



HOLLEY BILLET FUEL PRESSURE REGULATORS

P/N 12-841, 12-842, 12-845, 12-846, 12-847, & 12-848

Installation Instructions 199R10575

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
12-841	Carbureted Billet FP Regulator, Adjustable, Return Style	4.5 to 9 PSI	3/8" NPT	3/8" NPT
12-842	Carbureted Billet FP Regulator, Adjustable, Bypass w/ Idle, Return Style	4.5 to 9 PSI	3/8"NPT	3/8" NPT
12-845	HP Carbureted Billet FP Regulator, Adjustable, Return Style	4.5 to 9 PSI	8AN O-ring in/out	6AN O-ring
12-846	HP EFI Billet FP Regulator, Adjustable, Return Style	15 to 65 PSI	8AN O-ring in/out	6AN O-ring
12-847	Dominator Carbureted Billet FP Regulator, Adjustable, Return Style	4.5 to 9 PSI	10AN O-ring	8AN O-ring
12-848	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 Holley 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: P/N 12-841 and 12-842 utilizes 3/8" NPT inlets and outlets. Holley recommends applying PTFE paste to the NPT thread of the fittings before installation on these applications. The other part numbers 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: P/N 12-842 is a bypass regulator with idle bleed jet intended for use with drive belt or high pressure alcohol fuel pumps. The 12-842 comes from the factory with a .040" idle bleed jet. This will give a good starting point for your idle pressure. Each engine and pump combination will be different and will require tuning of the jet to obtain the desired idle pressure. To raise idle pressure, lower the jet size. To lower idle pressure, increase the jet size.

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

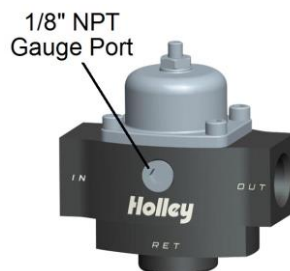


Figure 1

INSTALLATION:

1. Determine whether you will be mounting the regulator before or after the carburetor. If using an EFI system, Holley 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.
2. 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).
3. 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.

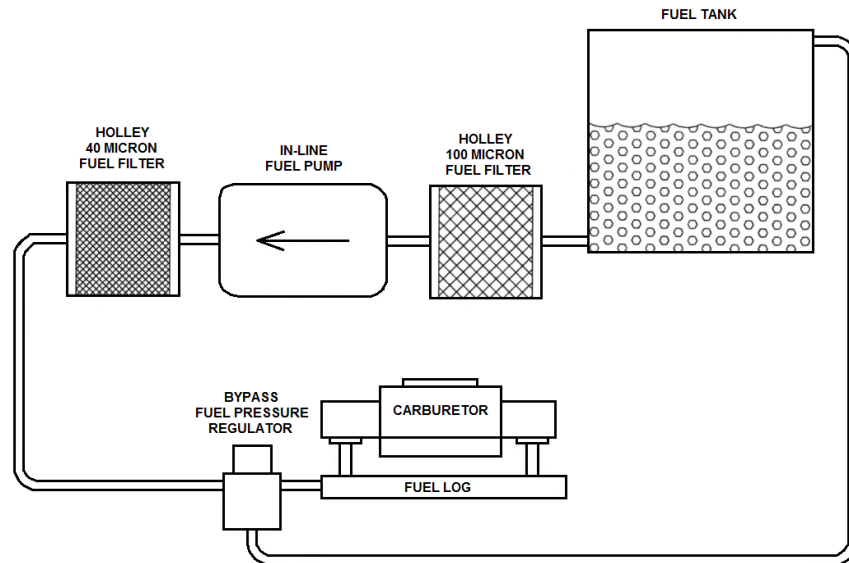


Figure 2a (Carburetor Only)

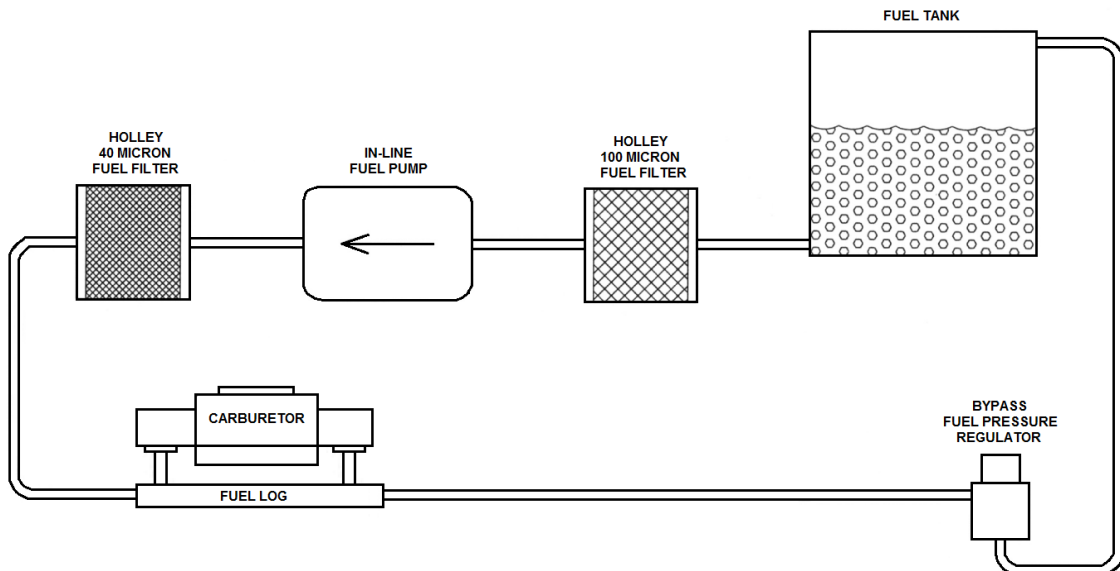


Figure 2b (Carburetor Only)

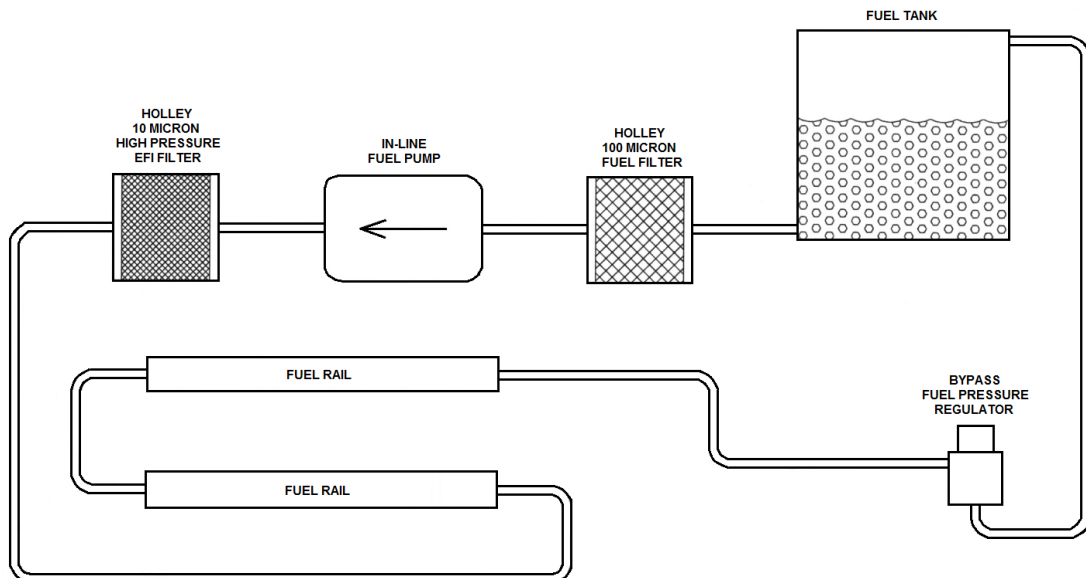


Figure 2c (EFI Only)

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:

ITEM	PART NUMBER
0-15 PSI Fuel Pressure Gauge (non-liquid filled) 1-1/2" Dia. 1/8" NPT	26-500
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	26-504
-10AN male to -10AN O-ring port adapter	985010ERL
-8AN male to -10AN O-ring port adapter	985081ERL
-6AN male to -8AN O-ring port adapter	985068ERL
-8AN male to -8AN O-ring port adapter	985008ERL
-10AN male to -8AN O-ring port adapter	985009ERL
-6AN male to -6AN O-ring port adapter	985006ERL
-8AN male to -6AN O-ring port adapter	985086ERL
-8AN O-ring port plug	981408ERL
-10AN O-ring port plug	981410ERL

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