

Plate Installation

ATTENTION: Never use teflon tape or teflon paste. Loc-tite is recommended. AN fittings and compression fittings do not require any sealer. Always wear protective gear!

1. Disconnect battery and remove the air induction tube from the throttle body.
2. Release all pressure from the vehicles fuel system by removing the gas cap.
3. If your vehicle has a throttle cable rotate back the Pivot Arm on the side of the throttle body. This will put slack in your throttle cable. Now remove the throttle cable from the Pivot Arm.
4. Disconnect the vacuum hose from the top of the throttle body. Then unplug the TPS and IAT sensor from the throttle body.
5. Using a 10mm socket and ratchet remove the throttle body bolts.
6. **(For Corvettes Only.)** Use a turkey baster to remove all the power steering fluid from the reservoir. Unbolt the reservoir, then disconnect the factory hose from the reservoir and the power steering pump. Replace the factory hose and hose clamps with the aftermarket hose and hose clamps that were supplied with your plate system. Using the supplied bolts and spacers place the spacers behind the reservoir and bolt it back in place. Now refill the power steering fluid.
7. Place the nitrous plate in between the throttle body and intake with the fittings facing the firewall. Use the supplied bolts to bolt the throttle body and plate back to the intake. The gasket will be facing the throttle body.
8. Remove the first fuel rail bolts and install the solenoid brackets in between the intake and bolt. The solenoids will already be installed on the bracket with the fittings clocked. There is no need to remove the fuel rail completely.
9. Most late model EFI GM vehicles will have a 4AN schrader valve that you can tap into on the stock fuel rail to feed your fuel solenoid, you will need to remove the valve in the fitting using a schrader valve tool or a small screw driver . If your vehicle does not have a schrader valve or you have aftermarket fuel rails you will need a manifold or fuel rail adapter. It helps to have a rag handy to catch spilled fuel.
10. Screw the fuel adapter fitting onto the fuel rail and run the fuel feed hard line from the distribution block to the solenoid. Leave the compression fitting somewhat loose so you can position the hard line correctly.(Fuel line may vary for different models)
11. If your car uses a throttle cable you will now need to unbolt the two bolts that hold the throttle cable bracket to your intake. Using the



MSD Hardlined 102mm Plate Installation Hardline Plate System Instructions

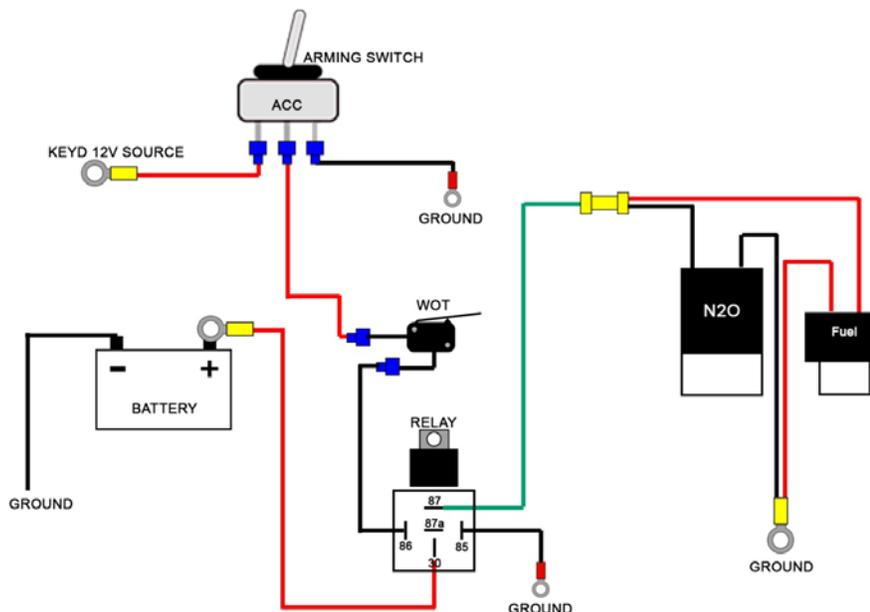
Part #: 00-10129-MSD

INSTALLATION INSTRUCTIONS

- supplied extension bracket, line the counter sink holes up with the bolt holes on the intake bolt the extension bracket to the intake. Now you will see that there are two holes in the extension bracket. These two holes would be towards the front of the car. Bolt your factory throttle cable bracket to the extension bracket using the supplied bolts. Reconnect the throttle cable to the throttle body pivot arm.
12. Connect the vacuum hose back to the throttle body and plug the TPS and IAT sensors back in. When everything is reconnected attach the cold air tube back to the throttle body.
 13. Place the nitrous and fuel jet into the jet fitting on the Nitrous plate. (make sure the jet is free of any obstruction) The plate is stamped “**N**” for Nitrous and “**F**” for Fuel. Screw the hard lines into the solenoids compression fittings and the AN fittings to the plate.
 14. You can now bolt everything back together in the reverse order that it came off. Make sure to double check all of your fittings are tight and secure to prevent leaks.
 15. If your bottle is in the trunk you can run the main feed line under the car to the trunk, its best to run the feed line with the stock fuel line. You will need to drill a hole in the bottom of the trunk to route the line into the trunk. If your bottle is in cab run the nitrous line through the firewall.

ELECTRICAL

Using the diagram below you will be able to install the remainder of your system.



Attention: This is a custom built product. Jetting may vary from application to application. We strongly suggest dyno tuning with a wide band O2 reading to make sure your air fuel is correct.