



HOLLEY 2 & 4 PORT BILLET FUEL PRESSURE REGULATORS

P/N 12-883, 12-884, & 12-885

Installation Instructions 199R11173

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
12-883	2 Port Regulator, Double Adjustable, Return Style	4 to 9 PSI	10AN O-ring in/out	10AN O-ring
12-884	2 Port Regulator, Double Adjustable, Return Style	4 to 9 PSI	8AN O-ring in/out	8AN O-ring
12-885	4 Port Regulator, Double Adjustable, Return Style	4 to 9 PSI	8AN O-ring in/out	8AN O-ring

INTRODUCTION:

Congratulations on your purchase of the Holley 2 or 4 Port 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: Alcohol engines typically require 3-5 psi at idle and 9-11 at WOT.

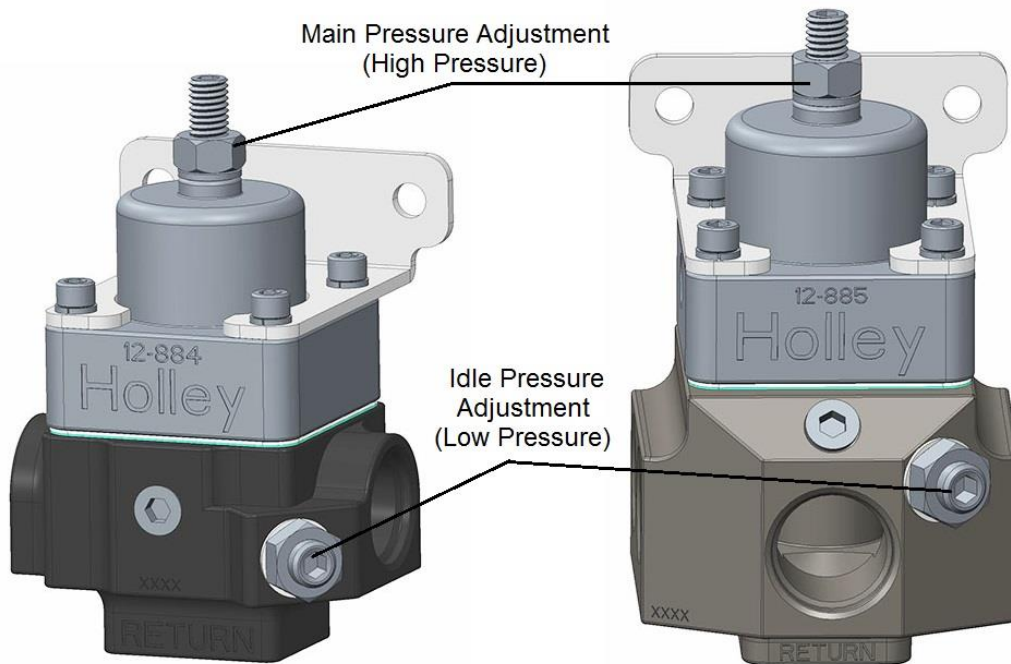


Figure 1

INSTALLATION:

1. The double adjustable regulators are designed to work with belt or cable driven fuel pumps where the at-idle pressure and full throttle fuel pressures require separate settings. In these instructions, we have provided two fuel system diagrams for your reference. However, we recommend that you follow your fuel pump manufacturers recommendations went plumbing your fuel system.
2. Connect the outlets 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**) the outlet needs to be plugged.

NOTE: The regulator is equipped with the vacuum/boost reference port connection on the cap. This can be connected to full manifold vacuum to slightly decrease fuel pressure at idle and cruise. This is a requirement on forced induction engines, so that the differential fuel pressure stays constant under boost.

3. The regulator comes from Holley with the regulator pressure preset to approximately 7PSI.
4. 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! ALWAYS USE A FUEL PRESSURE GAUGE BETWEEN THE REGULATOR AND THE CARBURETOR(S) WHEN ADJUSTING THE FUEL PRESSURE REGULATOR.

NOTE: With carburetor set-ups, 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.

5. Start the engine. With the fuel pressure gauge registering fuel system pressure, check for fuel leaks from and around the regulator and all fuel lines and connections! If any fuel leaks are found, remove any spilled fuel and repair the leak before proceeding!
6. If the fuel system holds pressure and there are no fuel leaks, start the engine and hold at 2500-3000 RPM. Set the main pressure adjustment screw of the regulator to the desired operating fuel pressure (regulator is adjustable from 3-21 psi). Turning the adjustment screw clockwise will increase fuel pressure.
7. Once the desired operating fuel pressure is achieved, tighten the regulator adjustment jam nut.
8. Next with the engine at idle rpm, loosen the jam nut on the idle pressure adjustment set screw (low pressure). Turn counter clockwise until the desired idle pressure is achieved with the engine running at an idle. This pressure must be lower than the operating system pressure. Once the desired pressure is achieved, tighten the set screw jam nut.
9. Test drive the vehicle to ensure 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)!

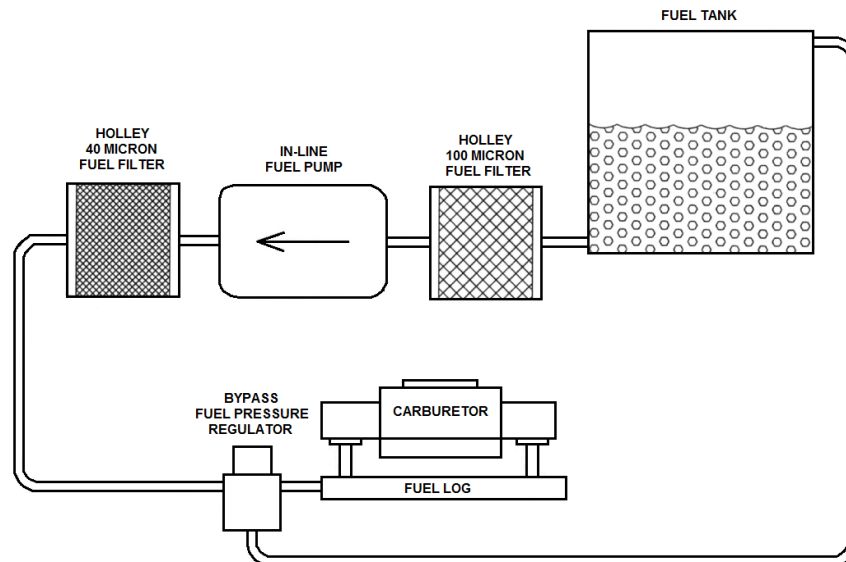


Figure 2a (Carburetor Only)

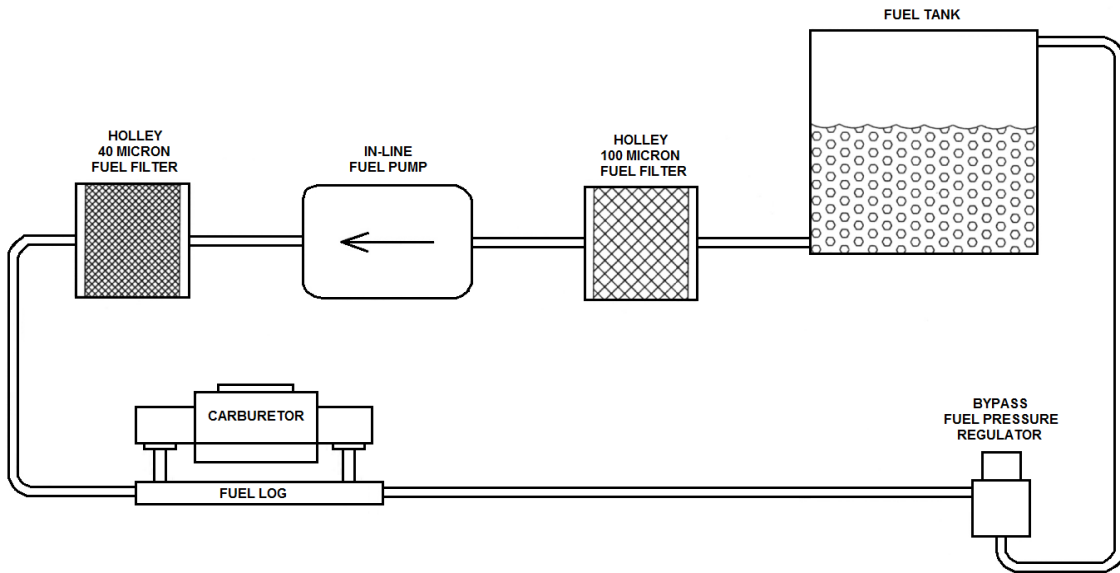


Figure 2b (Carburetor Only)

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
0-160 PSI Fuel Pressure Gauge (liquid filled) 2" Dia. 1/4" NPT	26-506
-10AN male to -10AN O-ring port adapter	AT985010ERL
-8AN male to -10AN O-ring port adapter	AT985081ERL
-6AN male to -8AN O-ring port adapter	AT985068ERL
-8AN male to -8AN O-ring port adapter	AT985008ERL
-10AN male to -8AN O-ring port adapter	AT985009ERL
-10AN O-ring port plug	AT981410ERL

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