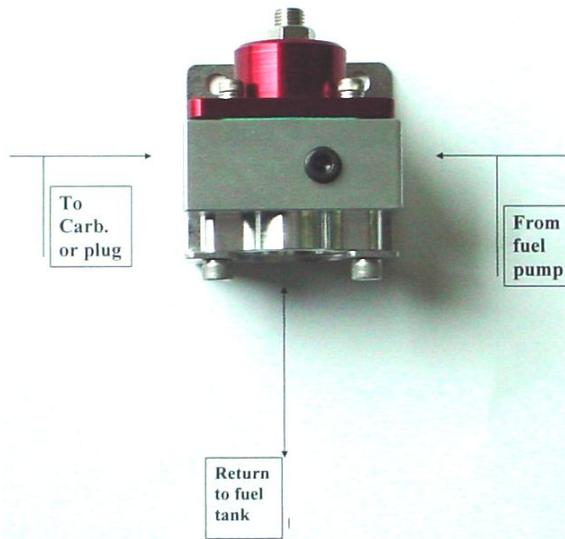




Installation Instructions By-Pass Regulator Part No. 30-1900

Thank you for purchasing a Quick Fuel Technology billet pressure regulator. This regulator is a by-pass design that has superior flow versus conventional die-cast regulator bodies.

Installation of a by-pass regulator is somewhat different than a conventional "dead head" regulator. As shown below, the fuel inlet as routed from the fuel pump is attached to the side port of the regulator. The return line to the fuel tank is routed out the



bottom of the regulator body.

You have two installation options: 1.) Position the regulator in the conventional location, between the fuel pump and carburetor. In this case the regulator would be a flow through configuration. The fuel delivery line will flow straight through the body with the return line exiting the bottom. 2.) After the carburetor routing is recommended if possible. In this routing the pressure regulator is positioned and act similar to a fuel injection fuel system. The regulator is mounted in the feed line after the carburetor (at the end of your fuel line or fuel log). In this routing, the end of the fuel line or fuel log is threaded into the side of the regulator body and the return line to the fuel tank exits the bottom of the regulator body. The port opposite the fuel inlet line needs to be plugged.

The regulator body has a 1/8" NPT to accommodate your fuel pressure gage. In addition, there is a brass barb fitting also supplied with your regulator that can be used for changing the fuel pressure for applications that use boost pressure through the carburetor.

Your regulator is pre-set to 7 P.S.I. For carburetor applications that is our recommended fuel pressure setting. Deviating from that specification can create a number of potential problems. However, should it become necessary to adjust the fuel pressure, loosen the lock nut and turn the adjustment stem. Clockwise increases the pressure, counter-clockwise lowers the fuel pressure. After adjusting, tighten the locknut to prevent the adjustment stem from moving.

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