

WolfKatz Engineering LLC
WolfKatz Fitting Kit Installation Instructions
Accompanies Aeromotive 13109 Fuel Pressure Regulator

Disclaimer:

This part is for race use only and does not have DOT (Department of Transportation) approval. Any misuse of this product is done so at the buyers own risk.

All items are guaranteed against defects in manufacture, and will be repaired/replaced if needed. However, any damage inflicted by the end user of this product is not the responsibility of WolfKatz Engineering LLC. If a part is not what you expected, you are welcome to return it for a refund if it is in resalable condition.

Unless otherwise stated, these parts have been tested on a 1993 Toyota MR2 Turbo. Any known compatibility problems will be noted. However, due to running model changes made by Toyota, there may be unforeseen changes. While WolfKatz can make recommendations, it is ultimately the responsibility of the purchaser to decide if a part is suitable to his/her application.

Parts List:

Be sure your kit is complete. There is nothing worse then starting to put a bunch of stuff together, only to be missing something!

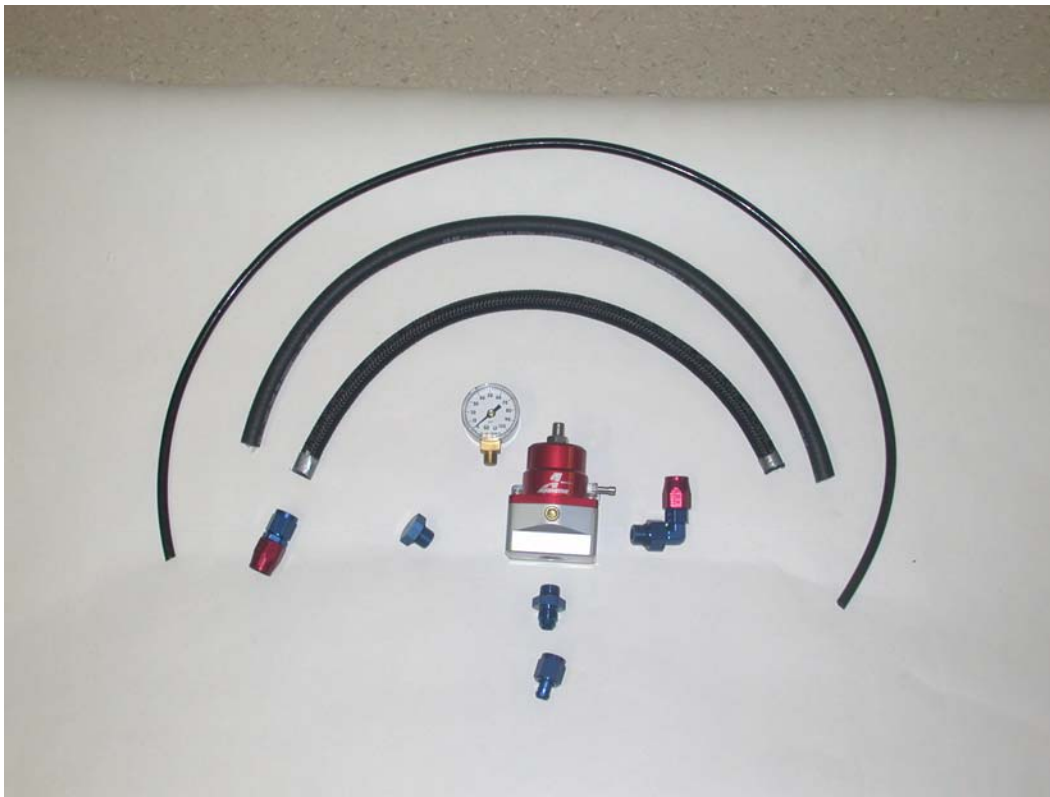
<u>Q</u>	<u>Description</u>
1	Port Fitting to 90 Swivel Seal hose fitting
1	Straight Swivel Seal hose fitting to AN-6 Female
1	Port Plug
1	Port Fitting to AN-6 male fitting
1	AN-6 female to hose barb
18"	High Pressure Earl's Prolite 350 hose (black)
24"	Low Pressure SAE Fuel Hose 5/16"
30"	Silicone Vacuum Hose
2	Hose clamps
1	Pressure Gauge
Optional	WolfKatz Regulator Mounting Plate

Instructions:

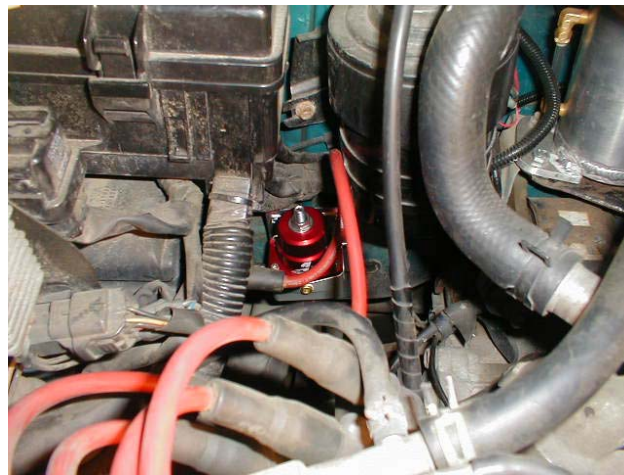
Step 1: Remove the 1/8 inch brass plug from the Fuel Pressure Regulator (FPR). Put some teflon tape on the pressure gauge's pipe threads and screw in the gauge such that it points up towards the top of the regulator.

Step 2: The vacuum port on the regulator is shipped loose and should be teflon taped and then re-installed and tightened.

Step 3: Install the port plug on the left side of the regulator (see picture below) and the Port Fitting to AN-6 male fitting in the bottom of the regulator (this is the fuel outlet).



Step 4: Mount the FPR in its permanent location. If you are using the WolfKatz Regulator Mounting Plate, bolt the regulator to the plate and then bolt in below the carbon canister as shown. The bolt used holds in the bracket for the coolant overflow and the cutout in the plate overlaps the bracket as shown. If you are mounting the plate where your resistor packs used to be, drill and mount it now. Other locations may work better for your custom setup.



Step 5: Screw the AN-6 female to hose barb fitting to the male AN-6 on the bottom of the regulator. Now put a bit of lubricant on the hose and press it on with a hose clamp. Cut the hose to length, push it on to the metal return hose, and clamp in place with the other hose clamp.

Step 6: Cut the vacuum hose to length and hook it up to the port on the regulator and to the metal hose on the top of the fuel rail.

Step 7: Layout the high pressure hose with the two swivel fittings. The straight one goes onto the WolfKatz Fuel Rail and will attached to the AN-6 male fitting that was included with the rail. The 90 degree fitting will go into the open port on the FPR.

Step 8: Use the following directions from Earl's Performance Products to cut the hose to length and install the fittings. Then install the hose and cycle the power to the fuel pump a few times until pressure shows up on the gauge. Check for leaks! You're done!

HOSE & HOSE ENDS

Swivel-Seal™ Assembly & Applications

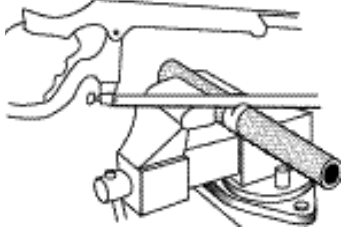
HOSE ASSEMBLY

SWIVEL-SEAL™ HOSE ENDS WITH PERFORM-O- FLEX™, PRO-LITE 350™ OR AUTO-FLEX™ HOSE



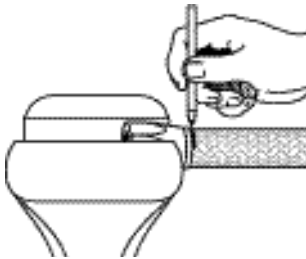
Pressure Test All Hose Assemblies
Before Installation!

1



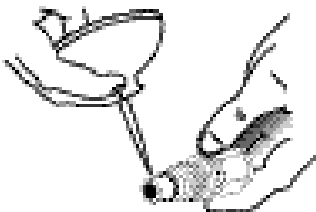
1. Cut the hose to the required length.
 - a. Measure distance between ports or adapter fittings along the path that the hose run will follow—allowing for bend radius, hose end length and offset to obtain length and hose required.
 - b. Cut the hose square with a radiac wheel or a sharp 32 teeth per inch hacksaw blade. It is necessary to wrap it tightly with electrical or masking tape before cutting and to cut through the tape. This helps to prevent the stainless wire braid from fraying.
 - c. Trim any frayed ends of the braid with a sharp pair of metal snips or diagonal cutters and remove the tape.

2



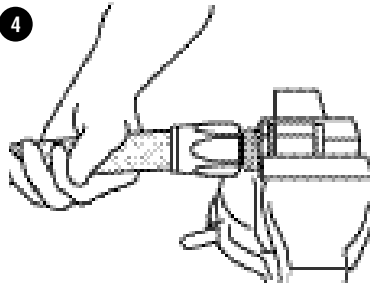
2. Place the socket in a vise and insert the end of the hose into the socket until the hose butts against the bottom of the threads provided for the cutter. Gently pull the hose back until there is a 1/16" to 1/8" gap between the end of the hose and the bottom of the threads—mark hose at bottom of socket with a felt pen so that you can detect any tendency of the hose to be pushed out as you complete the assembly

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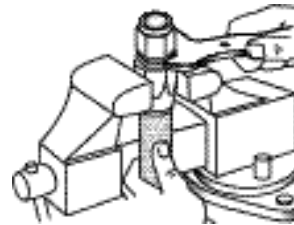
3. Lubricate the inside of the hose, the cutter threads and the socket threads with Earl's assembly lube or engine oil. Place the nipple in a vise.

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4. Holding the hose and not the socket, push the hose and the socket onto the nipple until the socket threads can be started on the cutter. Holding the hose and not the socket, start the threads and go as far as you can by hand. Depending on the size of the hose, some force may be necessary in this part of the operation.

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5. To complete the assembly it doesn't matter whether the nipple or the socket is held in the vise. Holding one or the other in the vise and using a suitable wrench on the other, tighten the socket onto the cutter threads until the socket is with in .060" of bottoming on the nipple. Do not use an adjustable or over-size wrench or you will damage either the nipple or the socket.
6. Check the mark that you made on the hose in Step 2. If the hose has backed more than about 1/16" out of the socket as you assembled it, curse and return to Step 3.
7. Clean the hose and the hose ends with CLEAN solvent.
8. *Pressure test the assembly before letting it out of your sight. Further check the assembly by running the system at full pressure while you observe the hose, hose ends, and adapters for leaks.*

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