



2005 Mustang "Triple-Threat" Wet Nitrous System

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

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

1. **Determine Mounting Location** With the two 22" braided lines (9, 10) attached to the N-T nozzle (8), search for a suitable location within reach of lines observing the orientation of fittings and lines. The firewall, side panel, or factory brackets are usually good mounting points.
2. **Mount the Brackets** Install the two universal mounting brackets (15) to the Triple-Threat valve. By flipping the brackets there are 6 possible mounting positions (3 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. (25)
3. **Mount the Triple-Threat** Bend the brackets (15) into suitable mounting position and mount the valve using the supplied mounting screws (29). Attach the fuel, nitrous and purge lines to the valve 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.
4. **Hook Up Electrical** (Refer to page 15 for primary wiring)
5. **Install the WOT Micro switch** The 2005 mustang does not have a throttle cable so you need to 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)
6. **Install the purge button switch** in the desired location within easy reach of the driver.
7. **Attach 14-16 gauge wire**- from the push button "COM 1" terminal to a "switched" 12v power source. (The switched terminal on the nitrous arming switch is a good place).
8. **Attach the Black Wire** of the 4 pin connector plug to a good chassis ground.
9. **Attach the Yellow Wire** of the 4 pin connector plug to the purge button "NO 3" terminal
10. **Attach Red and Blue Wire** of the 4 pin connector plug together to the "Green" wire from the relay (20).
11. **Installing Fuel Rail Adaptor and Fuel Delivery Line**
 - Locate the factory fuel pressure sensor that is bolted to the forward end of the driver's side fuel rail. Wrap a rag around the sensor and hold it down with your thumb. Remove the two bolts that hold the sensor to the fuel rail. **Slowly** start to remove the sensor, letting the fuel that is still under pressure escape and soak into the rag. This will depressurize the fuel system.
 - Take the Ford Fuel Rail Adaptor and lubricate the o-ring with WD-40, etc. Do the same for the fuel pressure sensor o-ring. Insert the fuel pressure sensor into the fuel rail adaptor then insert the fuel rail adaptor into the fuel rail mounting pad. Take the two longer bolts supplied with the fuel adaptor and use them to tighten down the assembly. We have included an additional O-ring in the kit for your use in the event that any of the o-rings become damaged during the installation process.
 - Attach the 3ft. red braided fuel line to the fuel fitting on the Ford fuel rail adaptor. **CAUTION!** It is important to use a backing wrench on the fuel fitting while tightening the hose assembly nut. The thin factory sheet metal fuel rail can easily be damaged if you attempt to tighten the hose down without a backing wrench. Attach the other end of the fuel supply line to the inlet fitting on the Triple-Threat valve.
12. **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.