



# Installation Manual

E9x / E8x In-Tank Fuel Filter & Regulator v2

601-0244



This installation is not recommended for a novice or the “new guy” in the shop. Use caution when installing, as not to damage any factory components or components included in this kit. If you are not experienced in working on cars we recommend taking this kit to your local performance shop for installation.

**NOTE: Precision Raceworks, LLC holds no responsibility for any damage that occurs or laws that are broken in the installation or use of this kit. This kit is intended for off-road purposes only.**

Precision Raceworks, LLC

Magnolia, TX 77354

<https://www.precisionraceworks.com>

[support@precisionraceworks.com](mailto:support@precisionraceworks.com)

© Precision Raceworks, LLC

## Kit Contents

QTY	Description	QTY	Description
1	FPR unit with regulator, CV, and Filter	1	In-Tank Fuel Return Line (7.89mm x open)
		1	In-Tank Fuel Feed Line (7.89mm x 9.89mm)

## Tools Necessary

QTY	Description	QTY	Description
1	Crimp Tool	1	Small Flat Head Screwdriver
1	Wire Stripper	1	Lock Ring Tool pn 601-0045

## Optional Accessories

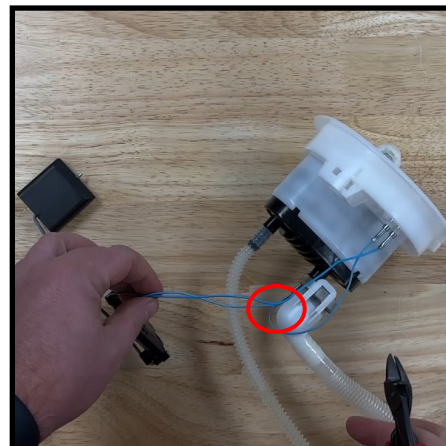
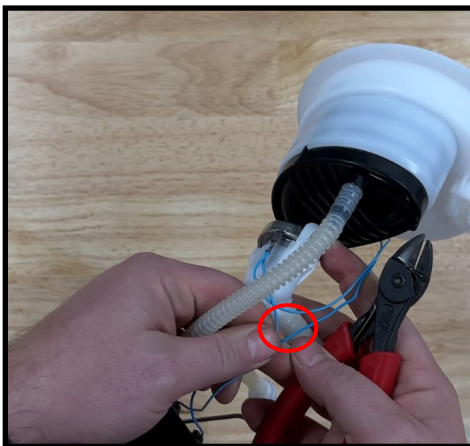
SKU	Description	Link
201-0292	AN6 Return Port and Regulator Choices	<a href="#">Click here</a> to be taken directly to product page on our website

This section of the manual provides detailed instructions for the assembly of the **Precision Raceworks (E9x / E8x In-Tank Regulator 601-0244)** . For instructions of the removal or installation of factory components, please refer to your service manual.

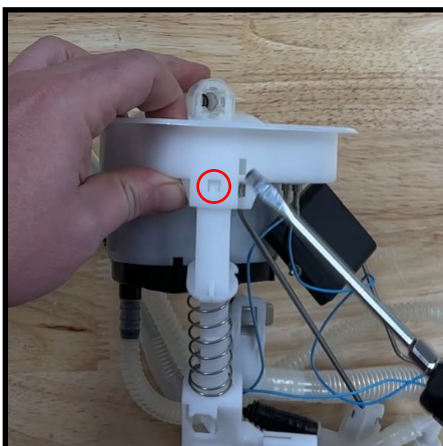
1. Unpackage your kit and verify contents inside the box matches the list found on previous page & collect required tools.
2. Remove the OEM Fuel Filter Assembly from the car per OEM instructions and move to the bench to start moving components.



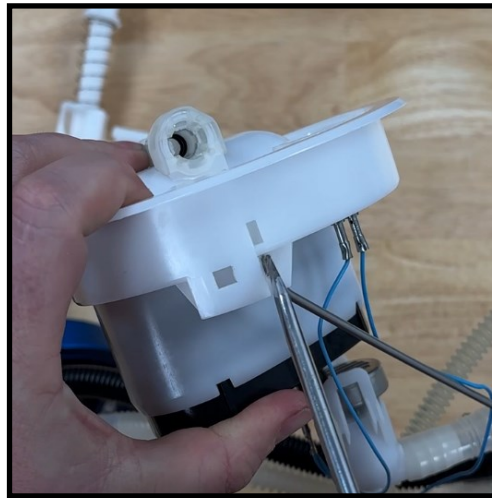
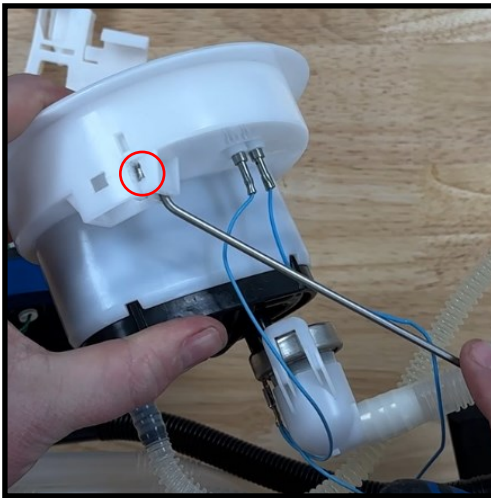
3. Cut the wires connected to the fuel float sensor. The wires should be cut to be equal length and as long as possible.



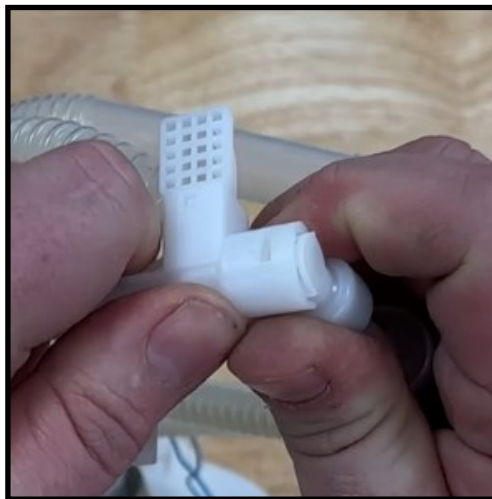
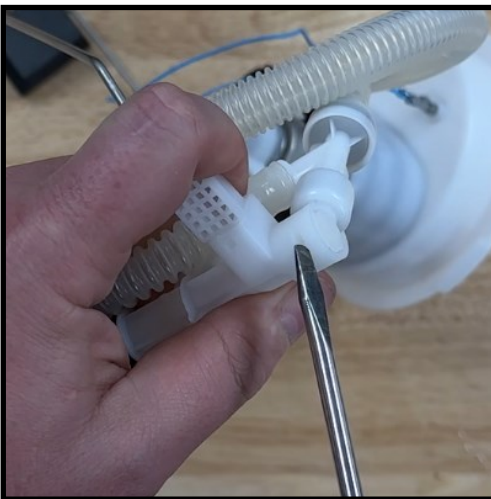
4. Using a small screwdriver to release the retaining clip and pull the arm down to remove the float arm from the assembly.



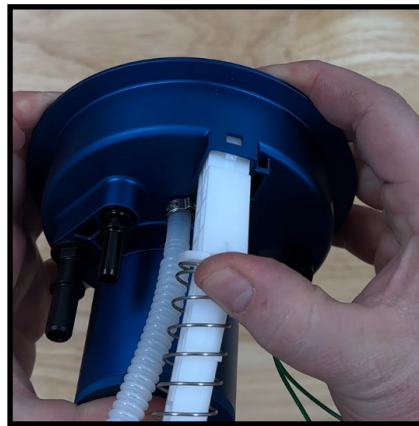
5. Using the same screwdriver, press into the metal clip to release the venturi arm from the assembly and pull down to remove.



6. Disconnect venturi jet from venturi body by using a flathead screwdriver to press the clip in. Then remove the venturi jet from the venturi body. Remove the venturi body and components attached to the venturi body from the hose bundle.

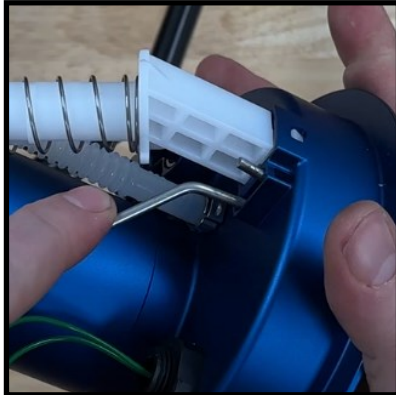


7. Moving to the new E9x / E8x Fuel Filter & Regulator, the first step is to install the float arm into the body. Depending on when your car was made, you may have to trim the corners of the float arm to fit with a razor blade. There should be little to no force to install, and it should click once seated.

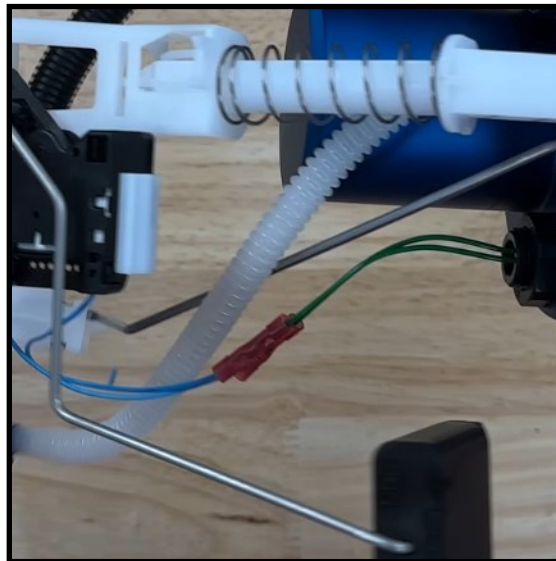




8. Install venturi arm into body, by inserting the arm into the assembly in the same position it was removed from the factory unit. The arm will take a bit of force, but will click into place. Push the pre installed jet into the opening where the factory jet was removed. Once installed it will not pull back out.



9. Using wire strippers, strip back a little bit of wire, and then crimp wire into a red barrel connector. There is no wire required to be connected to another wire, so long as both wires from the float are attached to both wires on the assembly you are good.



10. Attach the two fuel lines to bottom ports of assembly using a straight fitting from each hose. Route both lines and bundle together using zip ties attaching them to the stock venturi output line. It will look similar to how the factory assembly was before removing the venturi output line from the bundle.

Feed Line—Has two connectors, one small one large. The large straight connector goes to the large connector on the FPR

Return Line—Has one connector, one small and other end open. The small connector goes to small connector on FPR

11. Install the new Fuel Filter/Regulator assembly into tank. The process for this is exactly the same as the OEM unit. The two lines with open ends should be secured to the top of the bucket so they can dump fuel directly into the bucket, and the single connector will connect directly to your existing fuel pump just as the factory unit connected.

A full video guide of this is available on YouTube at: <https://youtu.be/eXmL2okxXQk>