



ADJUSTABLE FUEL PRESSURE REGULATOR KITS
1994-95 LT1 CAMARO/FIREBIRD and CAPRICE P/N 512-502
1992-97 1.6L V-TEC HONDA P/N 512-506
1992-95 LT1 CORVETTE P/N 512-507
Installation Instructions

WARNING! THESE INSTRUCTIONS MUST BE READ AND FULLY UNDERSTOOD BEFORE BEGINNING 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. PLEASE CONSULT HOLLEY TECH SERVICE OR A QUALIFIED MECHANIC.

INTRODUCTION:

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 fuel pressure regulators 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 need information or parts assistance, please contact our Technical Service Department at 1-270-781-9741, Monday through Friday, 7 a.m. to 5:00 p.m. Central Time. Please have the part number of the product you purchased when you call.

APPLICATIONS:

P/N	DESCRIPTION	PRESSURE RANGE	PRESET PRESSURE
512-502	1994-95 LT1 Camaro/Firebird and Caprice	30 to 60 PSI	43.5 PSI
512-506	1992-97 1.6L V-TEC Honda	30 to 60 PSI	43.5 PSI
512-507	1992-95 LT1 Corvette	30 to 60 PSI	43.5 PSI

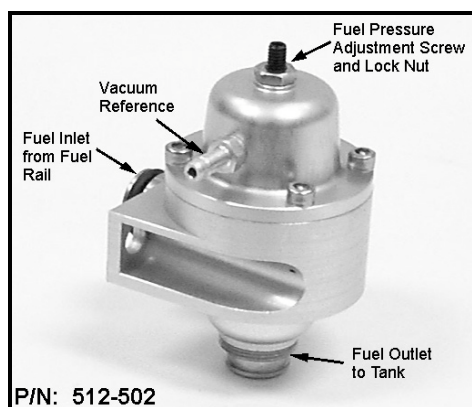


Figure 1

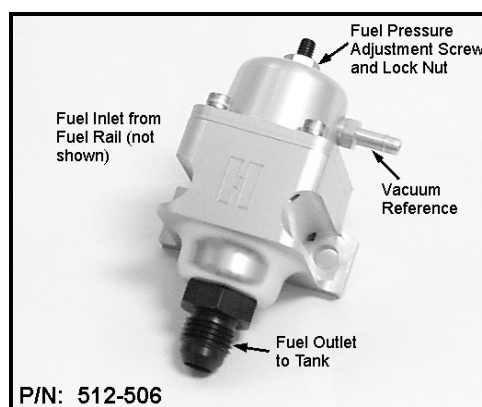


Figure 2

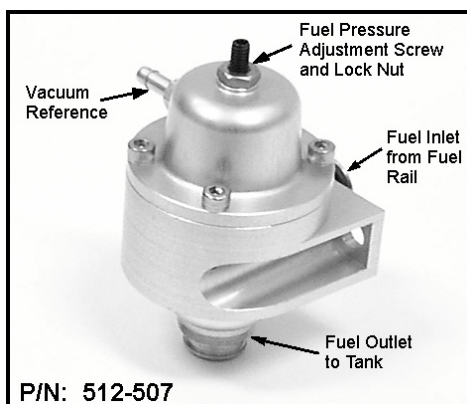


Figure 3

FUEL PRESSURE REGULATOR INSTALLATION:

WARNING! Do not over-tighten the fittings on the fuel pressure regulator. Overtightening of the fittings can cause the fuel pressure regulator base to crack allowing fuel to leak. A fuel leak can cause a fire and/or explosion resulting in property damage, serious injury, and/or death.

WARNING! Always use a fuel pressure gauge when adjusting the fuel pressure. Excessive fuel pressure may effect performance or damage the fuel system.

WARNING! After the installation has been completed wipe up any spilled fuel. Spilled fuel can ignite on a hot engine, causing a fire and/or explosion, which may result in property damage, serious injury, and/or death.

The fuel pressure regulator in this instruction sheet is designed to be an adjustable replacement for the stock O.E. regulator. The adjustable fuel pressure regulator is used mainly for high performance applications. A fuel pressure gauge must be purchased for setting the fuel pressure. Install the fuel pressure gauge according to the manufacturer's recommendation. Use the Figure above that represents your application as a guide for installation.

1. Remove the gas cap from the fuel tank and pull the fuel pump fuse from the fuse block located under the hood. Now try to start the motor. This will let the fuel pressure drop, which will prevent excess fuel spillage when removing the regulator cover.
2. Disconnect the battery.
3. Locate the O.E. fuel pressure regulator and remove the attaching screws. Save the screws.
4. Disconnect the tank fuel return line from the regulator.
5. Place a rag under the fuel pressure regulator to catch any fuel that may spill. Remove the O.E. fuel pressure regulator.
6. Ensure that all gasket material is removed to provide a clean mounting surface for the Holley high pressure fuel regulator. Ensure that the O-ring on the O.E. fuel pressure regulator fuel outlet is not in the orifice from which it was removed.
7. Attach the Holley adjustable fuel pressure regulator to the fuel rail using the screws saved in step 1.
8. Attach the tank fuel return line to the Holley adjustable fuel pressure regulator.
9. Once everything is back together, wipe up any spilled fuel and safely dispose of rag. Turn the key to the run position and have somebody watch for fuel leaks. If no leaks are present, start the car.
10. A good starting point for the fuel pressure is 43.5 psi (preset). However, you may find your particular combination to perform best above or below this number. Pressure must be set with the regulator vacuum hose removed. Turn the screw clockwise to raise pressure and counter-clockwise to lower pressure.