 3.0 - WARRANTY

Edelbrock Corporation warrants to the original purchaser that the components shall be free from defects in parts and workmanship under normal use for 90 days from the date of purchase.

Edelbrock Corporation's obligation under this warranty is limited to the repair or replacement of any components found to be defective when returned postpaid to Edelbrock Corporation. The item must be returned with evidence of place and date of purchase or warranty will be void. The warranty will not apply to any component that has been used incorrectly, repaired, damaged, or tampered with by misuse, negligence or accident.

## 4.0 - ITEMS INCLUDED WITH THIS KIT

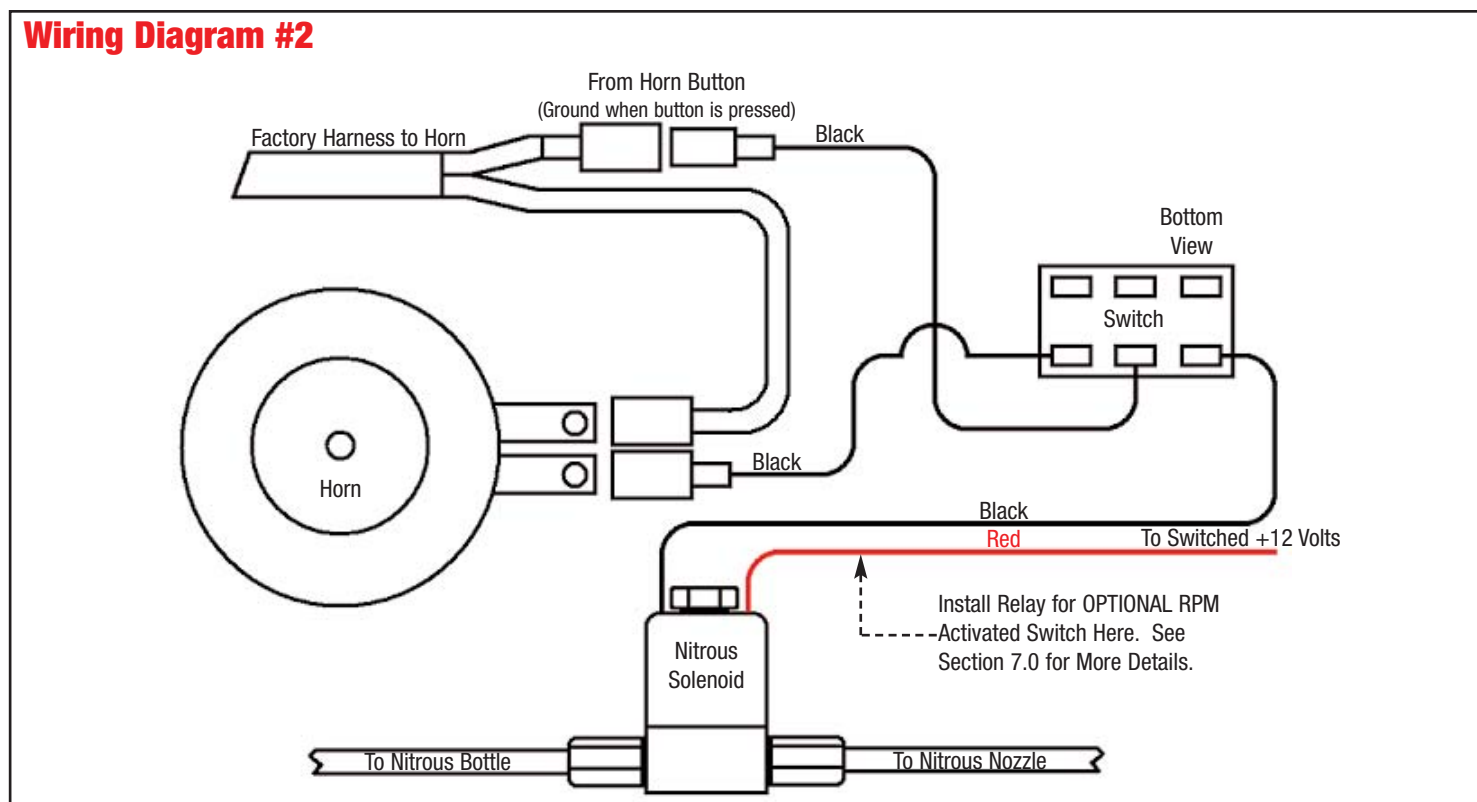
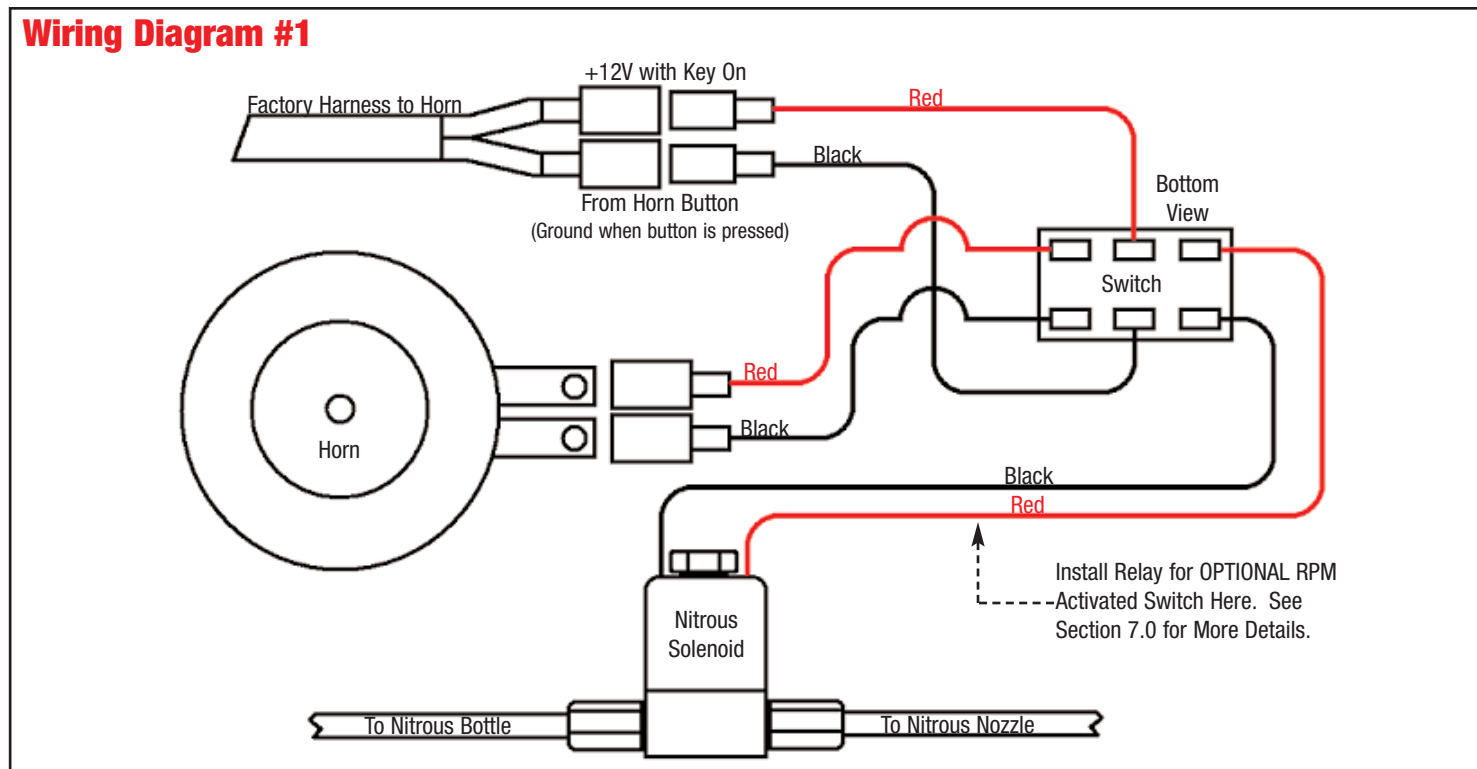
Qty	Qty	Qty	Qty
1	1 lb. Bottle with -4 Fitting	1	.036" Jet
1	12" -4 Line with Blue Ends	12'	1/4" Loom, Black, for Wires and to Hold Nitrous Line
1	Nitrous Solenoid	1	6 Pole Water Proof Switch
1	Fitting -4 Male to 1/8" Pipe	8'	Black Wire
1	Fitting -3 Male to 1/8" Pipe	8'	Red Wire
1	Dry Nitrous Nozzle	20	Small Zip Ties
1	Nozzle Tap, 1/16" Pipe Thread	10	Large Zip Ties
1	.028" Jet	1	60" -3 Stainless Line with -3 Hose Ends
1	.034" Jet	1 Pk	Misc. Electrical Terminals

## 5.0 - POWER COMMANDER TUNING TIPS

When using the Nitrous System, more fuel may be needed to be delivered to the engine using the Power Commander. To do this, you can use the Power Commander Faceplate and richen the high RPM. Another way is to go into the Map Program and richen 100% throttle table to the desired amount. Refer to the Power Commander manual for further instructions. Use of a dyno is recommended for proper tuning.

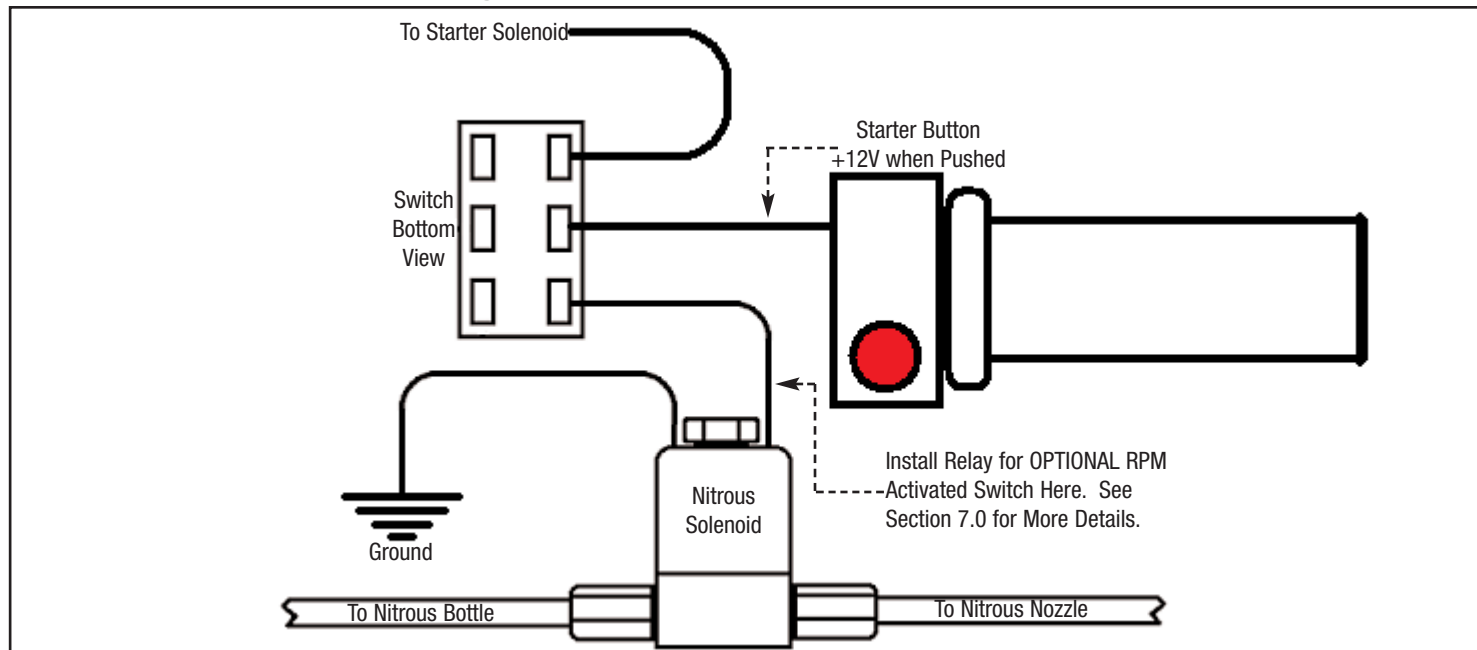
## 6.0 - WIRING DIAGRAMS

Some models provide +12V when the horn button is activated. When using wiring diagram #2, the solenoid wire polarity will need to be reversed if the horn button provides +12V.



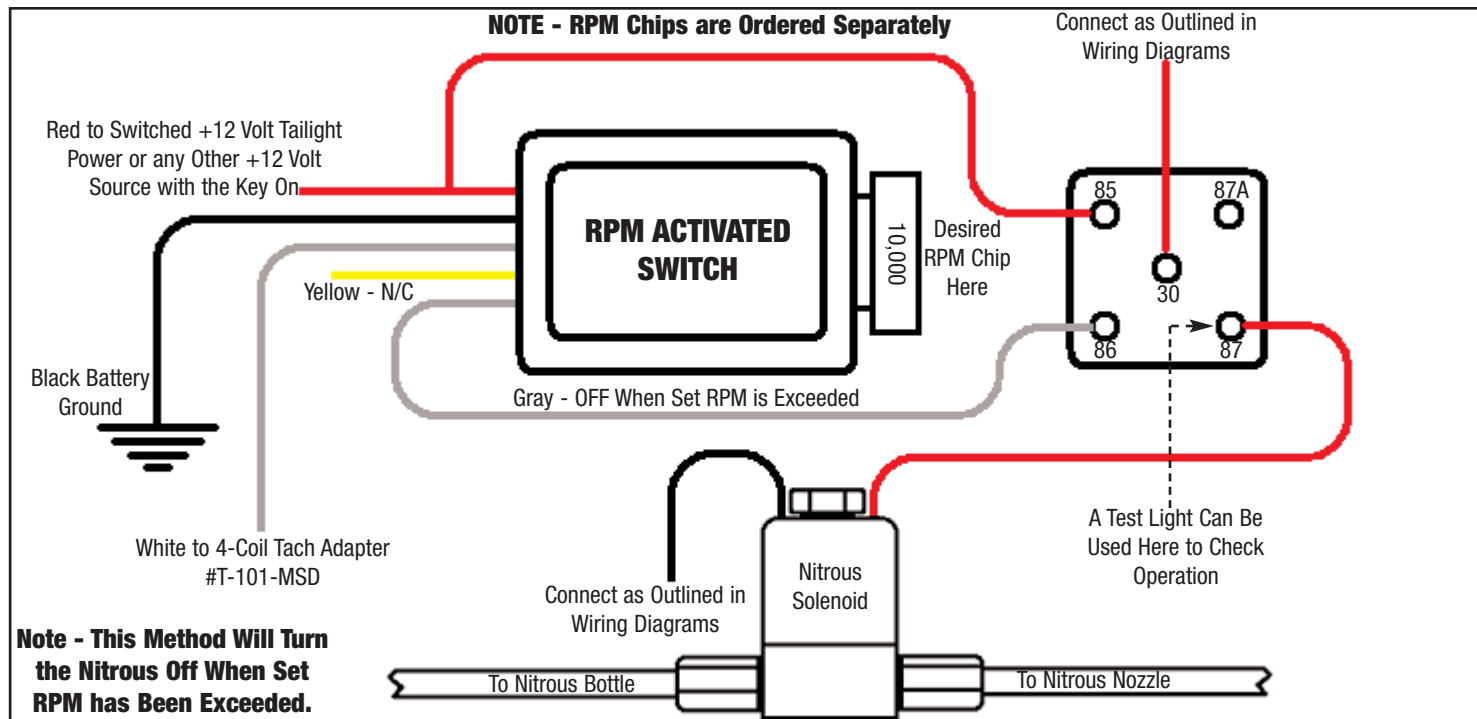
## Wiring Diagram #3

### Starter Button Activation for Suzuki Hayabusa



## 7.0 - WIRING MSD 8950 RPM SWITCH

**NOTE - This is a suggested wiring application. There are many ways that the RPM switch may be installed. The installer needs to set RPM switch to proper RPM and test operation. Use diagrams on page 3 for relay terminal #30 connection.**



## 8.0 - OPTIONAL PRODUCTS FOR EFI MOTORCYCLES

A Progressive Timing Retard Controller is available from Schnitz Racing for fuel injected motorcycles. The EFIR Series Timing Retard Controllers can be used with or without a Power Commander installed.