



AEROMOTIVE
Part # 13115 AND Part # 13116
INSTALLATION INSTRUCTIONS

CAUTION:

Installation of this product requires detailed knowledge of automotive systems and repair procedures. We recommend that this installation be carried out by a qualified automotive technician.

Installation of this product requires handling of gasoline. Ensure you are working in a well ventilated area with an approved fire extinguisher nearby. Extinguish all open flames, prohibit smoking and eliminate all sources of ignition in the area of the vehicle before proceeding with the installation.

When installing this product, wear eye goggles and other safety apparel as needed to protect yourself from debris and sprayed gasoline.

WARNING!

The fuel system is under pressure. Do not open the fuel system until the pressure has been relieved. Refer to the appropriate vehicle service manual for the procedure and precautions for relieving the fuel system pressure.

NOTE: Testing the enclosed regulator by applying air pressure or vacuum to the vacuum port with a hand-held pump will yield poor results, due to the slight air leakage through the adjustment screw threads. This minute leakage, which is typical of all adjustable fuel pressure regulators, does not, in any way, affect the performance of the regulator.

NOTE: A fuel pressure gauge will be required to set the regulated pressure once you new Aeromotive regulator is installed. It is recommended that you check the base fuel pressure, as set by the factory regulator, BEFORE you remove it. To determine base fuel pressure, connect the appropriate gauge to the factory fuel pressure test port, disconnect the vacuum line at the regulator and plug it, start the engine and observe the gauge. Note the gauge reading for future reference.

Aeromotive system components are not legal for sale or use on emission controlled motor vehicles.

Note: The enclosed Aeromotive fuel pressure regulator can NOT be used with the stock fuel rail on 1990-1993 Honda Accord and 1992-2000 Honda Prelude.

The following steps are typical of most installations:

1. Once the engine has been allowed to cool, disconnect the negative battery cable.
2. Referring to the appropriate service manual for instruction, relieve the fuel system pressure.

3. Remove any cosmetic covers necessary to allow access to the fuel pressure regulator.
4. Remove the vacuum line from the O.E. fuel pressure regulator.
5. Disconnect the fuel return line from the bottom of the O.E. fuel pressure regulator.
6. Place shop towels around the regulator to catch any gasoline that is spilled during this step of the installation. Remove the two 6mm mounting bolts and carefully remove the regulator from the fuel rail.
7. Apply light oil to the o-ring supplied in the Aeromotive package.
8. Place the o-ring in the o-ring gland located between the two mounting holes on the regulator.
9. Install the new Aeromotive fuel pressure regulator onto the fuel rail using the two supplied mounting screws on torque to 9 ft-lbs.
10. Connect the vacuum line from the O.E. fuel pressure regulator to the barb fitting located on the side of the new Aeromotive fuel pressure regulator.
11. Reconnect the fuel return line to the bottom of the fuel pressure regulator. If your application utilizes AN style braided return line, the barbed fitting in the base of the fuel pressure regulator may be replaced with Aeromotive p/n 15606 for AN-06 return lines.
7. Once the regulator is installed, attach a suitable fuel pressure gauge to the fuel system schrader valve or the 1/8 NPT port on the fuel pressure regulator.
8. Reattach and reconnect any peripherals that were removed to gain access to the regulator.
- 9. Ensure that any spilled gasoline and any gasoline soaked shop towels are cleaned up and removed from the vicinity of the vehicle!**
10. Reconnect the battery and turn the ignition to the ON position **WITHOUT** starting the car. After several seconds, check the fuel pressure. If there is no fuel pressure, turn the ignition key to the OFF position, wait one minute, return the ignition to the ON position, and recheck the fuel pressure. Repeat this ignition OFF and ON procedure until the fuel pressure gauge registers fuel pressure.
- 11. With the fuel pressure gauge registering fuel system pressure, check for fuel leaks from and around the Aeromotive regulator and all fuel lines and connections near the regulator! If any fuel leaks are found, turn the ignition key to the OFF position, remove any spilled fuel and repair the leak before proceeding!**
12. Once the fuel pressure gauge registers fuel system pressure and there are no fuel leaks, start the engine and adjust the regulator to the desired fuel pressure. Turning the adjustment screw clockwise will increase fuel pressure. OEM regulators are typically set at approximately 43 psi, without the vacuum line attached. The fuel pressure adjustment range for this regulator is 40-75 psi.
13. Once the desired fuel pressure is achieved, tighten the regulator adjustment jam nut and attach the vacuum line.
14. Turn off the engine and allow it to cool. If the schrader valve was utilized to check fuel system pressure, remove the fuel pressure gauge and replace the cover on the schrader valve. If the 1/8 NPT port on the Aeromotive regulator was utilized to check fuel system pressure and you do not want to keep the fuel pressure gauge on the vehicle, relieve the fuel system pressure as instructed in the appropriate vehicle service manual. Remove the fuel pressure gauge and reinstall the 1/8 NPT pipe plug into the regulator gauge port, using thread sealant.
15. Test drive the car to insure proper operation and re-check the fuel system for leaks. **If any leaks are found, immediately shutoff the engine and repair the leak(s)!**