



13138, 13139 & 13140 Installation Instructions

WARNING!

The fuel system is under pressure. Do not open the fuel system until the pressure has been relieved. Refer to the appropriate vehicle service manual for the procedure and precautions for relieving the fuel system pressure.

NOTE: The enclosed regulator will not necessarily seal to hold fuel pressure after the fuel pump stops running. In addition, testing the enclosed regulator by applying air pressure or vacuum to the vacuum/boost port with a hand-held pump will show a slight air leakage through the adjustment screw threads. This leakage is minute and is typical of all adjustable fuel pressure regulators. This does not, in any way, affect the performance of this regulator.

The Aeromotive regulators, Part #13138 (AN-06), 13139 (AN-08) & 13140 (AN-10), utilize two o-ring sealed ORB-06/08/10 inlet/outlet ports, respectively, and an o-ring sealed ORB-06 style bypass or return port.

ORB ports are NOT PIPE THREAD and utilize NO THREAD SEALANT. You must install ORB port fittings with o-rings, high pressure fuel lines and/or fuel injector rails to use this regulator. Each regulator has one 1/8" NPT gauge port which does requires thread sealant to seal.

CAUTION:

Installation of this product requires detailed knowledge of automotive systems and repair procedures. We recommend that this installation be carried out by a qualified automotive technician.

Installation of this product requires handling of gasoline. Ensure you are working in a well ventilated area with an approved fire extinguisher nearby. Extinguish all open flames, prohibit smoking and eliminate all sources of ignition in the area of the vehicle before proceeding with the installation.

When installing this product, wear eye goggles and other safety apparel as needed to protect yourself from debris and sprayed gasoline.

This regulator features a 1/16" NPT vacuum/boost reference port which, when connected to manifold pressure will raise fuel pressure with boost and reduce it with vacuum. It works on a ratio of 1:1 with PSI. If unused, please do not plug, leave the nipple open to atmosphere. If necessary, a bronze filter adapter fitting is available for extreme environments under P/N 15662.

Base Adjustment Range:	35-75 PSI
Boost Reference Range:	Limited only by pump capability.
Max Fuel Flow Range:	Up to 150 GPH (900 lb/hr or 550 LPH)

Aeromotive system components are not legal for sale or use on emission controlled motor vehicles. The following steps are typical of most installations:

1. Once the engine has been allowed to cool, disconnect the negative battery cable and relieve the fuel system pressure.
2. Remove any cosmetic covers necessary to allow access to the fuel pressure regulator.
3. Remove the vacuum line from the regulator (some vehicles do not have vacuum operated regulators).
4. Place shop towels around the regulator to catch any gasoline that is spilled during this step of the installation. Remove any regulator mounting hardware and connecting fuel lines, then carefully remove the regulator.
5. Find a suitable place in the vehicle's engine compartment to mount the Aeromotive regulator. Using the supplied mounting bracket as a template, mark the bracket mounting holes and drill to accept a #10 screw.
6. Remove the bracket from the regulator and mount it to the vehicle using two #10 screws, nuts and lock washers. Once the bracket is mounted, reattach the regulator to the bracket with the supplied socket head cap screws and lock washers.
7. Attach the fuel line(s) from the fuel rail outlet port(s) to the regulator **side** ports using ORB- style (size 06/08/10 as required) fittings and o-rings. If only one inlet/outlet port is required (see figure 1-3 below) install an ORB- style (size 06/08/10 as required) port plug with o-ring into the unused port.

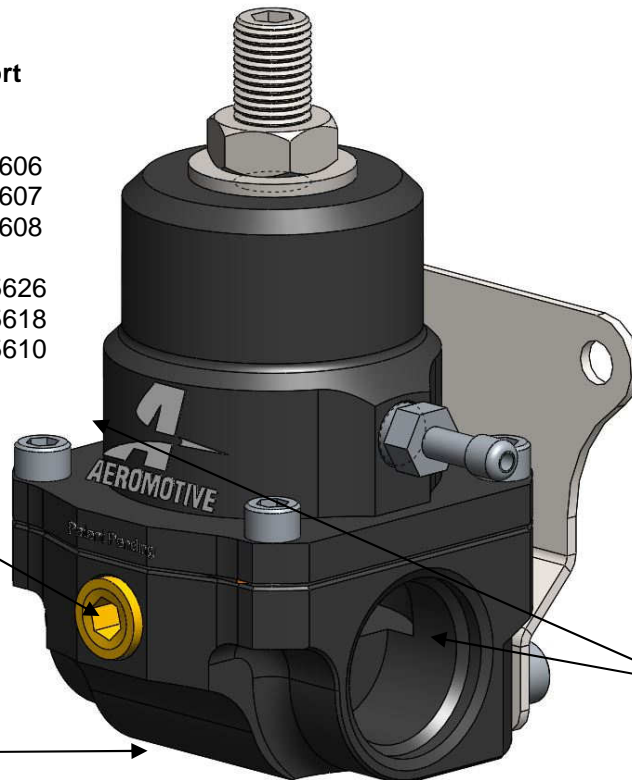
Suggested Inlet/Outlet Port Fittings:

ORB-06 to AN-06 – P/N 15606
ORB-08 to AN-08 – P/N 15607
ORB-10 to AN-10 – P/N 15608

ORB-06 Port Plug – P/N 15626
ORB-08 Port Plug – P/N 15618
ORB-10 Port Plug – P/N 15610

Gauge Port
Type/Size: 1/8" NPT

Return Port
Type/Size: ORB-06



Inlet Ports/Outlet Ports
Type/Size:
2x ORB-06 – P/N 13138
2x ORB-08 – P/N 13139
2x ORB-10 – P/N 13140

8. Attach the fuel return line to the regulator return port located on the **bottom** of the regulator, using an ORB-06 style fitting and o-ring. Tighten all connections.

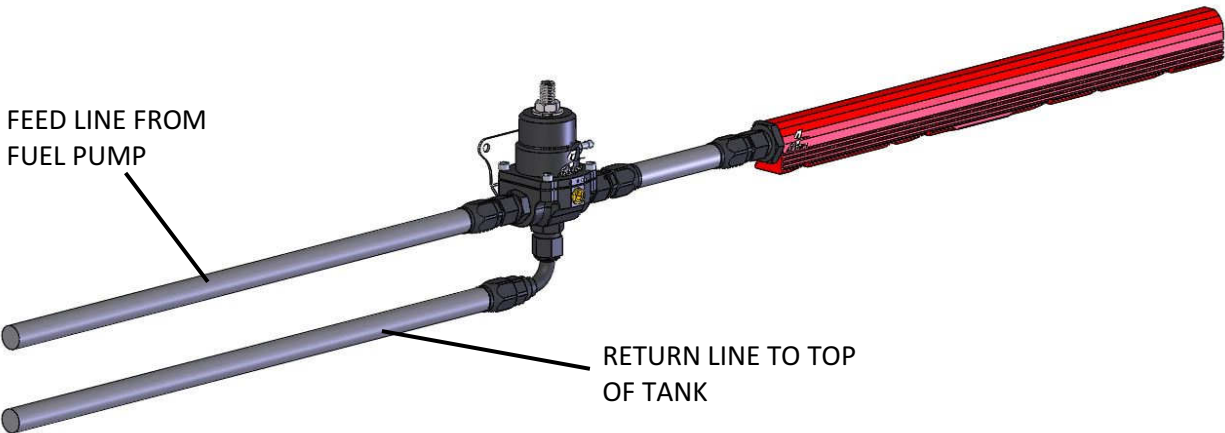


Figure 1 - 1

9. Figure 1-1 depicts a “returnless” fuel rail with only one fuel line connection, as commonly used by the factory on late model fuel systems beginning in 1999. Positioning the regulator after the fuel rail is recommended for performance applications, however your new Aeromotive return-style regulator may be configured for a “returnless” type of engine/fuel rail as well. This is done by flowing into one of the regulator side ports from the pump and out of the opposite side port into the fuel rail inlet. Note: a return line **MUST STILL** be routed from from the bottom (return) port back to the top of the fuel tank.



Figure 1 - 2

Figure 1-2 is optimum for performance V8 engines with dual fuel rails, offering both inlet and outlet ports.

Figure 1-3 places the regulator after the fuel rail and is the optimum plumbing approach for single rail fuel rail applications equipped with both inlet and outlet ports.

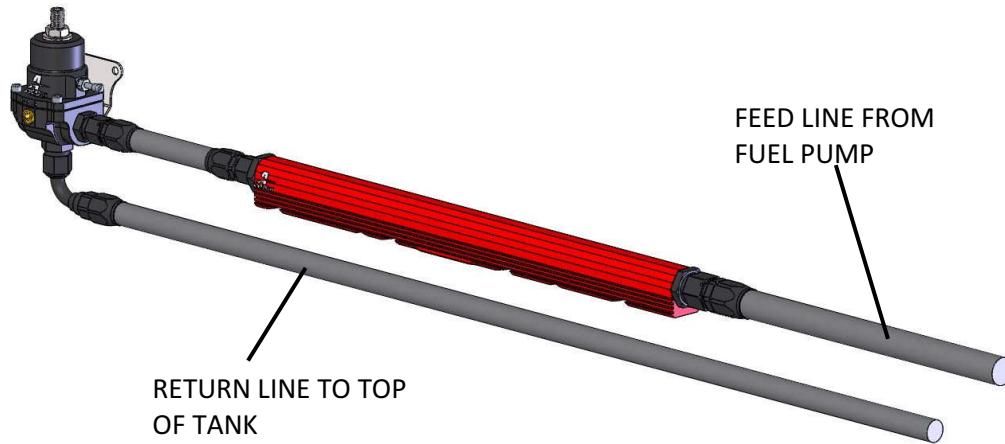


Figure 1 - 3

10. Once the regulator is installed, attach a suitable fuel pressure gauge to the 1/8 NPT port on the fuel pressure regulator (0-100psi 1.5" fuel pressure gauge, part # 15633). Requires thread sealant.
11. **Ensure that any spilled gasoline and any gasoline soaked shop towels are cleaned up and removed from the vicinity of the vehicle!**
12. Reconnect the battery and turn the ignition to the ON position **WITHOUT** starting the car. After several seconds, check the fuel pressure. If there is no fuel pressure, turn the ignition key to the OFF position, wait one minute, return the ignition to the ON position, and recheck the fuel pressure. Repeat this ignition OFF and ON procedure until the fuel pressure gauge registers fuel pressure.
13. **With the fuel pressure gauge registering fuel system pressure, check for fuel leaks from and around the Aeromotive regulator. If any fuel leaks are found, turn the ignition key to the OFF position, remove any spilled fuel and repair the leak before proceeding!**
14. Once the fuel pressure gauge registers fuel system pressure and there are no fuel leaks, disconnect the vacuum/boost line, start the engine and adjust the regulator to the desired fuel pressure. Turning the adjustment screw clockwise will increase fuel pressure. OEM EFI return style engines run at approximately 43 psi vacuum off, returnless engines at 60 psi, vacuum off. The base pressure adjustment range is from 35-75 psi. Boost reference pressure is over and above base pressure.
15. Once the desired fuel pressure is achieved, tighten the regulator adjustment jam nut and attach the vacuum line if one is being used. If the vehicle is not equipped with a vacuum line, leave vacuum port open to atmosphere. Blocking the vacuum port will yield poor regulator performance. If vacuum port fitting becomes lost or broken replacement fittings can be purchased (part # 15630).
16. If you do not want to keep the fuel pressure gauge on the vehicle, relieve the fuel system pressure as instructed in the appropriate vehicle service manual and remove the fuel pressure gauge.
17. Test drive the car to insure proper operation and re-check the fuel system for leaks. **If any leaks are found, immediately shut off the engine and repair the leak(s)!**

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WARNING: This product can expose you to chemicals, including chromium, which is known to the State of California to cause cancer or birth defects or other reproductive harm. For more information, visit: www.p65Warnings.ca.gov

AEROMOTIVE, INC. LIMITED WARRANTY

This Aeromotive Product, with proof of purchase dated on or after January 1, 2003, is warranted to be free from defects in materials and workmanship for a period of one year from the original date of purchase. No warranty claim will be valid without authentic, dated proof of purchase.

This warranty is to the original retail purchaser and none other and is available directly from Aeromotive and not through any point of distribution or purchase.

If a defect is suspected, the retail purchaser must contact Aeromotive directly to discuss the problem, possible solutions and obtain a Return Goods Authorization (RGA), if deemed necessary by the company. Please call 913-647-7300 and dial option 3 for the technical service dept. All returns must be shipped freight pre-paid to the company and with valid RGA before they will be processed.

Aeromotive will examine any product returned with the proper authorization to determine if the failure resulted from a defect or from abuse, improper installation, misapplication or alteration. Aeromotive will then, at it's sole discretion, return, repair or replace the product.

If any Aeromotive product is determined defective, buyer's exclusive remedy is limited in value to the sale price of the good. In no event shall Aeromotive be liable for incidental or consequential damages.

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This Limited Warranty covers only the product itself and not the cost of installation or removal.

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