

WARNING!

TSP is not responsible for damage caused to your engine if the steps in this instruction sheet are not precisely followed. It may be in your best interest that these steps are carried out by a certified mechanic or technician.

DO NOT mount the regulator on top of extremely hot surfaces like the exhaust manifold or any other high heat producing engine parts.

This installation requires handling of gasoline and it is required that you work in a well-ventilated area with access to a fire extinguisher in the event of an emergency. For your safety, wear protective eyewear and apparel to protect yourself from harmful debris or dispersed gasoline.

DO NOT open the fuel system until any pressure has been relieved.

1. Once the engine has cooled, disconnect the battery terminals and refer to your vehicles service manual for the steps and precautions for relieving the fuel system pressure.
2. Place absorbing towels around the work area to catch any spilled gasoline.
3. Find a suitable location to mount the regulator with the supplied bracket and hardware. TSP recommends that the regulator is placed as close to the carburetor as safely possible.
4. Mount the regulator and bracket to the vehicle.
5. Connect the fuel supply line to the 3/8-NPT inlet port located at the bottom of the regulator. Apply thread sealant to ensure that no leaks are present.
6. Connect the fuel supply line to the carburetor also using 3/8-NPT pipe fittings and thread sealant. Install a 3/8-NPT plug with thread sealant into the regulator outlet port that is not being used.
7. Check all connections and tighten to ensure that no leaks are present. Do not over tighten to avoid damage to the threads.
8. You now have the option to install a fuel pressure gauge on the front face of the regulator to the 1/8-NPT port. Remove the 1/8-NPT plug and install the fuel pressure gauge with thread sealant.
9. Remove towels from the work area and clean up any spilled gasoline.
10. **TURNING THE ADJUSTMENT SCREW ALL THE WAY IN WILL RESULT IN EXCESSIVE FUEL PRESSURE AND CAUSE THE CARBURETOR TO FLOOD. A FLOODED CARBURETOR CAN CAUSE A FIRE AND/OR EXPLOSION RESULTING IN PROPERTY DAMAGE, SERIOUS INJURY, AND/OR DEATH. ALWAYS USE A FUEL PRESSURE GAUGE BETWEEN THE REGULATOR AND THE CARBURETOR(S) WHEN ADJUSTING THE FUEL PRESSURE REGULATOR.**

11. Loosening the regulator locknut and turning the adjustment screw clockwise increases the pressure. Decrease pressure by turning the adjustment screw counter-clockwise.

12. At this time you may reconnect the battery terminals and activate the fuel pump **WITHOUT** starting the car. Check the fuel pressure gauge and if there is no pressure then, deactivate the fuel pump and wait about one minute before activating the fuel pump again. Check your gauge for pressure again. Repeat this process until the fuel system is primed and your fuel pressure gauge shows pressure in the lines.

13. At this time take a moment to check for leaks in the fuel regulator work area and the surrounding fuel system connections. If leaks are found, immediately turn off the pump, repair the leak(s) and remove any spilled fuel in the process before continuing.

14. Once you have confirmed that no leaks are present and your pressure is tuned as desired, tighten the regulator adjustment jam nut.

15. Test-drive your vehicle and double check for any leaks in the fuel system. If leaks are found, immediately shut off the ignition and repair the leak(s) before proceeding.

