



# TURBOCHARGER PRESSURE SWITCH

15670NOS – 7 PSI (normally closed)

15690NOS – 15 PSI (normally closed)

## Installation Instructions P/N A5100-SNOS

### INTRODUCTION:

The NOS Turbocharger Pressure Switch is a system enhancement, designed to "deactivate" the nitrous system when the desired manifold boost pressure is reached.

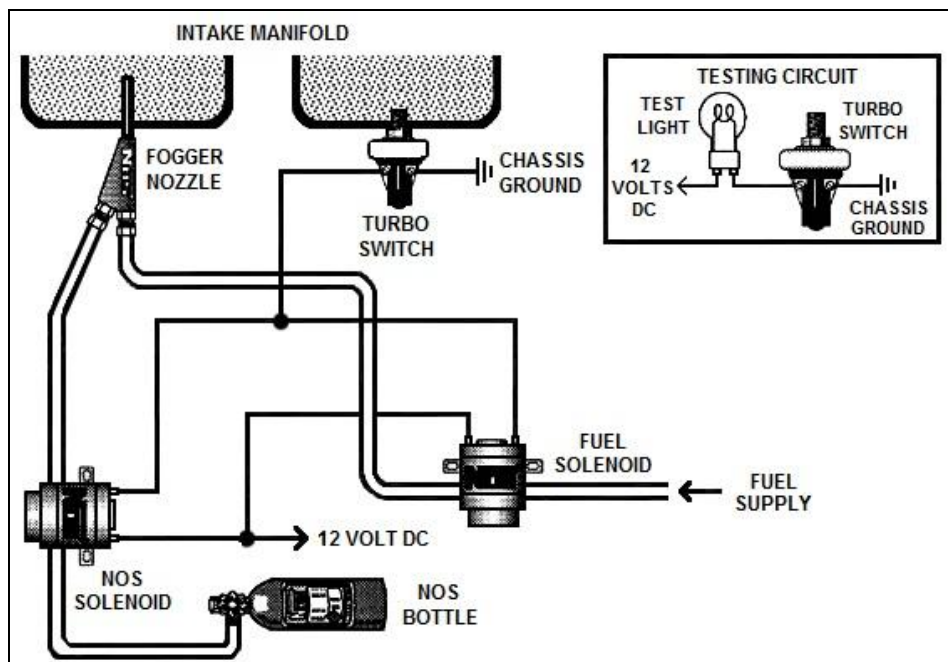
### INSTALLATION:

Mounting of the Turbo Switch is accomplished by drilling and tapping a 1/8 NPT hole into the manifold or ducting (be sure not to get metal shavings inside the engine). Insert and securely tighten the switch. Disconnect the solenoid ground wires from the chassis and connect them to one of the screw terminals on the pressure switch. Connect a wire from the other screw terminal to a good chassis ground.

### SWITCH ADJUSTMENT:

To set (or check) the pressure at which the switch activates:

1. Disconnect the lead from the pressure switch, which runs to the solenoids. Connect one lead from a test light to a 12V- power source. Connect the remaining test light lead to the open terminal on the pressure switch (see diagram).
2. Apply air pressure from a regulated source at the pressure level that you desire the switch to activate at, to the inlet port on the switch.
3. Remove the rubber plug from the center of the switch. Gently turn the set screw (with a 7/32" Allen wrench) counter-clockwise, until the test light goes on. Slowly turn the set screw clockwise, until the light goes off. Replace the rubber plug.



**NOTE:** This schematic is for a nitrous system that draws no more than 10 amps. If this switch is to be used with a system that draws more than 10 amps a relay must be used.

**NOS Technical Support**  
Phone: 1-866-GOHOLLEY  
Fax: 1-270-781-9772

For online help, please refer to the Tech Service section of our website: [www.holley.com](http://www.holley.com)

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