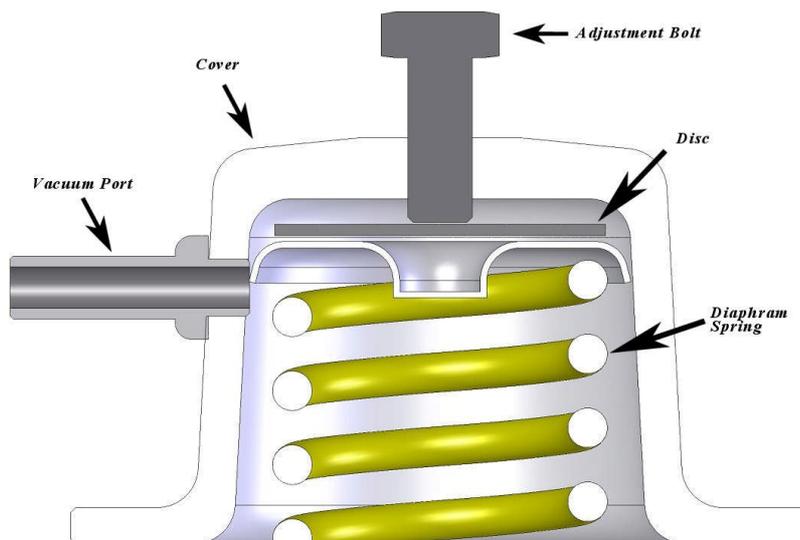




1.FPR002 Fuel Pressure Regulator

Parts List

- Billet Cover
- Disc
- Bolt
- Torx Bit
- Vacuum Port
- Plenum Gasket (left)
- Plenum Gasket (right)



1. Remove gas cap to relieve in-tank pressure, and leave off during installation. (Best done with a 1/2 tank of gas or less.
2. Disconnect the battery
3. Remove the four bolts that hold the throttle assembly to the plenum.
4. On the rear of the plenum there are several vacuum connections. The power brake line on the left rear of the plenum must be removed as well as the two smaller vacuum lines on the right rear.
5. There are a total of eight fasteners that hold the plenum to the intake runners. Remove these. With a soft hammer, tap on the plenum until it is loose. As you lift the plenum up, you will see an electrical connector for the MAT sensor. Disconnect it. Set the plenum aside.
6. You are now ready to remove the fuel pressure regulator cover. There is going to be some fuel pressure present and you will spill some gas, so be careful! There are six Torx screws that hold the regulator cover to the body. Loosen these evenly with the tool bit provided while taking note of where the vacuum port is pointing and remove the cover. You will see a spring and diaphragm. Leave this in place if possible.
7. Take your new billet cover and place the steel disc inside of it and place on top of the spring and diaphragm. Point the vacuum port in the same direction as the original cover and start the six Torx screws. Tighten the Torx screws evenly a little at a time until they are all snug.
8. Reconnect the MAT sensor and place the plenum back using the new runner gaskets provided. Tighten the eight plenum bolts and reattach the vacuum and power brake lines. Reattach the throttle body. Reconnect battery and replace gas cap. If you have purchased our Fuel Pressure Test Gauge, attach it to the Schrader valve in the fuel rail next to the regulator. You may need to unscrew the Schrader valve cap.
9. Once everything is back together, have someone watch for fuel leaks while you turn the key to the run position. If there are no leaks, start the car.
10. Adjust the fuel pressure to your liking. On 350 engines, 47psi is a good place to start. Tighten the screw to increase pressure, loosen to decrease. The pressure must be set at idle with the vacuum hose removed.