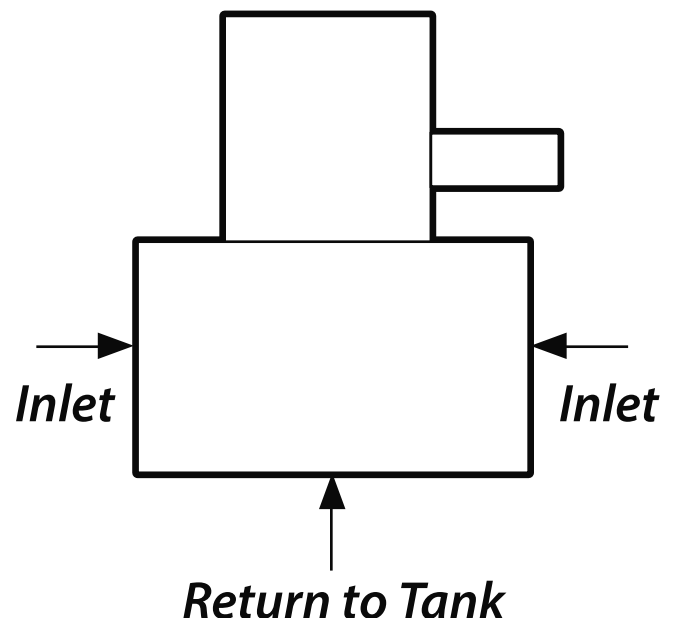


Instructions for EFI Fuel Pressure Regulator

This regulator is factory pre-set for approximately 40 PSI of fuel pressure. Pressure adjustments must always be made with engine idling. Turn the top adjustment stud clockwise for more pressure, counter clock wise for less. Tighten jamnut to lock in place. Typical EFI pressure should be set at 40 to 45 PSI depending upon application. The 9/16-18 port on the bottom is the bypass or return line to the tank. The two ports on the side are the inlets. Never plug the bottom port and attempt to use as a return-less (Deadhead) regulator. It will not work.

Vacuum Fitting on EFI Fuel Pressure Regulators

Certain applications require that this fitting be connected to manifold vacuum with a vacuum hose as follows. 1. When running a throttle body system where the injectors are above the throttle butterflies, do not connect to engine vacuum. 2. When running port injectors that are below the throttle body butterflies, connect to engine vacuum. 3. When running a blow through turbocharger or super charger into the throttle body inlet, connect to engine vacuum. 4. Important: When adjusting pressure, disconnect vacuum line from regulator and plug the hose to prevent a vacuum leak. If your setup does not require connecting a vacuum hose to the regulator, do not cap the nipple on the regulator. This must be left open.



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