



ADJUSTABLE CONTROL MODULE
for Edelbrock Harley-Davidson Nitrous Systems
Kit #72230

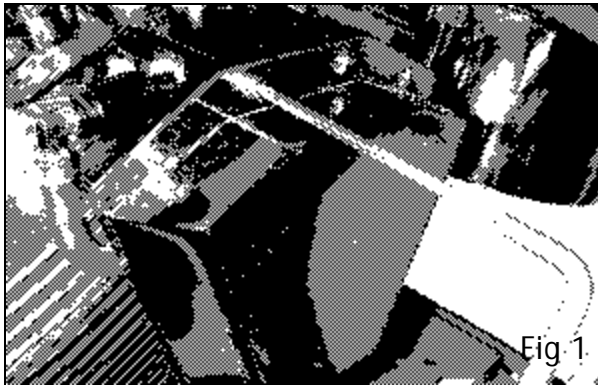
INSTALLATION INSTRUCTIONS

Please study these instructions carefully before installing your new Edelbrock Nitrous System. Failure to follow instructions will void warranty and may cause damage to parts and/or personal injury. If you have any questions or problems, please call our Technical Hotline at: 1-800-416-8628, 7:00 am - 5:00 pm, Pacific Standard Time, Monday through Friday or e-mail us at edelbrock@edelbrock.com.

NOTE: Before starting this project, be sure that the motorcycle is cool enough to work on and that the battery is disconnected (negative cable first). Failure to disconnect the battery could result in electrical damage to the adjustable control module and/or personal injury.

PRE-INSTALLATION

1. Make sure that the Nitrous Module Housing is easily accessible. Remove any components from the motorcycle that could be blocking access to the unit.
2. Remove the Chrome Cover Plate from the Nitrous Module Housing unit by removing the four allen head bolts from the top of the cover plate (*Fig. 1*). Be sure to disconnect the wires routing to your arming switch, mounted on the Chrome Cover Plate, to prevent damage when the cover is removed completely (*Fig. 2*). This will allow you access to the Control Module for the proper removal and installation of your new component.



3. Remove the wire clamp located on the inside of the backing plate (*Fig. 3*).
4. Disconnect all of the Nitrous Control Module wires from their destinations. This entails disconnecting all of the following connections:

- Battery (red wire)
- Module ground (black wire)
- Tachometer lead (green wire)
- Single Fire or Dual Fire Mode Wire (gray wire)
- Arming switch (orange wire)
- Fuel pump power (blue wire)
- Fuel pump ground (black wire)
- Solenoid connectors (black plastic clips)



5. After all connections have been removed, remove the Nitrous Control Module from the backing plate. This can be done by using a flat head screwdriver to pry the module off the plate (*Fig. 4*). The module is held on by double sided tape. Scrape off any remaining tape from the backing plate to ensure that your new Adjustable Control Module mounts securely.



INSTALLATION

1. Install your new Adjustable Control Module onto the backing plate in the same location as the Control Module that you just removed. Install the module so that the adjustment controls are located on the bottom of the module (*Fig. 5*).

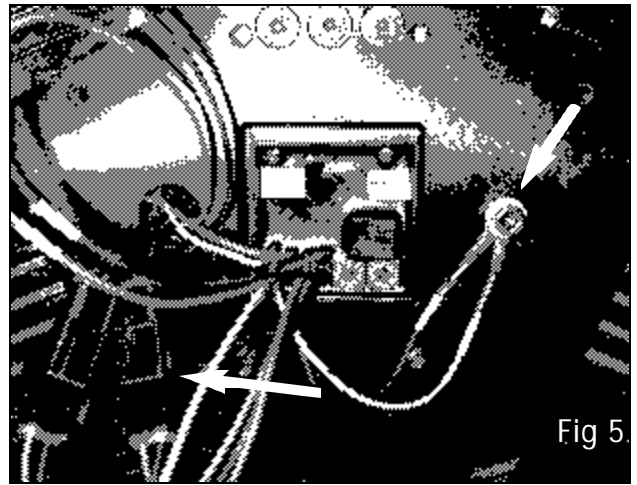


Fig 5

2. Connect the black ground wire off of the adjustable module, labeled "GND" to the backing plate using the bolt that you previously removed (*Fig. 5*).

3. If using a Single Fire Ignition, leave the gray wire labeled "SF/DF" loose and tape or cut and apply a butt connector to the end of the wire so that it cannot contact anything. If using a Dual Fire Ignition, connect the gray wire labeled "SF/DF" to the same bolt as the black ground wire off the adjustable module (*Fig. 5*).

4. Route the blue and black fuel pump wires, labeled "PUMP", through the wire port on the backing plate. Connect the blue fuel pump wire to the positive (+) terminal of the nitrous system fuel pump and the black fuel pump wire to the negative (-) terminal of the nitrous system fuel pump (*Fig. 6*).



Fig 6

5. Connect the two black male solenoid clip terminals to their corresponding female clip terminals routed through the wire port of the backing plate (*Fig. 5*). Be sure that you connect the "FUEL" terminal to the fuel solenoid wire terminal and the "NOS" terminal to the nitrous solenoid wire terminal.

6. Route the red and green wires through the wire port of the backing plate. Connect the green wire, labeled "TACH", to the tach lead. Leave the red wire disconnected at this time.

7. Using the wire clamp that you previously removed during the Nitrous Control Module removal, route all of the excess wire that is now in the housing through the loop and mount this clamp in its original location, such as depicted in *Fig. 3*.

7. Connect the orange wire, labeled "ARM", to the top terminal of the Arming Switch. Connect the remaining wires that you previously disconnected from the arming switch to their appropriate terminals on the switch.

8. Install the Chrome Cover Plate using the four bolts and washers that you removed previously.

9. Connect the red wire, labeled "13.8V", to the battery or key activated circuit breaker.

10. Your Adjustable Control Module has been supplied with an adjustment settings sticker for your convenience. This sticker can be mounted wherever you feel is convenient, but we recommend placing the sticker on the inside of the Chrome Cover Plate as depicted in *Fig. 7*. This will keep the sticker from being misplaced, as well as be located in a convenient location for reference when you are adjusting your settings.

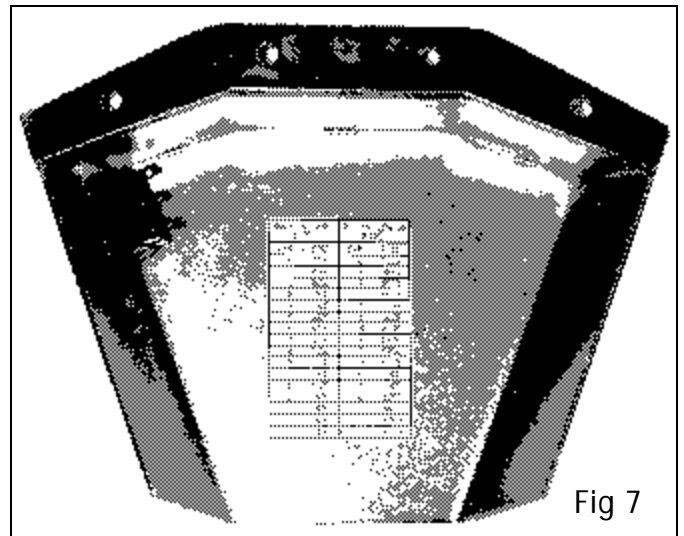
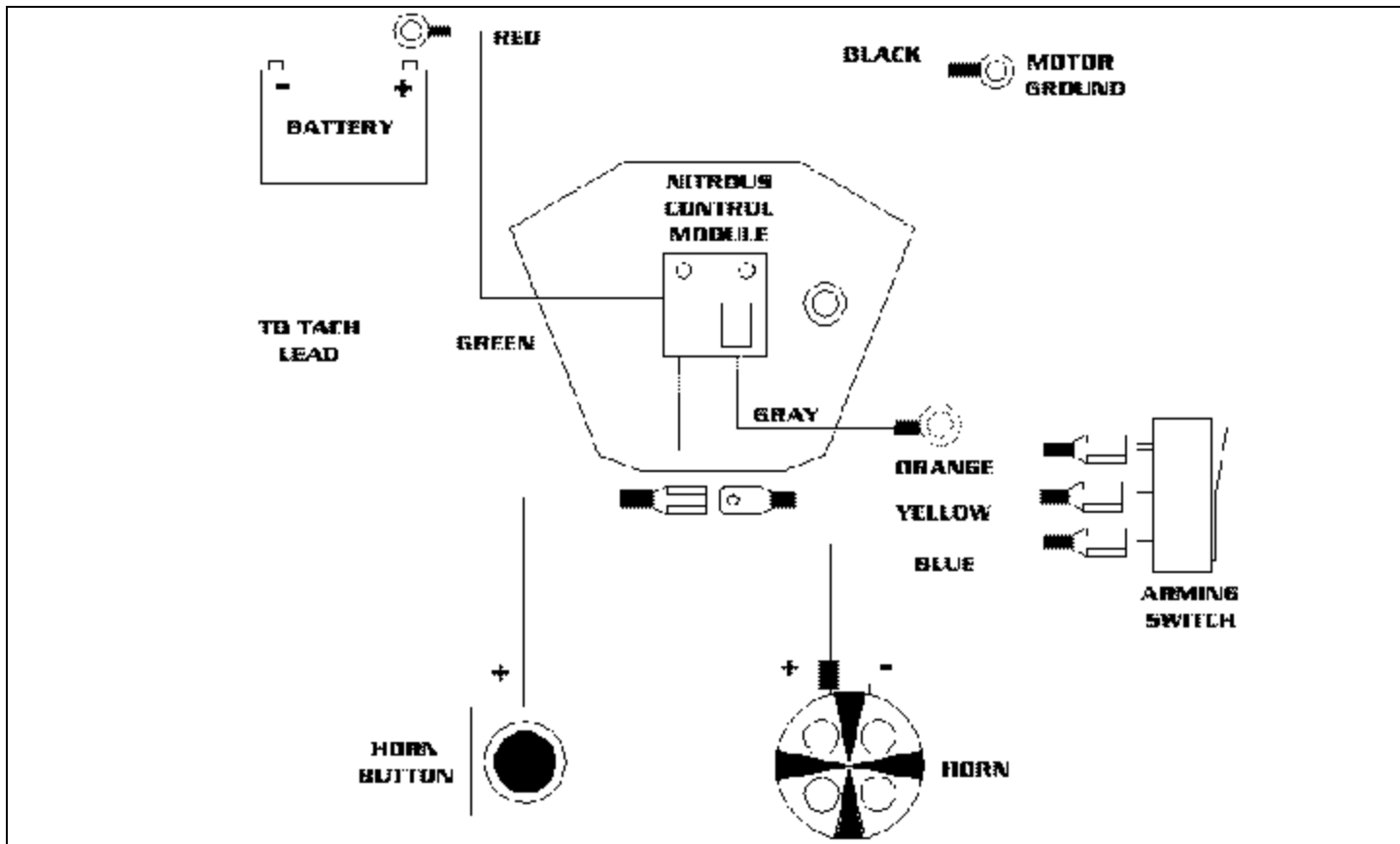


Fig 7

WIRING DIAGRAM



Wire Color	System	Origin	Destination
Red	Battery Voltage	Nitrous Module Harness	Battery or Key activated circuit breaker
Black	Module Ground	Nitrous Module Harness	Ground to cylinder head bolt
Green	Tach Trigger wire	Nitrous Module Harness	Factory Tachometer lead or Coil
Orange	System Arming Wire	Nitrous Module Harness	Top Terminal of Arming Switch
Yellow	Horn interface wire	Horn power lead. From Harness 12+ factory Harness lead.	Center Terminal of Arming Switch
Blue	Horn interface wire	Horn power lead. From Horn 12+ Side of Horn	Bottom Terminal of Arming Switch
Gray SF/DF	Single or dual fire Ignition lead	Nitrous Module Harness	SF* Leave wire end loose and tape or cut and apply a butt connector. DF* Ground wire to Module plate

ADJUSTING THE CONTROL MODULE

The settings diagram located below is the same as the sticker that you previously installed. This diagram contains crucial information that will allow you to select the setting that you would like your nitrous system to activate at as well as shut down at. Depending on your engines configuration and power, the nitrous system can be programmed to activate at between 2000 RPM and 5000 RPM and shut down between 5250 RPM and 7125 RPM. You should consult with the engine builder and/or manufacturer to find out the rev limit for your specific engine. NEVER exceed the RPM limit of your engine. Severe engine damage may occur!

Adjusting your control module is done very easily using a small flathead screwdriver. First, select the RPM that you would like the nitrous system to activate at using the chart below (or the sticker supplied with the kit). Set the arrow on the left pot to the correct number or letter for the setting you would like. Last, select the RPM that you would like the nitrous system to de-activate and set the right pot to the correct number or letter for the setting you would like. Below are two examples of different settings. Once these setting have been made, your system is ready to run!



Shown above:
The left pot is at setting 7
7=3400RPM activation
The right pot is at setting A
A=6500RPM de-activation



Shown above:
The left pot is at setting 2
2=2400RPM activation
The right pot is at setting 8
8=6250RPM de-activation

Examples:

Rev. Limit Switch (left)		Rev. Limit Switch (right)	
Setting	RPM	Setting	RPM
0	2000	0	5250
1	2200	1	5375
2	2400	2	5500
3	2600	3	5625
4	2800	4	5750
5	3000	5	5875
6	3200	6	6000
7	3400	7	6125
8	3600	8	6250
9	3800	9	6375
a	4000	a	6500
b	4200	b	6625
c	4400	c	6750
d	4600	d	6875
e	4800	e	7000
f	5000	f	7125

Edelbrock General Warranty

It is the constant endeavor of Edelbrock Corporation to give our customers the highest quality products obtainable. Edelbrock warrants each new product, except Performer Series Carburetors, Race Division Parts, Tubular Exhaust Systems, RPM Series Mufflers, Cat-Back Systems and Performer IAS Shock Absorbers which are warranted separately, to be free from defects in both workmanship and material for a period of one (1) year from the date of purchase, provided that the product is properly installed, subjected to normal use and service and that the product is not modified or changed in any way, negligence by customer or installer or used for racing or competition purposes.

Our warranty service and repair facility is located at 2700 California Street, Torrance, California 90503. Customers who believe they have a defective product should either return it to the dealer from which it was purchased or ship it directly to Edelbrock along with proof of purchase and a complete description of the problem. The product must be returned freight pre-paid. If a thorough inspection of the product by the factory indicates defects in workmanship or material, our sole obligation shall be to repair or replace the product. Warranty covers only the product itself and not the cost of installation or removal.

Edelbrock Corporation shall not be liable for any and all consequential damages occasioned by the breach of any written or implied warranty pertaining to this sale in excess of the purchase price of the product sold.

If you have any questions regarding a product or installation,
please contact our Technical Department, toll free at 1-800-416-8628
from 7:00 am to 5:00 pm PST,
Monday through Friday.