

# AKAMOTO

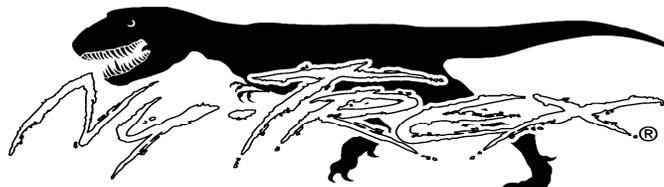
<http://www.akamoto.co.uk>

## Who are we

Akamoto have established in the United Kingdom to supply our products to the modifying car world that want the best in both performance and styling as we know how important the combination of the two are. We are very proud of our quality in both merchandise and service and feel we beat any competition hands down.

We have many many hours researching all over the globe to find the best suppliers for parts and accessories to produce our unique and custom kits. We have always looked for the finest quality manufacturers rather than the cheapest as the truth is, you do get what you pay for!, and buying cheap gear not only looks cheap but usually under performs and does not have a long life without requiring attention. Where with the Akamoto Systems you are sure to get the finest of EVERY component with your supply.

We have a large workshop of where we carefully assemble our products ready to be distributed to our customers. Here is also where we test our systems, create new ideas and permanently work towards new technologies to keep us a steady one step ahead of any competition.



**NITROUS OXIDE PERFORMANCE**

## **Holley 4150 & Dominator Spray-Plate System**

**This supplement is to be used with the Ny-Trex Owners Manual.**

**(Refer to the owners manual for safety tips and precautions)**

### **I. Injector Plate Mounting**

- 1) Remove the carburetor inlet duct and air cleaner
- 2) Disconnect the throttle linkage from carburetor
- 3) Disconnect fuel line from carburetor
- 4) Remove Carburetor
- 5) Remove the stock carburetor studs
- 6) Install the extended carburetor studs (6)
- 7) Install the Ny-Trex Spray-Plate (5) and gaskets (7) on the Intake with the "UP" marks on the plate facing up.
- 8) Install the carburetor
- 9) Re-connect the throttle linkage

### **II. Mount the Solenoids**

- 1) Install the -4 x 1/8" npt fitting to the inlet of each solenoid valve and -3 x 1/8" npt fitting to the outlet of each solenoid valve NOTE: Use only Teflon past or anaerobic sealer on pipe threads.
- 2) Attach the solenoid mounting bracket (12) to the nitrous and fuel solenoids NOTE: By flipping the brackets there are 4 possible mounting positions (2 per side). Determine the best position, (keep in mind the relation of "IN" and "OUT" to lines and nozzle) mount with 8/32 x 3/8 screws.
- 3) Loosely mount the nitrous solenoid to the base of the carburetor near the (Blue) nitrous end of the plate.
- 4) Loosely mount the Fuel solenoid to the base of the carburetor near the (Red) fuel end of the plate.
- 5) Install the proper fuel and nitrous jets (13) in the spray-plate with the beveled edge out.
- 6) Attach the fuel, nitrous lines to the valve and plate and tighten securely. (Do not use sealer or tape on AN line fittings). **CAUTION!** Avoid any obstructions that may come in contact with solenoids or lines such as hood, throttle cables, etc. Keep lines and hoses clear of engine, exhaust or any hot surface. Check for leaks before starting engine.
- 7) Tighten the solenoid mounts.

### **III. Hook Up Electrical** (Refer to page 15 for primary wiring)

### **IV. Install the WOT Micro switch** Position the WOT switch using the supplied universal mounting bracket so that the switch comes in contact with the throttle tab on the carb at wide open throttle only. You may also mount the WOT switch to contact the gas pedal linkage in a suitable position under the dash (Refer to WOT switch installation on page 14-15).

### **V. Installing Fuel Delivery Line**

- 1) Locate the factory fuel supply line and install the brass barbed tee using the supplied 1/4" fuel supply hose and clamps.
- 2) Connect the fuel supply line to the inlet fitting on the fuel solenoid.

### **VI. Test the Solenoids** for proper operation. Be sure the nitrous bottle is OFF and no pressure is in the N2O supply line. If using a fuel safety switch, you must use a jumper wire between the NO and C terminals while testing the solenoids. To test, turn the "arming" toggle switch ON, and push the "activating" WOT switch. A clicking sound should be heard as the solenoids open.