



Installation Instructions

Adjustable Fuel Pressure Regulator

For "EFI" and "SFI" Equipped Ford Engines

For more information, see www.cranecams.com

Proper installation of this kit requires the use of a fuel injection pressure gauge. Do not attempt installation without one. This regulator is designed for use on EFI and SFI equipped Ford engines only. Please read these instructions before starting your installation. If you have any questions, please contact our Technical Department.

We highly recommend having a service manual for your vehicle at hand before you start the installation. This will assist you in removing specific items along with giving you the necessary torque settings for re-assembly.

The fuel flow capabilities of EFI and SFI fuel systems are directly affected by fuel pressure. Changing the fuel pressure will allow you to fine-tune a particular engine combination.

1. With the engine cold, carefully relieve the pressure from the fuel rail. This can be done with one of the many tools designed specifically for this purpose that attach to the Schrader valve that is mounted to the fuel rail. Use caution to reduce the chance of fire or fuel spraying.

If you do not have a pressure relief tool, you may perform the following procedure. Remove the "Fuel Pump" fuse from the fuse panel. Start the engine and let it run until the fuel in the lines is consumed. Crank the engine for 3 seconds more to relieve any remaining pressure. Turn the ignition off and replace the fuse in the panel. Allow the engine to cool.

2. Once the fuel pressure is relieved, you can begin your installation. While removal of the fuel rail is not a necessity, it makes access to the regulator mounting screws considerably easier. To remove the rail, you must use the special tool designed specifically to disconnect the line fittings.
3. Remove the mounting screws that mount the regulator to the fuel rail. Lift the regulator, making sure the "O" rings remain attached to the regulator. The factory applies thread-locking compound to the screws.

4. Install the new regulator, using the new "O" rings and gasket supplied. Clean the threads on both the screws and the mounting holes. Torque the screws to 27-40 inch/pounds, using thread-locking compound for extra safety.
5. Once everything is reinstalled, connect your fuel pressure gauge and turn the key on and off several times, without engaging the starter, to build fuel pressure. Check for any leaks. Verify the fuel pressure reading. Adjust to your stock pressure, which is 43 pounds for most applications, unless shown otherwise in your service manual.
6. Connect the vacuum line to the regulator and start the engine. Check for any leaks. With the engine running, remove and cap the vacuum line. The fuel pressure should increase back to your original pressure setting. Readjust if necessary. Reconnect the vacuum line and verify the pressure drop. The amount of drop will vary, depending on the manifold vacuum.
7. Stock or near stock engines usually respond to decreased fuel pressure. Modified engines will probably respond well to increased pressure. Using the stock pressure as your baseline, try changing the fuel pressure initially 2 pounds.

You should continue to change the pressure 2 pounds at a time as long as you can feel an increase of upper RPM power without a decrease in idle characteristics or low end driveability. **DO NOT EXCEED 60 POUNDS.**

If you have obtained maximum performance by **increasing** the pressure, we recommend you try decreasing the pressure 2 pounds at a time until you notice the performance dropping. This should yield best overall driveability and performance.

If you have obtained maximum performance by **decreasing** the pressure, we recommend you try increasing the pressure 2 pounds at a time until you notice the performance dropping. This should yield best overall driveability and performance.

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