

FUEL PRESSURE SAFETY SWITCH PN 15708

This “Next Generation” Safety switch is designed to protect your engine from a “lean” condition caused by low fuel pressure. The best location for this safety switch is at the outlet side of the fuel pump at or near the fuel tank. This location will allow instantaneous nitrous system shutdown in case of fuel pump failure. The next best location would be on the high-pressure (unregulated) side of the fuel pressure regulator, at the engine. It is pre-set at 4.5 psi however it is adjustable in a range of 3.5-10 PSI. To Adjust remove rubber plug from the top of switch. Insert the proper hex wrench turn clockwise to increase set point, counterclockwise to decrease the setting. A pressure gauge (P/N 15511 0-15PSI) must be used to check pressure accuracy. Follow the wiring diagram exactly, this is a low amperage switch and is not designed to carry the full amp load of the solenoids.

Note: Do not install the FPSS between the fuel pressure regulator and the fuel solenoid. The normal momentary drop in fuel pressure when the nitrous system is activated will activate the switch resulting in erratic nitrous system performance.

TESTING SAFETY SWITCH:

With the nitrous bottle “off” turn the nitrous system arming switch “on”. Test the system by “blipping” the nitrous activation switch, if your wiring is correct nothing should happen. Now turn “on” the fuel pump, “blip” the nitrous switch again, the solenoids should “click (be careful not to flood the engine with fuel, one short click should tell you if it is working.) The electrical diagram should be followed exactly for the proper operation of this devise.

EFI FUEL PRESSURE SAFETY SWITCH PN 15718

This “Next Generation” Safety switch is designed to protect your engine from a “lean” condition caused by low fuel pressure. It is pre-set at 35 psi however it is adjustable in a range of 25-60 PSI. To adjust, remove rubber plug from the top of switch. Insert the proper hex wrench, turn clockwise to increase set point, counterclockwise to decrease the setting. A pressure gauge (P/N 15512 0-100PSI) must be used for accurate adjustments. The blue manifold should be directly attached to the fuel solenoid (no sealer is required on this A-N style fitting) with the fuel supply line attached to this manifold. The electrical diagram should be followed exactly for the proper operation of this devise. Note: Follow the wiring diagram exactly, this is a low amperage switch and is not designed to carry the full amp load of the solenoids.

