



2016-2021 6th Gen Camaro Dedicated Fuel System

PART NUMBER 00-12032

INSTALLATION INSTRUCTIONS

This Nitrous Outlet vehicle specific dedicated fuel system is designed specifically for the 2016-2021 6th Gen Chevrolet Camaro. If you need any assistance during installation or if you have questions about this dedicated fuel system, call our Tech Help Line at (254) 848-4300.

Tools Needed for Installation*:

- 13mm Deep Socket
- 10mm Deep Socket
- Ratchet
- 9/16" Wrench
- 11/16" Wrench
- 3/4" Wrench
- T40 Torx bit
- Body Tool
- Razorblade
- Drill
- 3/8" Drill Bit
- 7/8" Hole Saw
- Large Hose Cutters
- Jack & Jack Stands
- Center Punch
- 1-1/16" Hole Saw
- 9/64" Allen Wrench

***These are the tools required for installation of this kit on a stock vehicle. If your vehicle has aftermarket parts, other tools may be required.**

Pre-Installation Tips:

- Adding a Fuel Pressure Safety Switch will prevent the nitrous system from activation in the event fuel pressure drops.
Low Pressure Part # 00-60000 High Pressure Part # 00-60001
- A Fuel Pressure Gauge is needed as a visual reference for fuel pressure.
Low Pressure Part # 00-63003 High Pressure Part # 00-63004
- A mild grade (Blue)Loctite is recommended on straight threads such as the ones on the regulator (3/8NPT).
- This fuel system is designed to work in conjunction with pump gas, E85 and most race gas. Not for use with alcohol or methanol.
- Some Fuels with a high ethanol content may cause the lid gasket to swell causing a situation to where removing the lid can be difficult.



Step 1:

- Open the trunk of your vehicle and remove the floor/spare tire cover.



Step 2:

- Using a 9/16" wrench, remove the 4 panel nuts holding the plastic panel at the rear of the trunk.

IMPORTANT: All appropriate safety equipment (gloves, tools etc.) must be used during the installation of this product(s). Nitro Dave's LLC accepts NO responsibility for injuries resulting in the installation of any product(s). Nitrous oxide is for off-road use only.

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Step 3:

- Pull the bottom of the panel forward then pull up to remove it from the vehicle.



Step 4:

- Using a 10mm socket, loosen the nut and remove and remove the negative battery terminal.



Step 5:

- Remove the spare tire kit from the trunk. Using a T40 Torx bit, remove the foam insert from the vehicle.



Step 6:

- Using a 10mm socket, remove the nut closest to the rear bumper holding the electronics bracket on the driver side.

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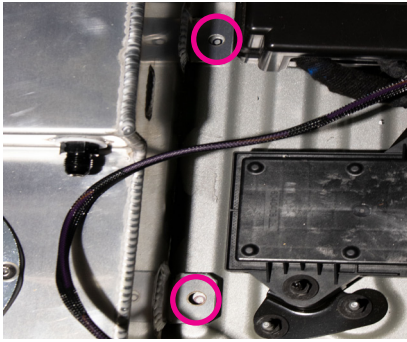
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Step 7:

- Place the tank in the bottom of the trunk and mark the four mounting hole locations.



Step 8:

- Check under the area you are drilling to ensure it is clear of any electrical or fuel systems components. If it is clear, use a 3/8" drill bit to drill the holes you marked.



Step 9:

- Install 1/4-20 Rivet Nuts and bolt tank in to vehicle.



Step 10:

- Jack up the driver side of the car and place jack stands under the car for safety. Using a 10mm socket, remove the under car panels.

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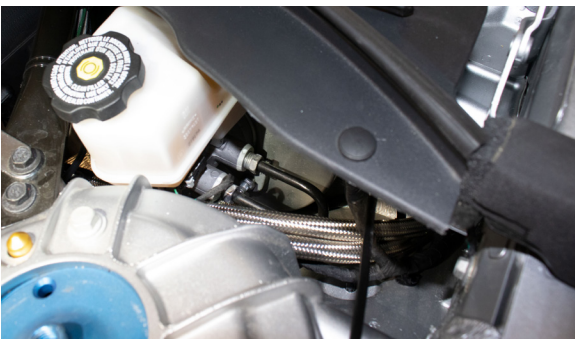
Step 11:

- Route the feed and return lines underneath the driver's side of the car along the rocker panel.



Step 12:

- Behind the front wheel, feed the lines up the back side of the front fender well and into the engine bay.



Step 13:

- Route the hoses between the strut tower and brake master cylinder, under the strut tower brace.

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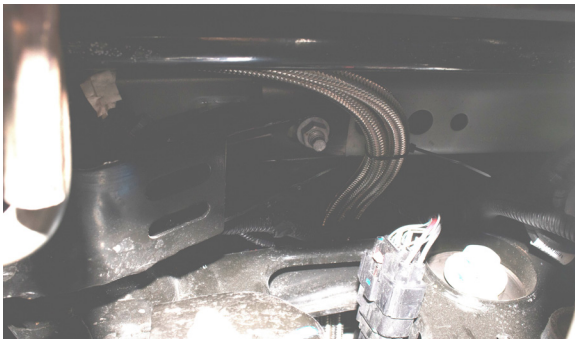
Step 14:

- In the trunk, remove the body plug from the driver side quarter panel floor.



Step 15:

- In front of the back tire, route the lines beside the fuel tank, then upward around the suspension mounts, then up through the hole in the floor of the quarter panel.



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Step 16:

- Install the provided 1-1/16" grommet in the driver side quarterpanel hole.



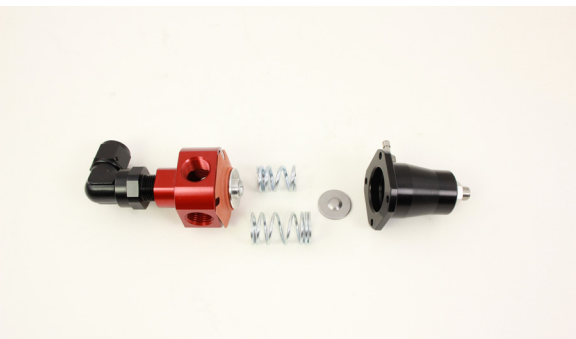
Step 17:

- Using a 13mm socket, remove the rear bolt on the driver side strut tower brace.



Step 18:

- This fuel system is capable of supporting high or low fuel pressure. The fuel regulator currently has the low pressure spring installed. It is designed to supply 3 - 20 psi. If your application requires high fuel pressure you will need to install the supplied high pressure spring. It is designed to supply 20 - 65 psi. To swap the regulator spring, use a 9/64" Allen wrench to remove the 4 cover screws.



Step 19:

- Remove the top cover exposing the diaphragm, spring and retainer. Swap the spring and reassemble.

Note: Make sure the retainer has the nipple side to the spring.

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Step 20:

- Using a 5/16" Allen wrench, install the 3/8"NPT hex plugs in the front and back of the fuel pressure regulator. Use blue Loc-tite on the fittings NPT threads.



Step 21:

- Using a 3/4" wrench, install the 3/8"NPT x 6AN 90° fitting on the left side of the fuel pressure regulator. Tighten the fitting with the 6AN thread pointed the direction of the return port. Use blue Loc-tite on the fittings NPT threads.



Step 22:

- Using a 3/4" wrench, install the 3/8"NPT x 6AN straight fittings in the remaining ports of the fuel pressure regulator. Use blue Loc-tite on the fittings NPT threads.



Step 23:

- Bend the Aeromotive supplied regulator bracket to fit as shown. The vertical leg should be as close as possible to the regulator without contacting it. The horizontal leg should be even with the screws holding the regulator together.

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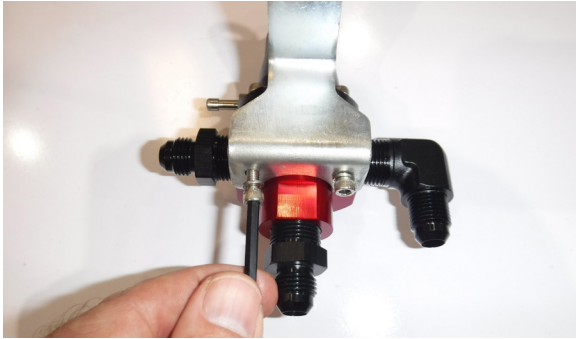
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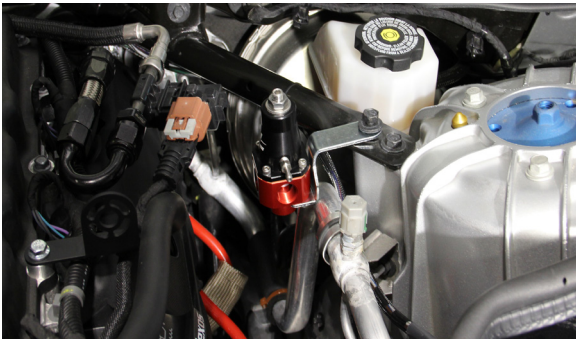
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Step 24:

Using a 9/64" Allen wrench, install the fuel pressure regulator on the provided mounting bracket as shown.



Step 25:

- Using the supplied bracket, install the Fuel Pressure Regulator with the vacuum line pointed toward the front of the vehicle.



Step 26:

- Pull the fuel lines to the Fuel Pressure Regulator in the engine bay and to the fuel tank in the trunk. Tape the raw ends of each line, then using large cutters, cut the excess length of the fuel lines. Make sure to leave a little extra. You will have to replace the line if you cut it too short.



Step 27:

- Put the female side of the hose end onto the fuel hose.

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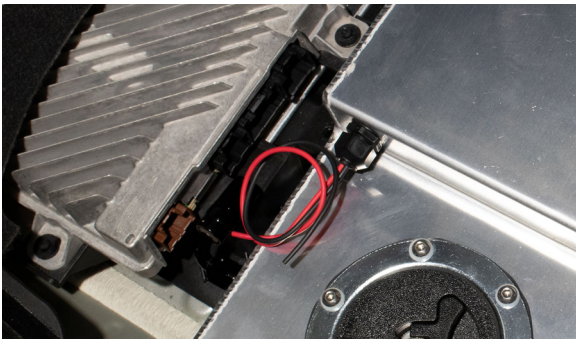
Step 28:

- Spray silicon lubricant onto the threads of the male side of the hose end, then screw it into the female side of the hose end. Use a 3/4" wrench to tighten it down. Both hoses will have 90° hose ends where they connect to the tank. Under the hood, the hoses will need to have straight hose ends.



Step 29:

- Blow air through one of the lines and note where you connect it to the regulator. Connect one hose to the input and one hose to the return of the Fuel Pressure Regulator.



Step 30:

- Disconnect the electrical connections from the Control Module to the driver side of the fuel tank. This will allow for room to route and connect the supply and return hoses to the tank.



Step 31:

- Using an 11/16" wrench, connect the supply line to the lowest fitting closest to the rear of the car. Connect the return line to the highest fitting toward the front of the car.

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Step 32:

- Reconnect the electrical connections to the Control Module.



Step 33:

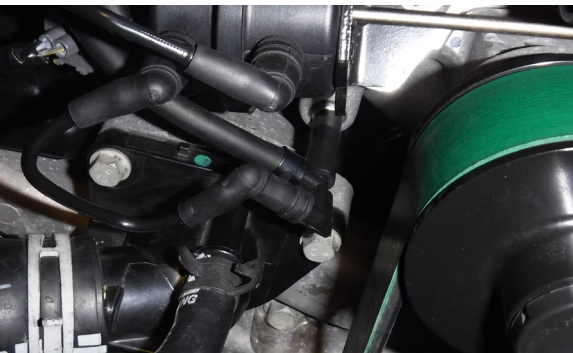
- Using the excess 8" line from Step 19, install one 90° hose end & one straight hose end. Connect the 90° end to the Fuel Pressure Regulator and the straight end to the fuel solenoid. If you purchased a Fuel Pressure Gauge, install it between the Fuel Pressure Regulator and the line leading to the fuel solenoid.

Shown with optional Fuel Pressure Gauge: P/N 00-63004-6



Step 34:

- Connect a vacuum line from the Fuel Pressure Regulator to the supercharger bypass valve on front of the engine.



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Step 35:

- Using a 7/8" hole saw, drill a hole 4" down from the passenger side bottom stud for the rear plastic panel.



Step 36:

- Connect vent hose to the lower fitting on the tank. Run the hose through the 7/8" hole with the supplied grommet.



Step 37:

- Connect the wiring to fuel pump. See diagram on page 13.



Step 38:

- Fill the fuel tank with fuel, arm the fuel pump to verify it works and check for any leaks.

Note: Activating the fuel pump with no fuel will burn up the pump.

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Step 39:

- To set the regulated fuel pressure you will need to reference back to the nitrous systems jetting card. Pick the desired fuel pressure that matches the fuel jet you chose. The most accurate way to set the fuel systems fuel pressure is to set the flowing pressure. In order to do this you will need a flow tool kit. The flow tool kit uses a certified accurate gauge and places the flow restriction jet at the end of the fuel system feed hose.

(The Nitrous Outlet Certified Fuel Pressure Test Gauge kit is part # 00-63010.)



Step 40:

- Using a 9/16" wrench, loosen the nut at the top of the fuel pressure regulator. Using a 3/16" Allen wrench, adjust the set screw to achieve the desired fuel pressure. Turn the Allen wrench to the right to increase pressure. Turn the Allen wrench to the left to decrease pressure. Once the pressure is set, use the 9/16" wrench to tighten the nut to lock the set screw in place.



CONCLUSION

- [www](http://www.nitrousoutlet.com)

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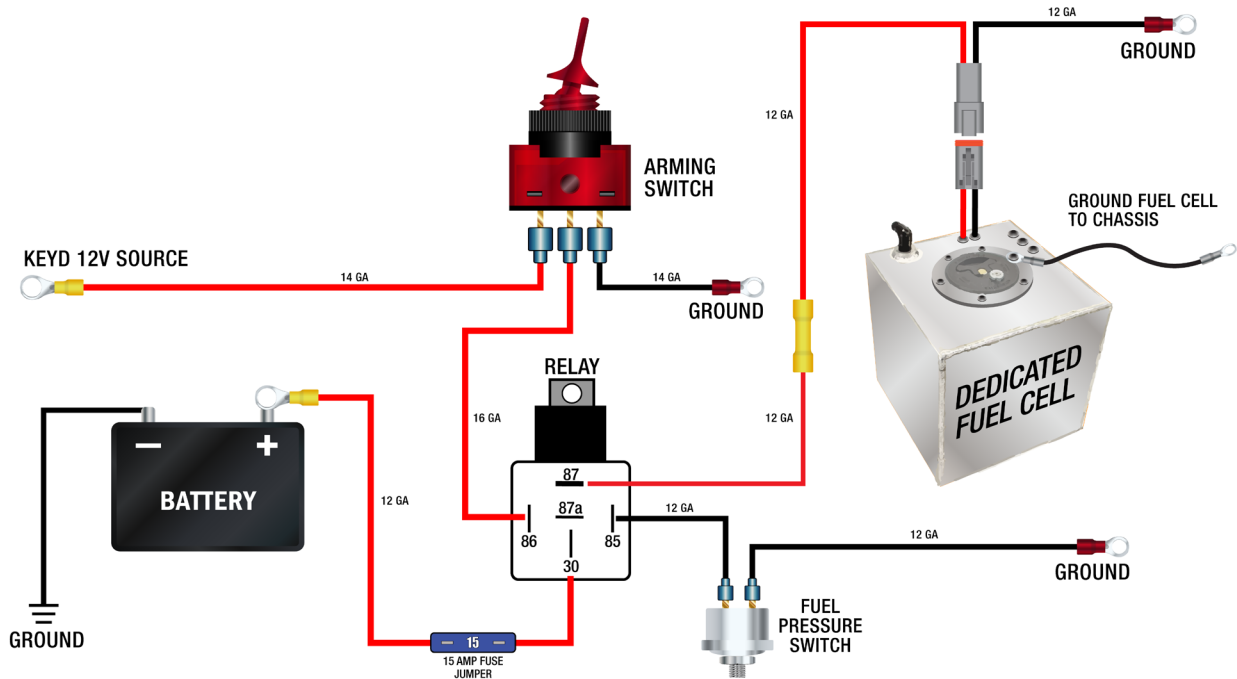


Dedicated Fuel Cell Wiring Diagram

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NITROUS OUTLET — DEDICATED FUEL CELL SYSTEM WITH FUEL PRESSURE SWITCH WIRING DIAGRAM



COMPANY CONTACT NITROUS OUTLET P.O. BOX 251 08/13/2020 03	PAGES 1	PROJECT DEDICATED FUEL CELL SYSTEM W/ FUEL PRESSURE SWITCH WIRING DIAGRAM NITROUS OUTLET 305 SOUTH 28TH STREET WACO, TX 76734 254-848-4300 CUSTOMERSERVICE@NITROUSOUTLET.COM WWW.NITROUSOUTLET.COM	FILENAME DEDICATED FUEL CELL SYSTEM WITH FUEL PRESSURE SWITCH WIRING DIAGRAM.AI THIS DOCUMENT AND THE DESIGN OR INFORMATION CONTAINED WITHIN ARE THE SOLE PROPERTY OF NITROUS OUTLET AND MAY NOT BE COPIED, DISTRIBUTED OR MADE AVAILABLE TO OTHERS WITHOUT PERMISSION.
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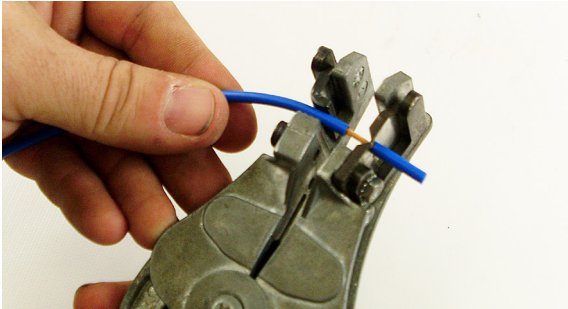


Deutsch Connector Assembly Instructions

INSTALLATION INSTRUCTIONS

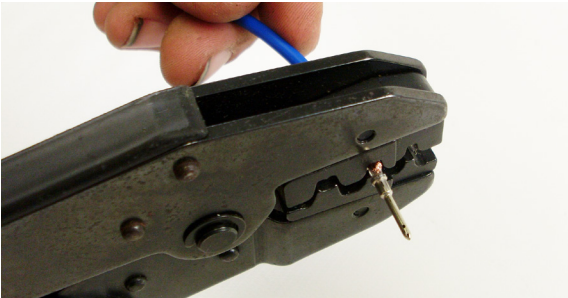
Deutsch Connector Assembly:

To assemble Deutsch terminal ends you can use a special crimper, or if done cautiously, this can be done with a pair of needle nose pliers.



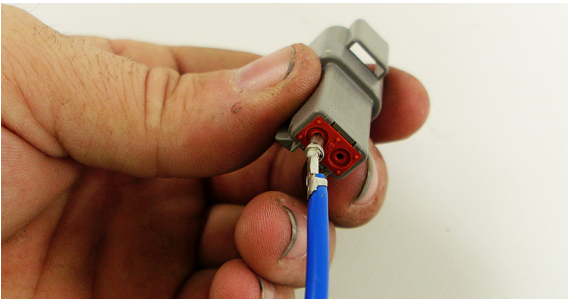
Step 1:

- Strip the end of the wire you want to place the connector on about 3/8".



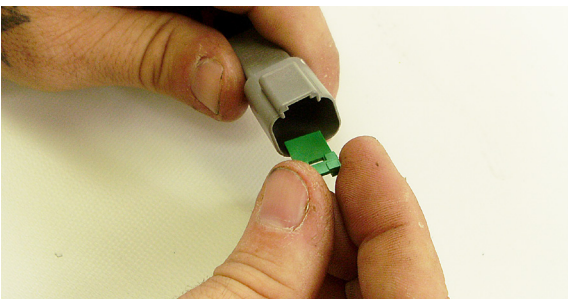
Step 2:

- Using a crimp tool or needle nose pliers, crimp the connector down. First the smaller crimp and then the larger crimp, make sure the weather pack seal gets crimped with the larger side.



Step 3:

- Once your sure you have a good crimp slide the pins into the connector housing being sure to match the wires correctly on each side. Push the pin in the housing until you feel a positive click and the wire cannot be pulled back out of the connector.



Step 4:

- Install the provided pin retainer lock in the connector body. It simply snaps in to place.

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PTFE Hose End Installation Instructions

INSTALLATION INSTRUCTIONS

Tools Needed for Installation:

- 2 - 3/4" Wrenches
- These instructions will work with straight, 45° and 90° hose ends



- Put the female side of the hose end onto the fuel hose.



- Put the inner sleeve of the fitting on the end of the hose with the tapered end over the Teflon inner liner.



- Insert the male end into the open end of the hose.



- Using two 3/4" wrenches, thread the male and female ends together.

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Do-It-Yourself Riv-Nut Installation Instructions

INSTALLATION INSTRUCTIONS

This document is used for Do-It-Yourself rivet nut installation instructions. If you need any assistance during installation or if you have questions about this plate system, call our Tech Help Line at (254) 848-4300.

Tools Needed for Installation*:

- 1/2" Wrench
- 7/16" Wrench
- 1/4"-20 Bolt about 1 1/2" long (Does not have to be a socket head)
- 1/4"-20 Nut
- 5/16-18" Nut

*These are the tools required for installation of this kit on a stock vehicle. If your vehicle has aftermarket parts, other tools may be required.



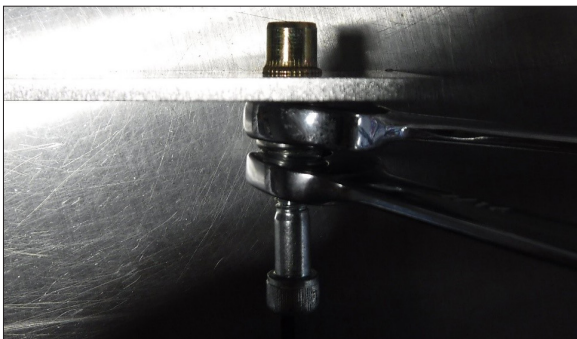
Step 1:

- Thread the 1/4-20 nut all the way onto the 1/4-20 bolt. Slide the bigger nut over the 1/4-20 bolt and then thread the rivnut onto the 1/4-20 bolt.



Step 2:

- Insert rivnut assembly into an 11/32" hole



Step 3:

- Use both the 7/16" and 1/2" wrench. Hold the 1/2" wrench still and tighten the 1/4-20 nut till it stops.

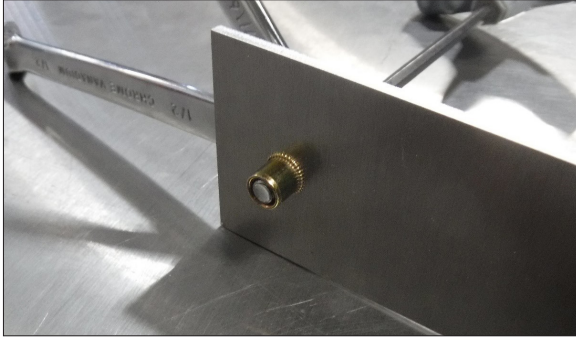
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Do-It-Yourself Riv-Nut Installation Instructions

INSTALLATION INSTRUCTIONS



Step 4:

- Un-thread the 1/4-20 bolt with the nuts to complete the install.



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