

TORCH

EXHAUST FLAMETHROWER HITS



DIYFlamethrowers.com



UNIVERSAL INSTRUCTION GUIDE

DUAL EXHAUST KIT

Guarantees of the Torch Exhaust Flamethrower Kit

There are **TWO** guarantees given for the Torch Exhaust Flamethrower Kit:

1. With a proper installation, the Torch Control Box will provide a solid spark to the spark plug(s) in the tailpipe(s).
2. With the proper setup needed for the ignition cut, raw fuel will go through the engine to the tailpipes.

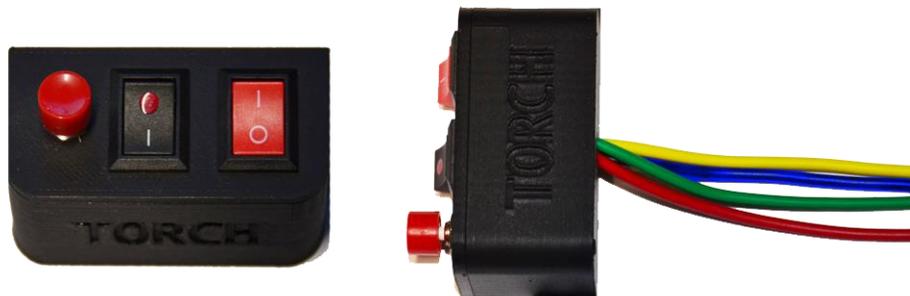
However, the kit **DOES NOT** guarantee exhaust flames. Any vehicle with a catalytic converter will produce little to no flames.

Delete All Catalytic Converters

All catalytic converters must be entirely removed and replaced with straight-pipe setups. This includes “high-flow catalytic converters”. Any catalyst in the exhaust system will not allow this kit to provide flames.

Furthermore, a high-flow exhaust setup is suggested for use with this kit. Performance exhaust setups including straight-through flowing mufflers and/or resonators will provide better flame output from the tailpipes.

SWITCH PANEL PLACEMENT

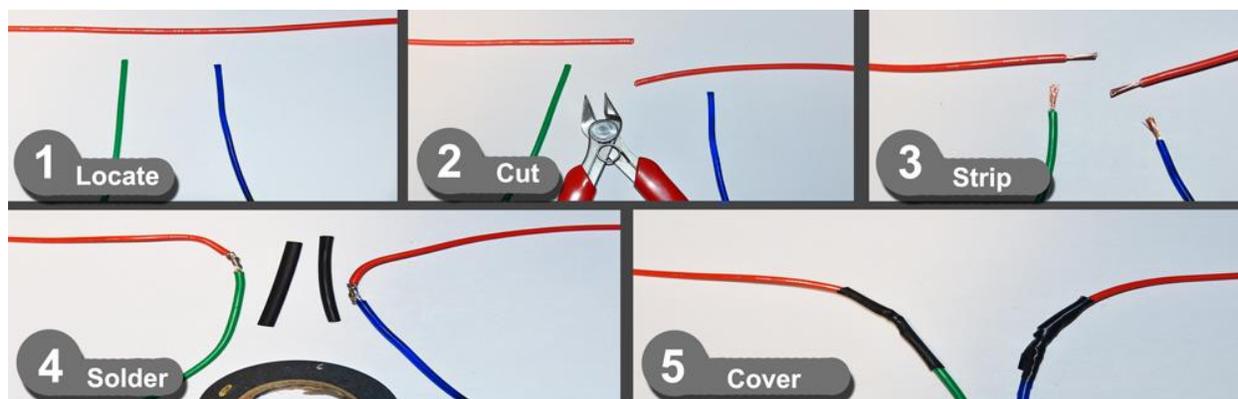


Choose the best place to mount the Switch Panel. It should be placed close enough so you can use it, but not in a place where you can accidentally hit it with your arms or legs. The Switch Panel has four wires that are color-coded.

- **RED Wire:** Connect to an +12V Accessory wire. This can be a positive lead wire from the cigarette lighter where it only is ON when the car is ON.
- **YELLOW Wire:** Connect to the YELLOW wire on the Torch Control Box in the rear of the vehicle. Use the 16-gauge RED wire provided. Solder and tape off all connections. Route a wire to the trunk/hatch of the car.
- **BLUE and GREEN:** These two wires control how the ignition cut is used. There are three methods to use these wires. Please view these below.

CHOOSE YOUR IGNITION CUT SETUP

There is only one wire in the engine bay that will be cut, spliced and connected to two wires on the Switch Panel. Depending on your vehicle, you may need to reference wire diagrams, and/or probe the ignition coil leads in order to find which wire to cut and splice.



Negative Ignition Coil Wire Splice:

Locate the NEGATIVE wire to your ignition coil(s), and use the following instructions:

- Route one wire connected to the **GREEN** wire on the Switch Panel to the engine bay.
- Cut the Ignition Coil(s) GROUND wire and solder the wire from the Switch Panel to the part of the wire going to the Ignition Coil(s).
- Ground the **BLUE** wire on the Switch Panel to any metal part of the car.
- (OPTIONAL) If you are unsure about the Ignition Coil Wire in the engine bay, you can run TWO wires from the Switch Panel's **GREEN** and **BLUE** wires and connect them to either sides of the cut wire.

Positive Ignition Coil Wire Splice:

Locate the POSITIVE wire that powers your ignition coil(s), and use the following instructions:

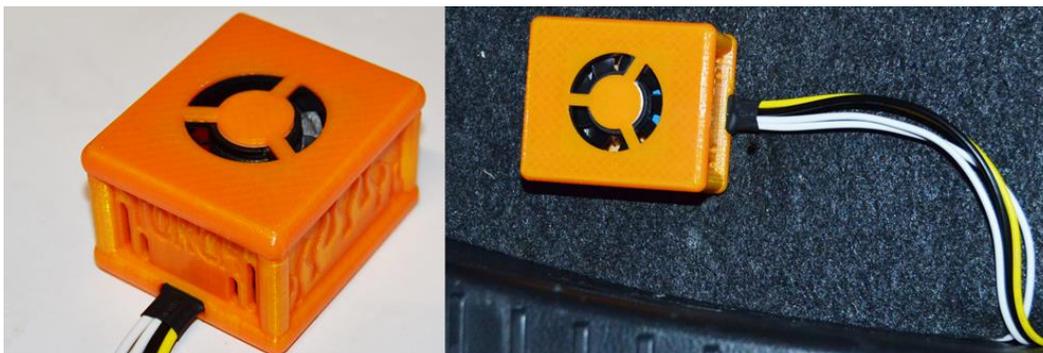
- Route two wires that are connected to the **GREEN** and **BLUE** wires on the Switch Panel to the engine bay.
- Cut the Ignition Coil(s) POSITIVE wire. Connect **BLUE** wire facing the ECU and the **GREEN** wire facing the ignition coil(s).

Use with a WOT Box:

You can splice into a single wire on the N2MB WOT Box using the **GREEN** and **BLUE** wires from the Switch Panel, which can be done without running any wire to the engine bay. Only one wire on a WOT Box setup needs to be cut and spliced.

- Cut the **ORANGE** wire on the WOT Box. Connect the **GREEN** and **BLUE** wires from the Switch Panel to either side of the cut and spliced wire.

INSTALLING THE CONTROL BOX



The Torch Control Box is the brains of the setup. It allows the kit to provide a hot and steady spark to the spark plugs in the tailpipes.

- Place the Control Box in the trunk or hatch area closest to the backend of the vehicle. Make sure that there is ample airflow to the fan and airports on each side.
- Ground the **BLACK** wire to any metal part of the vehicle's body.
- Connect the **YELLOW** wire to the wire run from the **YELLOW** lead on the Switch Panel.
- Route the **WHITE** wires down to the flame coils. Each **WHITE** must be connected to the positive terminal on a flame coil.

ADDING SPARK PLUGS TO THE TAIL PIPES

Welded (preferred):

- Locate a spot on your tailpipe no longer than 6-inches from the tip. If you have a Y-tailpipe, choose a spot directly between and before the tailpipe split.
- Drill a hole just big enough for the spark plug bung to snugly fit.
- Weld the spark plug bung in place.
- Use anti-seize paste so that the spark plugs can be changed.
- **DO NOT** use epoxy compounds like JB Weld. Only use proper MIG or TIG welding.



Bolted (optional):

- The spark plug bung can also be used as a bolt from the inside of the pipe.
- Drill a hole into your tailpipe just large enough to fit the spark plug in it.
- With the use of a box wrench, tighten the spark plug from the outside to the bung on the inside so that it is snug and touching metal.
- Use anti-seize paste so that the spark plugs can be changed.



MOUNTING THE FLAME COIL(S)



The flame coil(s) included in the kit use the Torch Control Box to provide spark to the tailpipes. These can be mounted outside and under the car's rear bumper for optimal use.

- Find a place under the rear bumper of your vehicle where the flame coil(s) can be mounted. They should be mounted no longer than two feet from the tailpipes.
- Mount each flame coil in close distance to the spark plugs so that the provided spark plug wires can reach them without touching metal.
- Connect the WHITE wires from the Torch Control Box to either POSITIVE terminals on the flame coils, respectively.
- The NEGATIVE leads on the flame coils will be grounded to the car body.

NOTE: Do not reverse the polarity of the flame coils! This can result in an overheated and failed flame coil. There are + and – leads on them.

CONNECTING THE FLAME COILS TO THE SPARK PLUGS

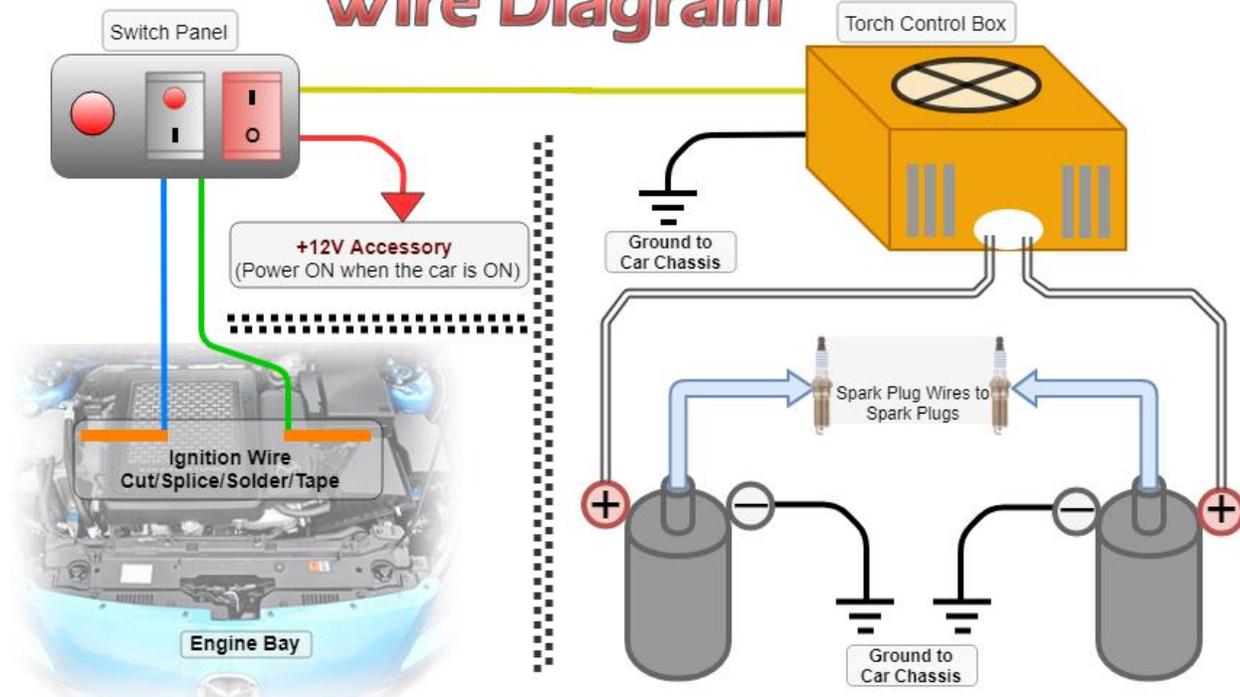


Using the spark plug wires provided with the kit, you will now finish the installation of the kit. This step is the easiest, but with some precaution.

- Connect one side of the plug wire to the flame coil. This will be the male side of the wire, and you should hear a “snap” when properly connected.
- Route the wire from the flame coil to the spark plug and connect it to the spark plug. Again, you will hear it snap into place.

NOTE: Do not let any part of the spark plug wire touch the metal on the car’s body. This can weaken the spark. Instead, use the plastic or rubber parts under the bumper to hold the wire.

Torch Exhaust Flamethrower Kit Wire Diagram



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TESTING OF ALL COMPONENTS

You installed all of the Torch Exhaust Flamethrower Kit, and properly spliced the ignition wire in your engine bay. Now you need to check all of the wiring and components before showing off those flames! Use the checklist below to complete your flame kit setup:

1. Start by turning both of the BLACK and RED toggle switches on the Switch Panel to OFF, and turn your vehicle on. Does it run normally?

If YES, move to the next step.

If NO, check all cuts and spliced wire connections from the Switch Panel.

2. With the vehicle running turn the BLACK toggle switch to ON. Does it run like nothing happened?

If YES, move on to the next step.

If NO, check the wiring from the GREEN and BLACK wires from the Switch Panel.

3. While the vehicle is running and the BLACK toggle switch is ON, press the RED momentary button just for a second. Does the vehicle bog and want to shut off?

If YES, move to the next step.

If NO, check your wiring to make sure the ignition cut wiring is properly installed.

4. Turn the vehicle off, and place the key to accessory. Turn the RED toggle switch on the Switch Panel to ON. Go to the back of the car where the Torch Control Box is located. Does the Torch Control Box run with the fan on and buzzing?

If YES, move to the next step.

If NO, check the wiring to the Torch Control Box.

5. With the vehicle off, and ignition turned to accessory, check the spark in the tailpipes. The buzzing from the Torch Control Box should follow through to the spark plugs mounted in the tailpipes. Do you see a solid blue/red spark from the plugs in the tailpipes?

If NO, check the wiring between the flame coils and the mounted spark plugs. The provided spark plug wires should NOT touch any metal on the vehicle.

If YES, you are good to go!

USING THE TORCH EXHAUST FLAMETHROWER KIT

So you have made it this far. All of the wiring is properly connected, the ignition cut is working, the Torch Brain Box turns on from the switch when the vehicle is on, and you have a constant spark in your tailpipe(s). Everything is working as properly, and it's now time to finally get those sweet exhaust flames. Here's how to properly do it!

Properly Warm up your Vehicle

Start your vehicle and warm it up to operating temperature. Drive the vehicle around for at least 3 minutes. Don't be conservative in your driving. Ride the gears. The kit requires that the engine is up to operating temperatures and that the exhaust is also hot. The unburnt fuel through the exhaust setup needs to be atomized. A cold engine will not provide optimal atomization of raw fuel resulting in no flames until both the engine and exhaust is properly warmed up.

Getting Ready to Shoot Flames

Toggle the Black and Red rocker switches on the Switch Panel UP. Both need to be on to the use of the momentary pushbutton. Now you can use the pushbutton on the Switch Panel to cut the ignition and shoot flames!

HOW TO SHOOT FLAMES

Rev the vehicle to at least 3,000 RPM, press the momentary pushbutton on the Switch Panel to cut the the ignition. Plant your foot on the gas pedal when the ignition cut is in place. You should hear a wind-down of the engine, and then a "POOOOFFFF" from the exhaust flames. Stop the pushbutton ignition cut before the engine dies. Have someone outside the car to verify flames. Exhaust flames are best seen at night.

NOTE: The proper use of the Torch FlameThrower Kit has a learning curve. You can experience backfires, the vehicle dying from momentary ignition cut for too long, and embarrassing displays with no flames.

Launch Control Boxes

If you have an launch control box like the WOT Box or 2Step installed on your car, you can use the kit along with it. All you would have to do is turn the RED rocker switch on the Switch Panel on, and use the LC box as instructed. The pops of flames with an LC box and Torch Kit will likely be more consistant, larger and brighter!

HAPPY FLAME SHOOTING!

Disclaimer and Legal Agreement

The Torch Exhaust Flamethrower Kit sold by DIYflamethrowers.com is for OFF ROAD USE ONLY! By purchasing, installing and/or using the provided instructions, you agree to the following:

- Absolve the site owner of any damage that the buyer may encounter to their personal vehicle. This includes items sold by the site owner, suggested items to purchase and/or tutorials provided.
- Absolve the site owner of any damage a buyer may encounter to private or public property. This includes items sold by the seller, suggested items to purchase and/or tutorials provided.
- Absolve the site owner of any liability regarding federal, state or local emissions testing failures or faults. This includes items sold by the seller, suggested items to purchase and/or tutorials provided.
- Absolve the site owner of any personal injury or death from the use of the kit. This includes items sold by the site owner, suggested items to purchase and/or tutorials provided.
- Absolve the site owner of any liability for CEL (Check Engine Light) codes that may follow the use of this product. This includes items sold by the site owner, suggested items to purchase and/or within tutorials provided.
- Absolve the site owner of legal liability regarding local, state and/or federal laws that prohibit automotive modifications. This includes items sold by the site owner, suggested items to purchase and/or within tutorials provided.

Limited 90-Day Warranty

A 90-day warranty from the date of purchase covers the provided components for the Torch Exhaust Flamethrower Kit that includes: The Torch Control Box and the Switch Panel if they meet the following requirements:

- The specific component is DOA, and the buyer can explain how it doesn't work.
- The components are not tampered with (i.e. a buyer cracking open the box).
- The components are not visibly or electronically damaged due to incorrect installation, excessive heat, water damage or otherwise improper introduction to the elements.

**DO NOT TAMPER WITH ANY ENCLOSURES
THEY ARE NOT MEANT TO BE DISASSEMBLED
DOING SO WILL VOID THE WARRANTY**