



## SX Performance™ Model 15405 Fuel Pressure Regulator Carbureted Pressure Regulator Performance Specifications and Installation Instructions

Relief Pressure Adjustment Range:	5-10 psi (atmospheric reference)
Maximum Relief Flow Capacity:	3.0 GPM
Inlet/Outlet Port Size	2x AN-10 (O-Ring Seal)
Return Port Size	AN-6 (O-Ring Seal)

Note: This Regulator is not legal for sale or use on emission controlled motor vehicles.

### **CAUTION!**

Installation of this product should only be performed by those persons knowledgeable in the repair and modification of high performance automotive fuel systems.

### **WARNING: Fuel system may be under pressure!**

Do not loosen fuel system connections until pressure has been relieved. Fuel may leak when loosening fuel system connections. Eliminate potential fire hazards before loosening any fuel system connections. Always wear appropriate personal safety equipment such as safety goggles and other apparel as needed, for protection from debris and sprayed gasoline. Work in a well-ventilated area and keep an approved fire extinguisher nearby. Extinguish any open flames and eliminate all sources of ignition in the area of the vehicle before proceeding with the installation.

#### Installation Instructions:

1. With the ignition off and engine cool, disconnect the negative battery terminal and relieve the fuel system pressure. **See the above warning for proper precautions.**
2. Disconnect the existing regulator fuel lines, if equipped. Plug the open fuel lines to prevent foreign matter from entering the fuel system. Remove the existing regulator mounting screws and remove the existing regulator.
3. Determine the new regulator mounting location. Replace existing fuel lines as necessary so they line up with the new regulator. If necessary, mark and drill mounting bracket holes using the bracket as a template. The bracket may be modified through bending or cutting, to ease installation. Use clear enamel to cover any cut, ground or damaged coating as a result of altering bracket.
4. Boost Reference Port (Figure 1) is to be used for "blow through" carbureted systems. Blow through systems use a supercharger or turbo to pressurize the carburetor(s). For this application, connect the Boost Reference Port fitting to the "Boost Source". This source must be at the same pressure as the float bowl(s) vents. The fuel gage pressure will then increase with boost at a 1:1 ratio. If the fuel system is not a blow through system, allow the port to vent to the atmosphere. This port is **not** to be plumbed into an intake manifold vacuum source.
5. With a relief style regulator, (one with a return line back to the fuel tank) the inlet and outlet ports are at the same pressure. The regulator returns unused fuel through the return port to regulate the fuel pressure to all outlet ports. Figure 1 shows the inlet and outlet ports for the regulator. The bottom port (labeled return in figure 1.) must be used and is not interchangeable with the inlet/outlet ports. The regulator must be plumbed from this port to the fuel tank. The return line must be at least 3/8" line size (-6) or larger, and plumbed using an AN-6 fitting, or other reducer fitting, from the bottom port of the regulator to the fuel tank or cell. The return line at the tank should be plumbed so that the end of the line is near the bottom of the tank and below the fuel level line. Plumbing in this manner will reduce aeration of the fuel. Avoid sharp bends and 90° fittings where possible. This would result in a

restriction on the return fuel flow and will cause the fuel pressure to remain high, not allowing adjustment to the desired set pressure.

6. Install the o-rings and fittings as shown in Figure 1. Do not use thread sealer on the AN fitting threads. An AN-10 plug can be used to plug any unused outlet ports.
7. Install the regulator and bracket assembly at the desired location.
8. Coat the threads of the boost reference/vacuum fitting with thread sealer (not supplied) and install it into regulator port as shown in Fig. 1. Check for leaks around threads after curing. Connect the vacuum line to the boost reference/vacuum fitting on the regulator if so equipped. If no boost/vacuum reference is being utilized, leave the fitting or hole in the regulator cover open to atmosphere
9. Connect and tighten fittings to the inlet and outlet fuel lines, see Figure 1.
10. Install the 1/8-27 NPT plug (supplied) or connect a fuel pressure gage to the gage port using a 1/8 NPT male thread and thread sealer (not supplied).
11. Reconnect the negative battery terminal. Start the pump (or engine if required) and check the fuel system for leaks and pressure.

### **WARNING!**

If any leaks exist, immediately shut off the pump or engine and repair before continuing.

12. Once steady pressure is obtained and no leaks are evident, loosen the jam nut on the top of the regulator, and turn the adjusting screw until the desired fuel pressure is obtained. Tighten the jam nut and recheck the fuel pressure. The engine should be running while setting final fuel pressure.

Congratulations, your vehicle can now take full advantage of the exceptional performance capabilities of your new SX Performance™ product!

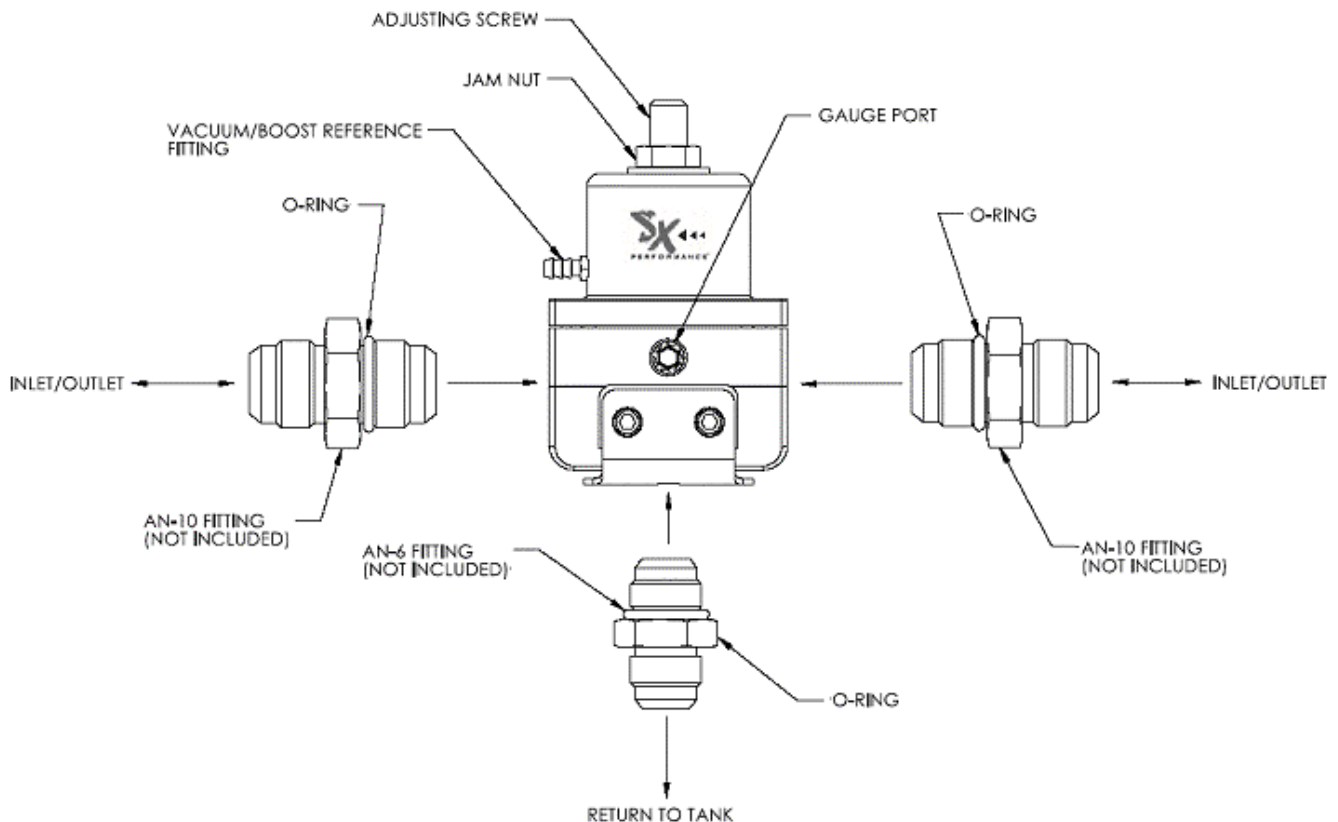


Figure 1 – SX Performance™ Model 15405 Fuel Pressure Regulator