NOS PRO RACING NITROUS SOLENOID INSTRUCTIONS

P/N 16048RNOS

A5142-SNOS

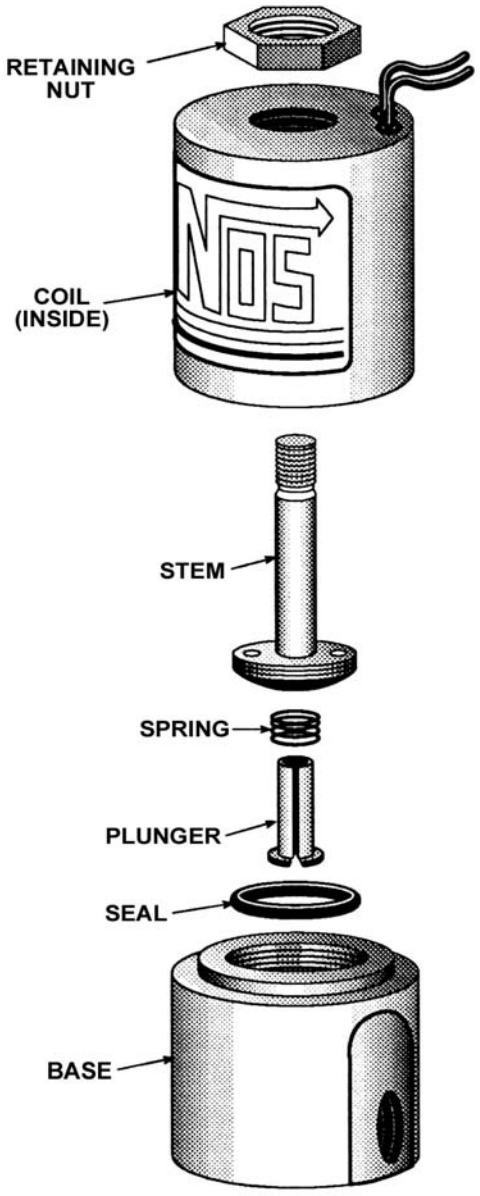
INTRODUCTION

NOS Solenoid P/N 16048RNOS is a high-flow nitrous oxide solenoid valve, designed for all-out racing applications only. It is not intended for use on street-legal vehicles.

Plunger stroke, internal orifice size, and intake port configuration, have all been specially modified to produce the highest flowing unit possible, while staying within the constraints of current IHRA rule limitations.

The plunger seal used in this valve is constructed from a Teflon-based compound. Teflon plungers have different sealing characteristics than the seals used in standard production NOS nitrous solenoids. Teflon-based seals will not typically produce a "bubble tight" seal at nitrous oxide system pressures below approximately 600 psi.

WARNING! Never leave your nitrous oxide system pressurized for extended periods of time when using this valve. When not in use, bleed all nitrous oxide from the inlet line leading to the nitrous solenoid. If nitrous system pressure drops below 600 psi, the plunger seal will leak, allowing nitrous oxide to enter into your engine. If this occurs when the engine is off and you then attempt to start the engine, an explosive engine failure can occur.



ROUTINE MAINTENANCE

Periodically disassemble the solenoid valve and examine the sealing surface of the plunger. The "O" shaped indentation in the Teflon sealing surface, caused by the seal contacting the solenoid orifice, should be no deeper than 0.010 - 0.015 inches. Once the "O" shaped indentation becomes greater than this, the solenoid plunger should be replaced to maintain maximum flow capability.

SOLENOID INSPECTION PROCEDURE

1. Close the valve on the nitrous bottle.
2. Empty the main nitrous supply line.
3. Remove the solenoid coil retaining nut.
4. Remove the solenoid coil and coil shell.
5. Remove the solenoid stem from the solenoid base by turning it counterclockwise. This can be done with an NOS solenoid wrench or by double- nutting the solenoid stem.

CAUTION! Do not attempt to remove the solenoid stem by gripping the stem with pliers. You will damage the stem irreparably.

6. Remove and examine the sealing surface of the plunger.
7. Clean and inspect the solenoid stem and base.
8. Replace the solenoid plunger, if necessary.
9. Reassemble using the reverse order.

NOTE: When reassembling the solenoid, make sure that the plunger, spring, and stem "O"ring are correctly seated before tightening.

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