



## EARL'S BILLET FUEL PRESSURE REGULATORS P/N 12846ERL, 12847ERL, & 12848ERL Installation Instructions 199R11110

**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.

### APPLICATIONS:

P/N	DESCRIPTION	PRESSURE RANGE	INLET/OUTLET SIZE	RETURN SIZE
12846ERL	HP EFI Billet FP Regulator, Adjustable, Return Style	15 to 65 PSI	8AN O-ring in/out	6AN O-ring
12847ERL	Dominator Carbureted Billet FP Regulator, Adjustable, Return Style	4.5 to 9 PSI	10AN O-ring	8AN O-ring
12848ERL	Dominator EFI Billet FP Regulator, Adjustable, Return Style	15 to 65 PSI	10AN O-ring	8AN O-ring

### INTRODUCTION:

Congratulations on your purchase of the Earl's 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 & Sat. 9-3 CST. Please have the part number on hand of the product when you call.

**NOTE:** These regulators utilize an AN O-ring inlet, outlet, & return ports, and do not require any sealer on the threads. All P/Ns have a 1/8" NPT gauge port in the side of the regulator body.

**NOTE:** These fuel pressure regulators are marked "in" and "out". However, due to the design, the regulators can be plumbed either way. For example, you can use the inlet as the outlet and the outlet as the inlet with no negative effects on the fuel pressure regulator operation.

**NOTE:** Alcohol engines require 3-5 psi at idle and 9-11 at WOT.

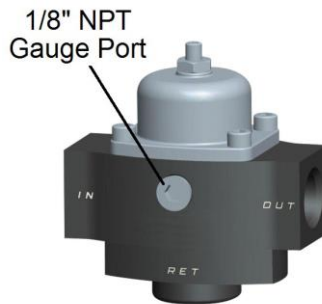


Figure 1

### INSTALLATION:

- Determine whether you will be mounting the regulator before or after the carburetor. If using an EFI system, Earl's recommends placing the regulator after the fuel rails. Then, 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 surfaces.
- The above return style regulators have one discharge (out) port, one inlet port, one return port and one gauge port. See **Figure 1**. (See chart above for fitting sizes).
- Connect the fuel line from the "out" side of the pump to the "in" side of the regulator. (Figure 1) All fuel line connections must be leakproof.

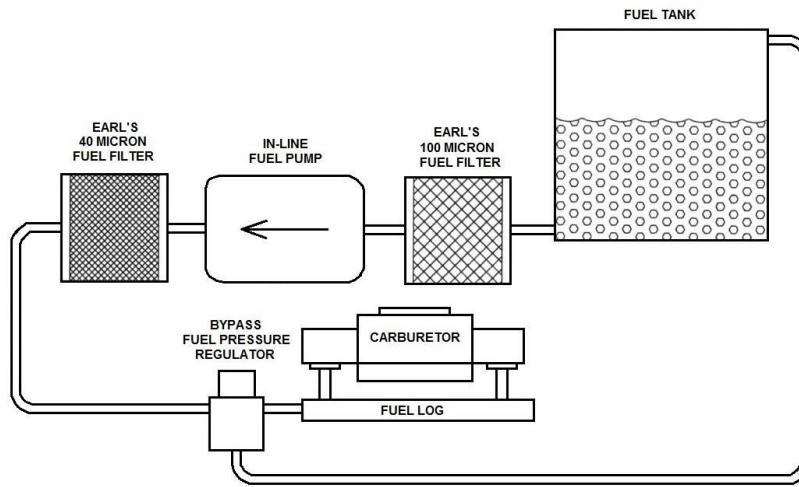


Figure 2a (Carburetor Only)

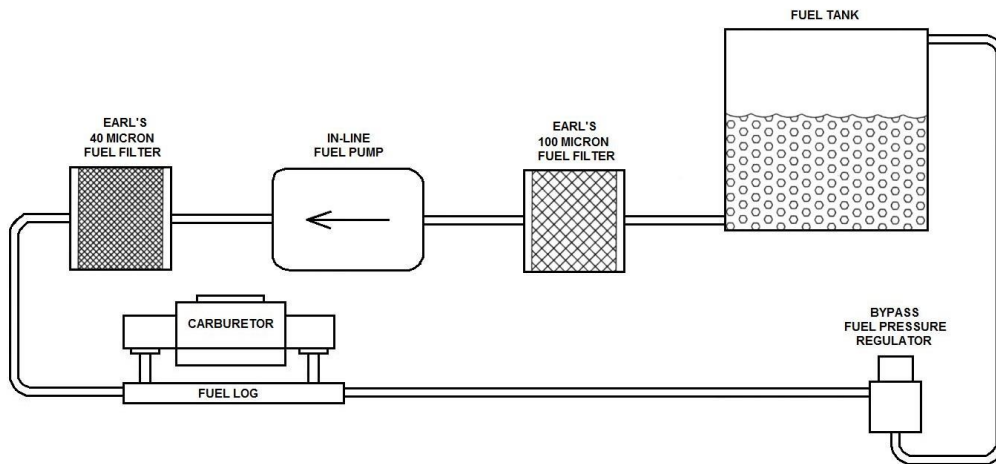


Figure 2b (Carburetor Only)

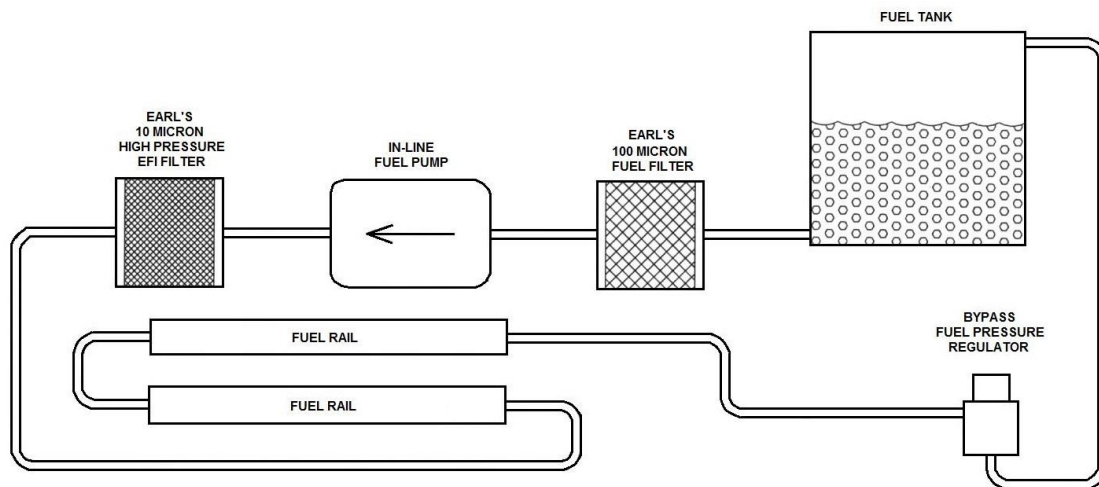


Figure 2c (EFI Only)

4. Connect the outlet of the regulator to the carburetor (if the regulator is installed before the carburetor **per Figure 2a**). If the regulator is installed after the carburetor (**Figure 2b**) or EFI (**Figure 2c**), the outlet needs to be plugged.

**NOTE:** If regulator is equipped with the vacuum line connection on the top, this can be connected to full manifold vacuum to slightly decrease fuel pressure at idle and cruise (**Figure 3**). This is a requirement on forced induction engines, so that the differential fuel pressure stays constant under boost.



**Figure 3**

5. The regulator comes from Holley with the regulator pressure preset to 7PSI for low pressure regulators and 43.5 for high pressure regulators. 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. Use a fuel pressure gauge to monitor changes.

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

**NOTE:** If using a carburetor, any change made in fuel pressure will change the fuel bowl float level. A readjustment in fuel bowl levels will be required for proper and safe operation of the carburetor.

**SERVICE PARTS AND ACCESSORIES:**

<b>ITEM</b>	<b>PART NUMBER</b>
175 GPH Billet Fuel Filter 10 Micron (-8AN)	230608ERL
175 GPH Billet Fuel Filter 40 Micron (-8AN)	230618ERL
175 GPH Billet Fuel Filter 100 Micron (-8AN)	230628ERL
0-15 PSI Fuel Pressure Gauge (non-liquid filled) 1-1/2" Dia. 1/8" NPT	100195ERL
0-15 PSI Electric Fuel Pressure Gauge (dash mount)	26-503
0-15 PSI Fuel Pressure Gauge (liquid filled) 1-1/2" Dia. 1/8" NPT	100189ERL
0-100 PSI Fuel Pressure Gauge (liquid filled) 1-1/2" Dia. 1/8" NPT	100187ERL
-10AN male to -10AN O-ring port adapter	AT985010ERL
-8AN male to -10AN O-ring port adapter	AT985081ERL
-6AN male to -8AN O-ring port adapter	AT985068ERL
-8AN male to -8AN O-ring port adapter	AT985008ERL
-10AN male to -8AN O-ring port adapter	AT985009ERL
-6AN male to -6AN O-ring port adapter	AT985006ERL
-8AN male to -6AN O-ring port adapter	AT985086ERL
-8AN O-ring port plug	AT981408ERL
-10AN O-ring port plug	AT981410ERL

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