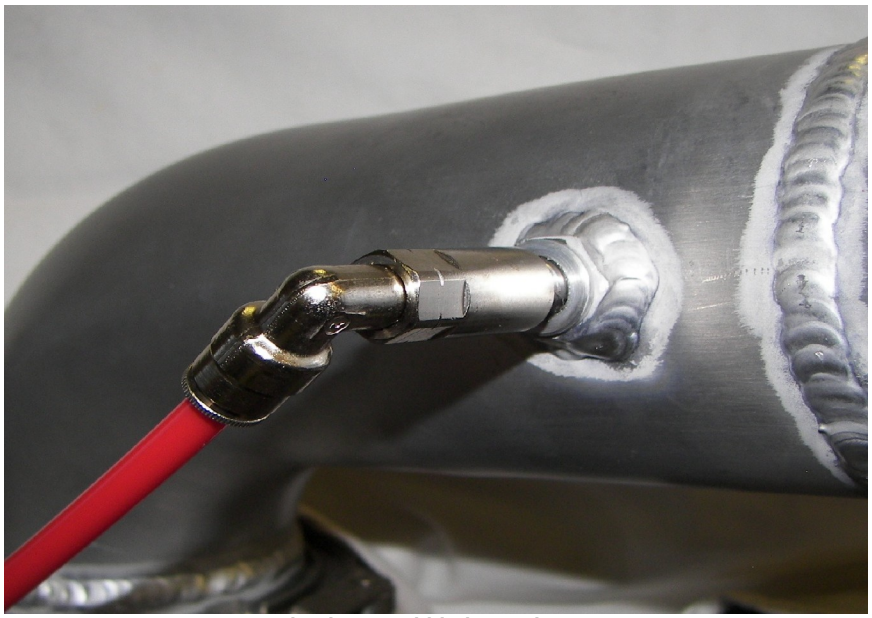
Steel/Aluminum Nozzle Bungs #40130/#40120

These bungs allow for a secure installation when welded into steel or aluminum intake piping. They are particularly useful in very thin-walled applications that might not otherwise be able to provide sufficient threads for the nozzles.



Aluminum weld-in bung shown.

- Select the nozzle mounting point. Nozzles should be mounted ahead of the throttle body in a gasoline application, and between the intake manifold and the intercooler on a diesel application. Injection prior to a positive displacement supercharger is ideal, as this improves cooling and efficiency. Do not mount nozzles before a turbocharger or centrifugal supercharger.

- Remove the part that the nozzle will be mounted in from the engine bay.

- Use a 1” hole saw to drill the opening for the bung. Be sure to remove any shavings or loose material.

- Insert the bung into the opening with the ‘SP’ facing outward. The nozzles use a tapered thread and the bungs are directional. Place the bung so that there is an equal amount of material inside and outside the wall of the tube.

- Tack weld the bung in place.

- Double check placement before fully welding in the bung.

- Using a small amount of GOOP® sealant on the threads, screw the nozzle into the 90 degree nozzle holder fitting. The mesh screen end of the nozzle should be inside the 90 degree fitting. Turn ½ turn past finger tight.

- Once the bung has cooled, use a small amount of GOOP® sealant on the exposed threads of the nozzle and screw it into bung. The inside tip of the nozzle should be flush or nearly flush with the inner wall of the bung for best distribution and atomization.