



SX Performance™ Model 15411 Fuel Pressure Regulator
EFI Pressure Regulator
Performance Specifications and Installation Instructions

Relief Pressure Adjustment Range:	35-90 psi (atmospheric reference)
Maximum Relief Flow Capacity:	4.5 GPM
Inlet/Outlet Port Size	2x AN-10 (O-Ring Seal)
Return Port Size	AN-8 (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 relieving pressure. Consult an automotive service manual for instructions on relieving pressure. 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. Remove the existing regulator vacuum line, if so equipped.
3. Disconnect the existing regulator fuel lines. 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.
4. 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.
5. Install the o-rings and fittings as shown in Figure 1. AN style fitting threads use no thread sealer.
6. Assemble the bracket and regulator as shown in Figure 1 and install the regulator and bracket assembly at the desired location.
7. Connect and tighten fittings to the inlet and outlet fuel lines, see Figure 1. Connect the return line to the bottom return port of 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 1/2" line size (-8) or larger, and plumbed using AN-8 union fitting, or a reducer fitting from the bottom port of the regulator to the fuel tank or cell. 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.

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. 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).
10. Reconnect the negative battery terminal. Start the pump or engine (only 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.

11. 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!

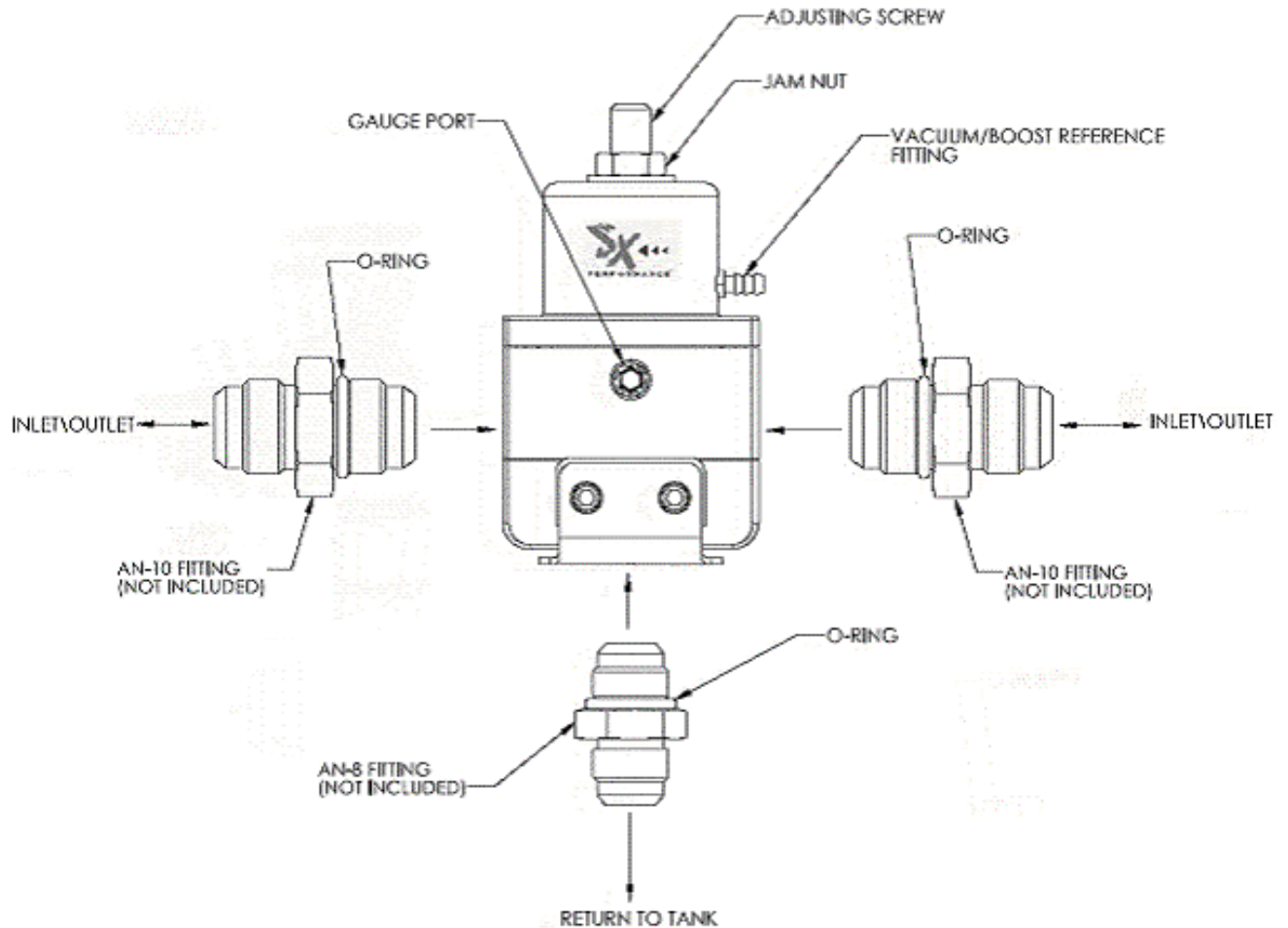


Figure 1 – SX Performance™ Model 15411 Fuel Pressure Regulator

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