



STEALTHRAM™ FUEL RAIL SYSTEM

Part Numbers 534-185 & 534-192 For Holley *StealthRam*™ Intake Manifolds

APPLICATIONS:

The *StealthRam*™ fuel rail kits are designed to fit Holley *StealthRam*™ intake manifold kits, part numbers 7540, 7540P, 7542, & 7542P.

Part numbers 534-185 & 534-192 use a non-adjustable fuel pressure regulator set to maintain approximately 43 PSI.

The components included are designed to connect to an existing fuel system using –6 female fittings or high-pressure rubber EFI hose with proper clamps. It may be necessary to modify the existing fuel lines to work with the *StealthRam*™ fuel rails.

PARTS REQUIRED:

- A. PTFE sealer (liquid or tape) for schrader valve
- B. Appropriate hardware to connect existing fuel lines to *StealthRam*™ fuel rails (see fuel line connection section)
- C. Lubricant (Vaseline®, petroleum motor oil, or equivalent)

TOOLS REQUIRED:

- A. 5/32", 3/16", and 1/4" Allen wrenches
- B. 7/16", 11/16", and 3/4" open end wrenches

NOTE: To reduce chance of fuel system contamination, you are advised to clean internal fuel rail passages before assembly.

DANGERS AND WARNINGS:

DANGER! ENSURE THAT THE ENGINE IS COOL BEFORE BEGINNING THE INSTALLATION OF THIS KIT. NEVER SMOKE, USE AN OPEN FLAME, OR EXPOSE YOURSELF TO OTHER SOURCES OF EXTREME HEAT. DO NOT PRODUCE ANY SPARKS NEAR ANY OPEN GASOLINE OR GASOLINE VAPORS. DOING SO MAY CAUSE A FIRE AND/OR AND EXPLOSION, RESULTING IN PROPERTY DAMAGE, SERIOUS INJURY, AND/OR DEATH.

WARNING! ALWAYS DISPOSE OF ANY UNUSED FUEL IN AN APPROVED CONTAINER. DO NOT POUR GASOLINE ONTO THE GROUND OR ALLOW IT TO EVAPORATE IN AN ENCLOSED AREA. FAILURE TO DO SO MAY CAUSE A FIRE OR EXPLOSION, RESULTING IN PROPERTY DAMAGE, PERSONAL INJURY, AND/OR DEATH.

DANGER! ALWAYS PERFORM ANY WORK ON A FUEL SYSTEM IN A WELL-VENTILATED AREA. FAILURE TO DO SO MAY RESULT IN THE BUILDUP OF DANGEROUS VAPORS, CAUSING A FIRE OR EXPLOSION, RESULTING IN PROPERTY DAMAGE, PERSONAL INJURY, AND/OR DEATH.

INSTALLATION:

1. Perform installation of the lower *StealthRam*™ intake manifold. See the instructions that are provided with it.
2. Install the fuel pressure regulator to the driver's side (long) fuel rail. Put a light amount of Vaseline® or petroleum motor oil on the regulator O-ring before installing it in the fuel rail. Use the 2 aluminum spacers and 2 flat-head Allen screws (provided) to install the regulator. The regulator will be at the end of the rail on the driver's side. The regulator outlet will face the outside of the engine. Tighten the screws securely. See Fig. 1.

3. Apply lubricant to the top and bottom O-rings on the fuel injectors. Install the injectors into the fuel rails. Install the fuel rails onto the intake manifold. The short rail is installed on the passenger's side and the long rail is installed on the driver's side with the regulator towards the rear of the intake. Note that the fuel rails have a recess for the Allen-head attachment bolts. These should face toward the outside of the engine.
4. Install the (4) ¼-20 x 1 Allen-head screws to fasten the rails to the lower intake manifold. Tighten them securely.
5. Install the Allen head plug into the rear of the driver's side fuel rail. Lubricate the O-ring before installation.
6. Install the straight –6 O-ring fitting into the rear of the passenger's side fuel rail. Lubricate the O-ring before installation. Tighten securely.

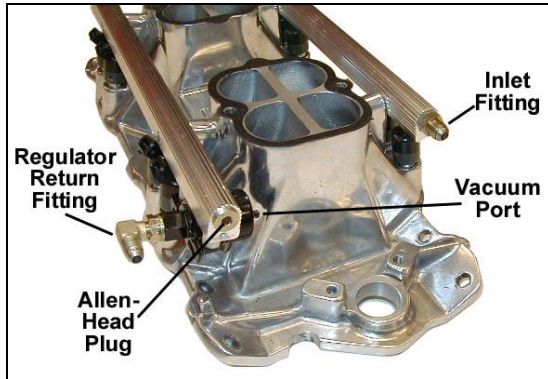


Figure 1

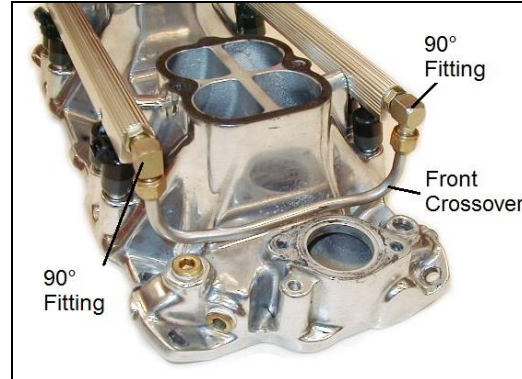


Figure 2

7. Install the fuel pressure regulator fitting. This fitting uses a different thread than the front crossover fitting. Install the fitting by hand and point the outlet in the desired direction, and then tighten the locknut. Lubricate the O-rings before installation.
8. Install the front 90-degree fittings. Install a fitting on both the driver's and passenger's side. Lubricate the O-rings before installation. Do not tighten the locknut yet. The fittings should point downward.
9. Install the front fuel crossover tube. It is not symmetrical. Install it in a direction, so that it does not interfere with other parts. Hand tighten it, as tight as possible.
10. Tighten the front two 90-degree fittings securely, and then tighten the front crossover tube securely.

FUEL LINE CONNECTIONS:

1. The inlet and return fuel lines must be connected to the fuel rails. The inlet line connects to the rear of the passenger's side fuel rail. The return line connects to the outlet on the fuel pressure regulator.
2. The inlet and return fittings have a male –6 thread. Any female –6 fitting can connect to them. Included in the kit are female –6 to 3/8" barb fittings. These can be installed and high-pressure EFI rubber fuel hose can be installed on it.

Special Fittings

Special fittings are available from Earl's Performance Plumbing to connect stock GM TPI fuel lines. These fittings adapt the stock TPI lines to a –6 male fitting. This allows for a –6 hose with –6 hose ends to connect the stock lines to the fuel rails.

VACUUM LINE CONNECTIONS AND FUEL PRESSURE:

A vacuum line should be connected to both the adjustable and non-adjustable regulators. Install a vacuum hose over the end of the vacuum fitting on the regulator and connect it to a manifold vacuum source. Slip the vacuum hose over the adjustment screw on the adjustable regulator. The screw is drilled to create a vacuum passage.

NOTE: It is advised to check and adjust the fuel pressure if the adjustable fuel pressure regulator is used. A pressure gauge can be connected to the schrader valve.

WARNING! ALL FASTENERS MUST BE TIGHTENED SECURELY. FAILURE TO DO SO MAY CAUSE LEAKS, WHICH WILL CAUSE FIRE OR EXPLOSION, RESULTING IN PROPERTY DAMAGE, PERSONAL INJURY, AND/OR DEATH.

Technical Support: 1-866-464-6553

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