

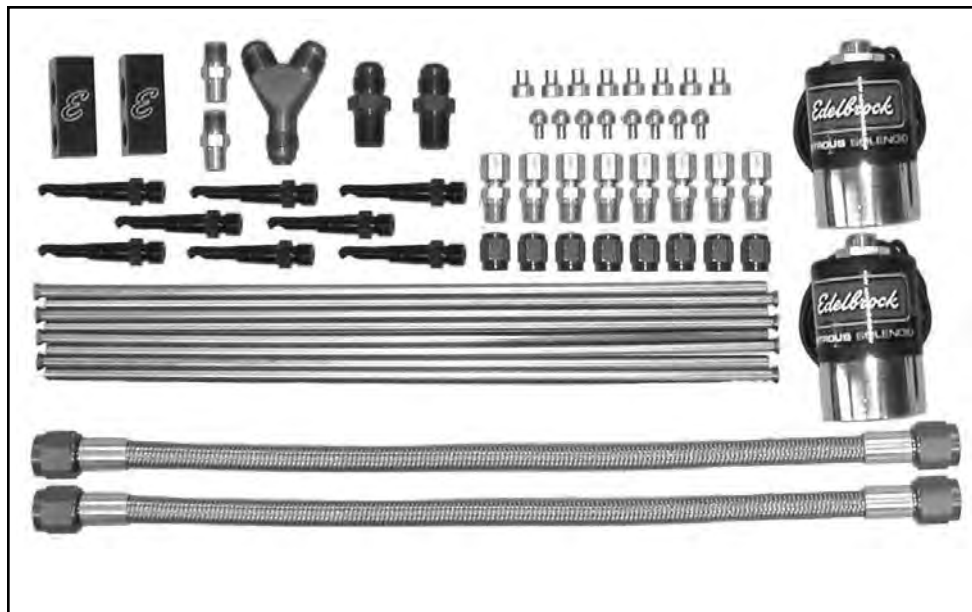


**2-STAGE SUPER VICTOR DRY EFI  
DIRECT PORT PLUMB KIT JET MAP  
CATALOG #71813  
INSTALLATION INSTRUCTIONS**

**Please read both your DIRECT PORT INSTRUCTION MANUAL and this JET MAP insert before installing your Edelbrock Nitrous System.** If you have any questions or comments, please feel free to contact our **Technical Hotline at: 1-800-416-8628** from 7a.m.-5p.m., Monday through Friday, Pacific Time or e-mail us at [Edelbrock@Edelbrock.com](mailto:Edelbrock@Edelbrock.com).

**BILL OF MATERIALS**

<b>Qty.</b>	<b>Description</b>	<b>Qty.</b>	<b>Description</b>
<input type="checkbox"/> 4	Victor Pro Nitrous Solenoid	<input type="checkbox"/> 16	Nitrous Jet
<input type="checkbox"/> 4	Distribution Block	<input type="checkbox"/> 16	Compression Fitting
<input type="checkbox"/> 8	E3 Nozzle	<input type="checkbox"/> 4	Union Fitting
<input type="checkbox"/> 16	3/16" Tubing	<input type="checkbox"/> 2	Blue 6AN Y-Fitting
<input type="checkbox"/> 16	Tube Sleeve	<input type="checkbox"/> 4	6AN Filter Fitting
<input type="checkbox"/> 16	Blue Tube Nut	<input type="checkbox"/> 4	6AN 15in. Hose



**Jet Map**

<b>Approx. HP Gain</b>	<b>Nitrous Jet</b>	<b>Sugg. Timing Retard</b>	<b>Fuel Required (lb./hr.)</b>
250 HP	28	10°+	122-147
300 HP	32	12°+	151-181

The jet map shown above shows the approximate horsepower gain for each nitrous jet size (maintaining a bottle pressure of approximately 925psi), based on the correct timing retard and additional fuel required to flow through your injectors. The additional fuel flow is crucial because if the additional fuel flow is not enough, you will experience a lean condition which could cause serious engine damage. When tuning your system, you should start with a rich condition and slowly lean the nitrous tune-up out to the desired performance level. Always remember, a slightly rich nitrous/fuel ratio will extend the life of the engine drastically, but only slightly reduce the performance.

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