



Note: Requires modifications to the factory fuel pressure regulator and or fuel rail

APPLICATIONS
Universal

PRODUCT DISCLAIMER – PLEASE READ CAREFULLY

Some products may not be legal in CA for use on pollution controlled vehicles, except those that have been exempt by the California Air Resource Board (CARB). These products have been designed and are intended for off-road use only. These non-exempt products may affect the vehicle's OEM warranty and/or insurance policies. It is the buyer's sole responsibility to check with local and state vehicular codes for compliance.

WARNING

Working with fuel is dangerous. If at any time you are unsure of correct procedures, STOP and have a qualified automotive technician perform the installation.

1. Disconnect battery and release the pressure in the fuel system.
2. Using a pair of pliers, take off the vacuum line attached to the top of the O.E. regulator. Then remove the 2 10MM bolts attaching the O.E. regulator to the factory fuel rail. NOTE: Inspect factory o-ring, replace if necessary
3. Measure ¼ Inches down from top of O.E. regulator. Using a hacksaw or pneumatic cutter, cut the top off of the O.E. regulator and discard. FIG.1

NOTE: The factory regulator has a spring inside and puts pressure on the top. Cut around the perimeter for best results.

4. File down any sharp edges from the factory regulator.
5. Assemble as shown in FIG.2. Make sure to put ring into groove on underside of FPR "CAP". Make sure to line up the regulator properly.
6. When securing the CAP to the BASE CLIP with the (4) 6/32" bolts, make sure to secure them evenly and tighten using Loctite and in a crisscross pattern. FIG.3 DO NOT OVER TIGHTEN.
7. Reinstall and reconnect the FPR and tighten to approved specifications.
8. Re-pressurize fuel system and check for leaks.
9. Adjust (Higher) by turning piston clockwise.
Lock pressure with jam nut.

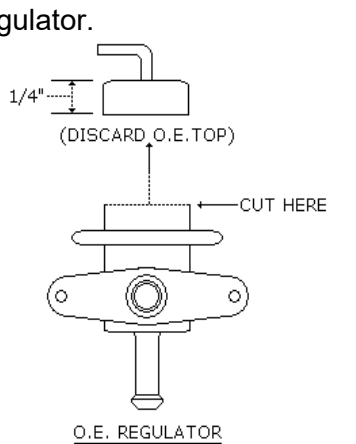


FIG. 1

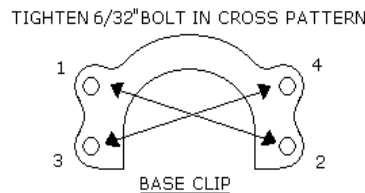


FIG. 3

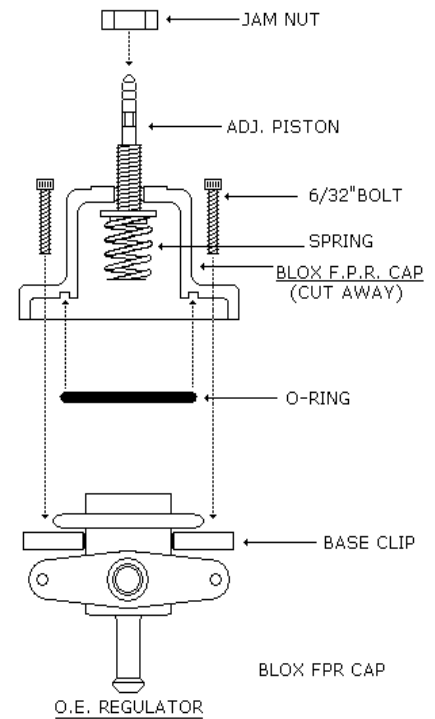


FIG. 2