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INSTALLATION INSTRUCTIONS - INS060

ADJUSTABLE FUEL PRESSURE REGULATOR

Part # 1714 // 1985-1992 GM tuned port injection 305/350 applications



SPECIAL TOOLS REQUIRED: None.



INSTALL TIME: Approximately 30 minutes.



DIFFICULTY: Easy.



(Kit 1714 shown)

MADE IN U.S.A.

IMPORTANT: All appropriate safety equipment and gear must be used during the installation of this or any BBK Performance products or any time you work on a vehicle. BBK Performance accepts no responsibility for injuries or damage caused by or during the installation of this product.

UPDATED LAST: March 2019



FOLLOW THESE INSTRUCTIONS CAREFULLY TO ENSURE CORRECT FITMENT AND OPERATION

**THIS REGULATOR IS DESIGNED FOR USE ON TUNED PORT INJECTION EQUIPPED GM ENGINES ONLY.
PLEASE READ THESE INSTRUCTIONS BEFORE STARTING YOUR INSTALLATION.**

We highly recommend having a service manual for your vehicle at hand before you start the installation. This will assist you in removing specific items along with giving you the necessary torque settings for reassembly. The fuel flow capabilities of Tuned Port Injection (TPI) systems is directly effected by fuel pressure. Changing the fuel pressure will allow you to fine tune a particular engine combination.

STEP 1

With a fuel injection pressure gauge installed, turn the ignition key on and off several times, without starting the engine and record the stock fuel pressure.

STEP 2

With the engine cold, carefully relieve the pressure from the fuel rail. This can be done with one of the many tools designed specifically for this purpose that attach to the Schrader valve that is mounted to the fuel rail. Use caution to reduce the chance of fire or fuel spraying. If you do not have a pressure relief tool, you may perform the following procedure.

Remove the "Fuel Pump" fuse from the fuse panel. Start the engine and let it run until the fuel in the lines is consumed. Crank the engine for 3 seconds more to relieve any remaining pressure. Turn the ignition off and replace the fuse in the panel. Allow the engine to cool.

STEP 3

Partially drain the radiator to allow you to remove the coolant hoses from the plenum. Mark all of the various vacuum hoses and wire harness connectors and where they connect to the plenum. Disconnect all of the wires and hoses attached to the plenum. Remove all of the linkages and disconnect the air duct from the throttle body.

STEP 4

Remove the 8 bolts that attach the upper plenum to the runners. Then loosen (do not remove) the runner to base manifold bolts on one side only. In most applications, the passenger side bolts are the easiest to access.

STEP 5

Tap on the main plenum housing with a rubber hammer until it is loose. Once loose, move it to one side to allow access to the pressure regulator top.

STEP 6

Using the supplied Torx socket, loosen the stock regulator cover bolts and lift the cover straight up. Make sure the diaphragm and spring remain in place. Keep track of the bolts and other components.

STEP 7

Place the spacer washer on top of the spring and install the new cover with the vacuum fitting facing in the same direction as the stock unit. Torque the bolts into position. We recommend using a thread locking compound on the bolts for extra protection.

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STEP 8

Install the pressure adjustment screw until it just contacts the spacer washer. This will yield near stock pressure.

STEP 9

Reassemble the upper plenum and runners using the new gaskets provided. Make sure you torque these bolts into place along with the lower bolts you loosened earlier. Reinstall any components you removed previously and refill the coolant system.

STEP 10

Once everything is replaced, turn the key on and off several times, without starting the engine and verify the pressure figure you recorded in step 1. Adjust the regulator as necessary.

STEP 11

Using the stock pressure as your baseline, try increasing the pressure initially 6 pounds. You should continue to increase the pressure 2 pounds at a time as long as you can feel an increase on upper rpm power without a decrease in idle characteristics or low end drive-ability. Once you have obtained maximum performance, we recommend you try decreasing the pressure 2 pounds at a time until you notice the performance dropping. This should yield best overall drive-ability and performance.

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