

Design Engineering, Inc.

604 Moore Road
Avon Lake, OH 44012



Installation Instructions



PART NO. 150000 (3") - 150001 (2-1/2")

KIT CHECKLIST	
1	Typhoon Turbine Housing
2	Silicone Couplings
4	Stainless Steel Clamps
1	1/8" NPT Plug
1	1/16" NPT Plug

NOTES
This supplement is to be used in conjunction with the Ny-Trex nitrous system Owners Manual. Please refer to the owners manual for complete nitrous system installation, safety tips, and all precautions.

Tools Required:
Screw Driver
7/16" Wrench
3/16 Allen Wrench
5/32 Allen Wrench
Hacksaw or Band saw
Blue Loctite
Teflon Sealant (not tape)
File or sandpaper

DIRECTIONS

- 1 - **Determine Typhoon Mounting Location**-Locate best position on your existing Cold Air Intake Pipe nearest the throttle body keeping in mind the pipe bends, angles & nozzle placement with line connections. If room exists you can simply add the Typhoon housing on the end of the Cold Air Pipe closest to the throttle body remembering you'll be adding an additional 3-inches to the overall length of the pipe. Or, remove at least 3-inches of a "straight" section of the pipe to provide adequate room for inserting and mounting the Typhoon housing.
- 2 - **Mark & Cut**-Remove the Cold Air Pipe after marking the proper placement for Typhoon housing. (**HINT:** Place a mark, or tape a horizontal index line down the length of the pipe to maintain proper placement and alignment when re-assembling the pipe). Hold the pipe firmly in a vise or securely on a flat table and using a hacksaw or band saw, make a straight cut. Be sure to file or sand the pipe edges smoothly and clean out the inside of the pipe ends to remove any debris.
- 3 - **Install Couplings**-Slide the supplied silicone couplings over each end of the Typhoon housing. Secure in place using the stainless steel clamps provided.

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- 4 - **Install Injection Nozzle**-Located on the Typhoon housing are two threaded Allen plugs (1-1/8" & 1-1/16"). Determine nitrous nozzle thread size and remove appropriate plug. (**NOTE:** Generally "Wet" nozzles are 1/8" and "Dry" nozzles are 1/16" thread size). Install nozzle with only one to one and a half turns beyond hand tight. (**NOTE:** Apply a small amount of blue Loctite to secure and seal the nozzle).
- 5 - **NOTE:** Be sure to use Teflon Sealant (Not Teflon Tape) to the threads of the Allen plug not being used.
- 6 - **Set Nozzle Direction**-With spray nozzle threaded in place, twist nozzle outlet so it's opening is pointing toward the turbine fan inside of the housing. To ensure the proper nozzle direction use an air supply source such as shop air, to direct air through the nozzle forcing air to spray and rotate the turbine fan. Next, rotate the nozzle until the fan reaches it's highest speed. (**NOTE:** Scribe small indication marks on both the nozzle and Housing for alignment purposes).
- 7 - **Install Typhoon**- Place remaining stainless steel clamps on couplings and position Typhoon housing between two halves of the Cold Air Pipe taking careful note of the airflow direction, rotation and nozzle placement with line connections.
- 8 - **Install Cold Air Pipe**-With Typhoon now installed, replace Cold Air Pipe in it's original position making certain nothing is in contact with the Cold Air Pipe and Typhoon housing.
- 9 - **Connect N₂O Nozzle Lines**-With Cold Air Pipe and the Typhoon housing installed, connect the nozzle supply line from the Nitrous Solenoid Valve (and Fuel Solenoid Valve for "Wet" systems) and tighten line securely with 7/16 wrench. Make certain lines are not in contact with anything. (**NOTE:** Zip Ties can be used to secure lines)
- 10 - **Test The System**-Without the engine running, remove the Cold Air Pipe from the throttle body and secure the pipe for visual inspection. Activate the nitrous system briefly to test the operation making certain that the outlet is directly away from all objects, spark, open flame and anyone standing nearby. For "Wet" systems disconnect power to the Fuel Solenoid Valve from avoid spraying fuel during test.

CAUTION: *Never spray nitrous or fuel into the engine without engine running above 3000 rpm. Always wait at least 10 minutes for fuel and nitrous to evaporate before attempting to start the engine to prevent serious engine damage).*

