



2015-2023 6.2L Hemi Hellcat Challenger/Charger/Red Eye/Demon and 2018-2019 Trackhawk Blower Spacer Plate Conversion

PART NUMBER: 00-43050 and 00-43050-W

INSTALLATION INSTRUCTIONS

This Nitrous Outlet Vehicle Specific Spacer Plate Conversion is designed specifically for a 2015-2023 Challenger, Charger, or Trackhawk with a 6.2L engine equipped with an OEM or Whipple 3.0L Gen 5 Supercharger. If you need any assistance during installation or if you have questions about this spacer plate system, call our Tech Help Line at (254) 848-4300.

Tools Needed for Installation:

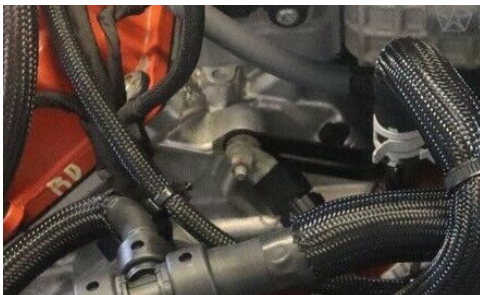
• 5mm Allen Wrench • 6mm Allen Wrench • 1/2" Socket • Ratchet • 10mm Wrench • 1/2" Wrench • Black RTV Silicone

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



Step 1 – Vehicle Disassembly

- Make sure your vehicle is keyed off.
- Use the Factory Service Manual or Whipple Instruction Manual to remove the supercharger from your vehicle.



Step 2 – Nitrous Plate Installation

- Using a 10mm wrench, remove the M6 nut on the grounding stud at the back of the driver side cylinder head. Remove the grounding cable and coolant line support bracket from the stud.



- Using a 1/2" wrench and 1/2" socket, install the supplied "L" shaped bracket with the supplied 5/16-18 bolt and nut. The "L" shaped bracket should point up and to the driver's side of the vehicle.



- Install the "L" bracket and grounding cable on the stud on the back of the cylinder head.

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 or damages resulting during and/or from the installation of any product(s). Nitrous oxide is for off-road use only.

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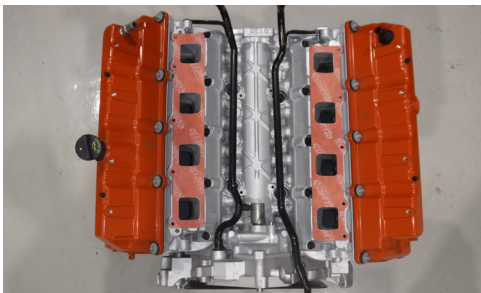
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- Using your finger, apply a thin film of black RTV silicone around each cylinder head runner to adhere the provided intake manifold gasket to the cylinder head.

****NOTE - Make sure the silicone and gaskets do not interfere with the cylinder head runner openings or the gasket openings.**



- Place one of the provided intake manifold gaskets on each cylinder head.

****NOTE - Make sure the silicone and gaskets do not interfere with the cylinder head runner openings or the gasket openings.**



- Using your finger, apply a thin film of black RTV silicone around each intake runner on the bottom side (discharge side) of the spacer plates. The Nitrous Outlet Logo will be upside down and the discharge ports will be pointed up.

****NOTES - If you have a 1st generation spacer plate you will need to fill the o-ring groove machined around the intake runner port with silicone.**

It is important not to over apply the silicone as excess can obstruct the discharge holes on the spacer plates and result in engine damage.



- Place the spacer plate assemblies right side up on each cylinder head intake gasket. The plate assemblies are not passenger/drivers side specific. The jet fittings should be facing to the outside of the engine, the screws in the connecting plate should be facing up and the discharge ports should be aimed into the head.

****NOTE - Make sure the Silicone and gaskets do not protrude into the intake runner or interfere with the discharge from the spacer plate, as this could cause engine damage.**



- Using your finger, apply a thin film of black RTV silicone around each intake runner on the top side of the spacer plates.

****NOTES - If you have a 1st generation spacer plate you will need to fill the o-ring groove machined around the intake runner port with silicone.**

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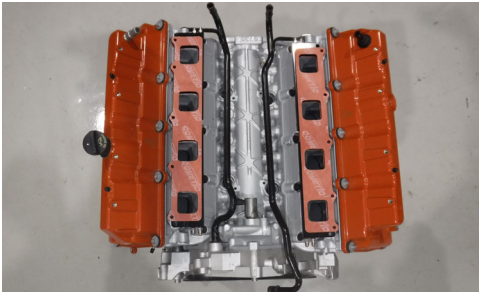
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- Place another provided intake manifold gasket on each spacer plate.

****NOTE - Make sure the gaskets and silicone do not interfere with the spacer plate runners during installation.**

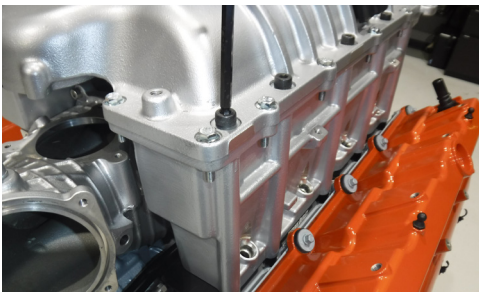


- Using your finger, apply a thin film of black RTV silicone around each runner on the top intake gasket surface.

****NOTE - Make sure the silicone does not interfere with the spacer plate, supercharger, or the gasket runner openings.**



- Take a good look at the Nitrous and Fuel Discharge ports and make sure no silicone is or can squash out and obstruct the discharge ports when the blower is set down onto the plates.



OEM Supercharger

- Using a 6mm Allen wrench and supplied M8-1.25 x 210mm bolts and washers, bolt the supercharger on the spacer plates per the Factory Service Manual.

****NOTE - Make sure to use the correct torque sequence during re-installation.**



Whipple 3.0L Gen 5 Supercharger

- Using a 5mm Allen wrench and supplied M8-1.25 x 45mm bolts and washers, bolt the supercharger on the spacer plates per the Whipple Instruction Manual.

****NOTE - Make sure to use the correct torque sequence during re-installation.**

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Step 3 – Jet Installation

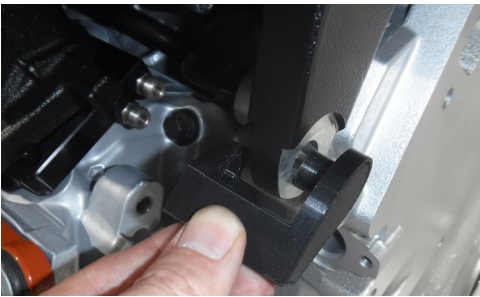
- Install the nitrous and fuel jet into the nitrous plate. The jet fitting highest and closest to the inside of the engine is the nitrous jet.

****Note:** Use the jet card that came with the nitrous system to choose the correct jetting recommendation for your desired horsepower.



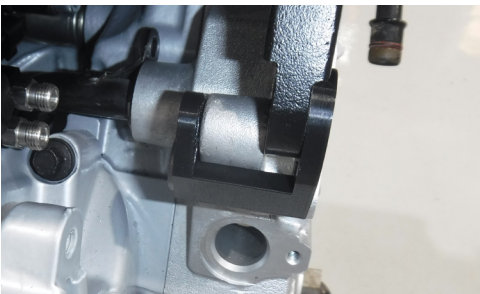
Step 4 – Nitrous & Fuel Line Installation

- Connect your nitrous and fuel lines to the spacer plate.

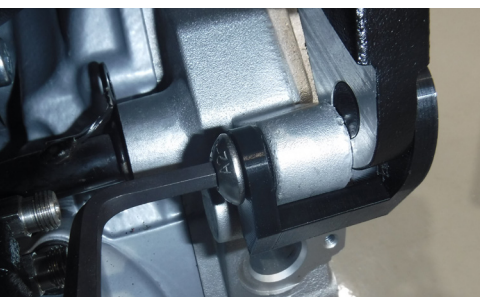


Whipple 3.0L Gen 5 Supercharger

- Insert the support dowl of the Whipple Snout Adapter into the front of the snout support of the Whipple supercharger.



- Rotate the adapter down.



- Using a 6mm Allen wrench, install the M10-1.5 x 16mm bolt through the adapter and into the threaded boss on the water pump.

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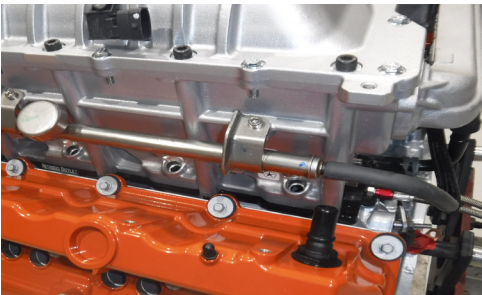
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Step 5 – Final Assembly

- Reinstall the remainder of your vehicle's components per the Factory Service Manual or Whipple Instruction Manual.



CONCLUSION

You have finished your conversion.



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