

**Nitrous Jetting Basics** – As with any performance vehicle success is in the details. Jetting your system properly requires experience, patience and practice. Always start with a conservative tune selection and make small changes until you get the desired results. Most baseline jetting charts give you a great start however it is up to end user to verify the critical information such as air fuel ratio, ignition timing, etc. The Baseline Jetting Chart listed here is a good place to start for a conservative tune. Remember when you add power you need to remove timing, a good rule of thumb is to decrease timing 1-1/2° - 2° degrees for every 50 hp of nitrous gain above 100 hp. Also remember that nitrous increases cylinder pressure and temperature so trade your hot spark plugs for plugs a few steps colder.

<b>BASELINE JETTING CHART</b>																									
<b>EFI Wet Nozzle</b>									<b>Spray Plate</b>						<b>Direct Port</b>										
<b>Fuel Pressure</b>									<b>Fuel Pressure</b>						<b>Fuel Pressure</b>										
40 psi									6.5 psi						45 psi										
50 psi									8 psi						6.5 psi										
60 psi									10 psi						10 psi										
HP		N2O		Fuel		N2O		Fuel		N2O		Fuel		N2O		Fuel		N2O		Fuel		N2O		Fuel	
<b>Single Nozzle</b>	35	31	20	31	18	31	16	31	14	<b>Single Spray Bar</b>	50	36	33	36	31	36	28	<b>Four Nozzle</b>	100	26	14	26	24	26	21
	50	35	21	35	20	35	18	35	16		75	44	40	44	38	44	36		125	28	16	28	26	28	22
	75	41	26	41	24	41	20	41	18		100	52	46	52	44	52	41		150	31	18	31	28	31	24
	100	52	31	52	28	52	26	52	24		125	57	52	57	48	57	46		175	35	20	35	31	35	28
	125	57	33	57	32	57	31	57	28		150	62	57	62	54	62	52		200	36	20	36	33	36	28
	150	62	36	62	35	62	34	62	32		175	67	62	67	57	67	54		250	41	22	41	36	41	33
	175	67	41	67	38	67	36	67	35		200	73	67	73	62	73	57								
	200	73	41	73	40	73	38	73	36		250	82	73	82	67	82	62		<b>Six Nozzle</b>	125	24	14	24	21	24
250	82	48	82	46	82	44	82	42	300	88	82	88	73	88	67	150	26	16		26	24	26	22		
																175	28	16		28	26	28	24		
																200	31	18		31	28	31	26		
<b>Dual Nozzle</b>	75	31	20	31	18	31	16	31	14	<b>Dual Spray Bar</b>	75	31	28	31	26	31	24	<b>Eight Nozzle</b>	150	22	12	22	20	22	18
	100	36	22	36	20	36	18	36	18		100	36	33	36	31	36	28		175	24	14	24	21	24	18
	125	41	24	41	22	41	20	41	18		125	41	36	41	35	41	33		200	26	16	26	24	26	22
	150	44	26	44	24	44	22	44	20		150	44	40	44	38	44	36		250	28	16	28	26	28	24
	175	48	28	48	26	48	24	48	22		175	48	44	48	41	48	38		300	31	18	31	28	31	26
	200	52	31	52	28	52	26	52	24		200	52	46	52	44	52	41		400	36	20	36	33	36	28
	250	57	33	57	32	57	31	57	28		250	57	52	57	48	57	46								
	300	62	36	62	35	62	34	62	32		300	62	57	62	54	62	52								
350	67	41	67	38	67	36	67	35	350	67	62	67	57	67	54										
400	73	41	73	40	73	38	73	36	400	73	67	73	62	73	57										

**Note:** Baseline calculations at 900 psi bottle pressure, nitrous-to-fuel ratio at 5.5:1 and fuel specific gravity of .740. Baseline jetting targets 11:1 Air Fuel Ratio. (Results may vary upon engine type, application and efficiency)

**DO NOT ADVANCE TIMING!** It is recommend to retard timing 1 1/2° - 2° for every 50 HP of nitrous (over 100hp).