



FUEL PRESSURE REGULATORS P/N 12-881, 12-882, 12-886, & 12-887 Installation Instructions 199R11227

WARNING! These instructions must be read and fully understood before beginning the installation. Failure to follow these instructions may result in poor performance, vehicle damage, personal injury, or death. If these instructions are not fully understood, installation should not be attempted.

P/N	DESCRIPTION	FINISH	INLET/OUTLET SIZE	PRESET PRESSURE
12-881	Carbureted Fuel Regulator	Chrome	3/8" NPT Ports	6 PSI
12-882	EFI Fuel Regulator	Chrome	3/8" NPT Ports	60 PSI
12-886	EFI Fuel Regulator	Black	3/8" NPT Ports	60 PSI
12-887	Carbureted Fuel Regulator	Black	3/8" NPT Ports	6 PSI

INTRODUCTION:

Congratulations on your purchase of the Holley Fuel Pressure Regulator! Holley Performance Products cannot and will not be responsible for any alleged or actual engine or other damage, or other conditions resulting from misapplication of the parts described herein. However, it is our intent to provide the best possible products for our customer; products that perform properly and satisfy your expectations. Should you have any questions, please call Tech Support at 1-866-464-6553, M-F, 8-6 CST. Please have the part number of the product on hand when you call.

USING A FUEL PRESSURE REGULATOR WITH A FUEL PUMP:

NOTE: If the pump is a high-pressure model, a pressure regulator must be installed in the line between the pump and the carburetor.

NOTE: The mounting holes are untapped on these regulators. Use the supplied self-tapping screws.

- Using the bracket supplied with the regulator, position the regulator as close to the carburetor or fuel rail as possible, taking care to minimize the exposure to heat sources. **DO NOT** mount the regulator on the exhaust manifold or any extremely hot surface.
- The standard regulator has two discharge (out) ports (**Figure 1**). In dual carburetor installations, one port can feed each carburetor. With single carbs, plug one port and feed the carburetor from the other. Either may be used. Installations should determine choice. See **Figure 1**.

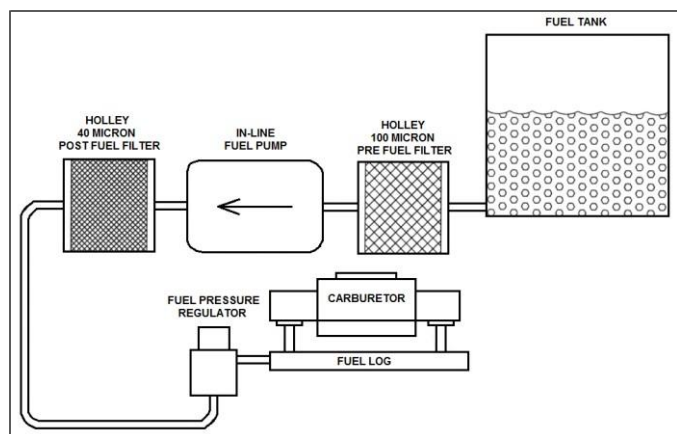


Figure 1

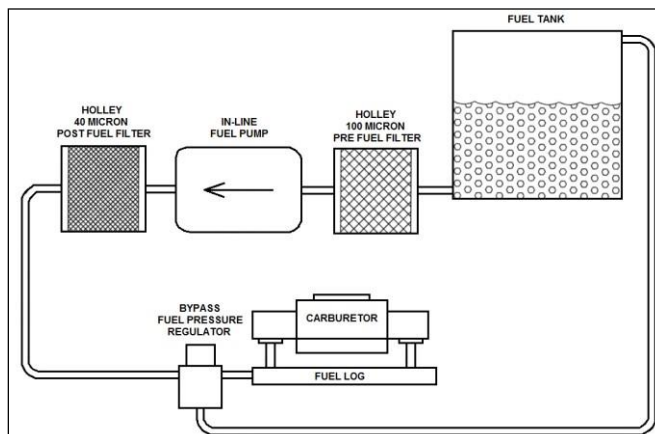


Figure 2

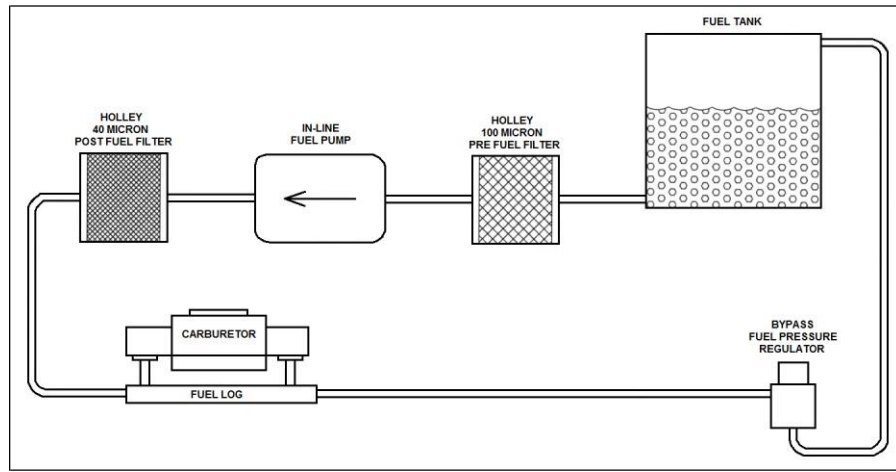


Figure 3

3. An optional boost reference fitting is included with the regulator if needed for your application.

To install, just remove the breather plug in the upper half of the regulator and replace with the barb fitting.

Then, connect the fitting to the vacuum source from the engine.

4. Connect the fuel line from the “out” side of the pump to the “in” side on the regulator. All fuel line connections must be leak proof.
5. Connect the other line per **Figure 2** or **3**.
6. The regulator comes from Holley with the regulator pressure preset (see table). However, for individual requirements, it may be readjusted. Loosening the regulator locknut and turning the adjustment screw clockwise increases the pressure. Decrease pressure by turning the adjustment screw counter-clockwise.

WARNING! TURNING THE ADJUSTMENT SCREW ALL THE WAY IN WILL RESULT IN EXCESSIVE FUEL PRESSURE AND CAUSE THE FUEL SYSTEM TO FLOOD. A FLOODED FUEL SYSTEM CAN CAUSE A FIRE AND/OR EXPLOSION RESULTING IN PROPERTY DAMAGE, SERIOUS INJURY, AND/OR DEATH. ALWAYS USE A FUEL PRESSURE GAUGE (S) WHEN ADJUSTING THE FUEL PRESSURE REGULATOR.

NOTE: On carbureted systems, any change made in fuel pressure will change the fuel bowl float level requirements. A readjustment in fuel bowl levels will be required for proper operation of the fuel system.