



## INSTALLATION INSTRUCTIONS

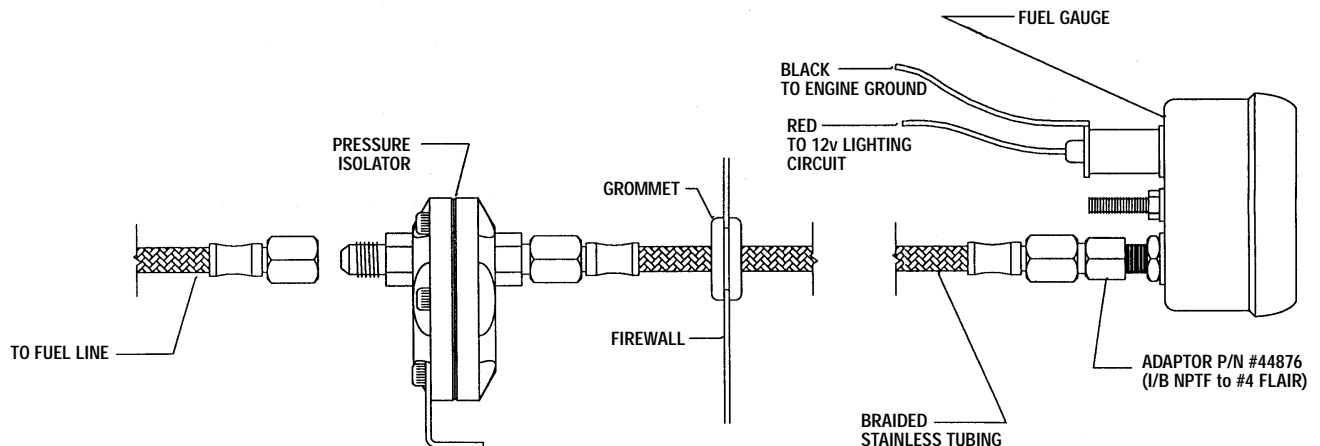
# FUEL PRESSURE ISOLATOR

### GENERAL INFORMATION

1. Place the gauge to be used with isolator, fitting end up. Install the #4 AN to 1/8 npt female adaptor, supplied with the isolator, and fill gauge with a 50/50 mix of water and coolant. Install braided stainless line on gauge. We recommend using Mallory P/N 29831 (#4x3') or P/N 29832 (#4x6'). Fill line with the coolant/water mix and use cap supplied to plug the line. A squeeze bottle works well for this.
2. Drill a 3/4" hole in the firewall and route braided stainless line from gauge through firewall and into engine compartment. Cut one side of grommet and install in firewall to prevent line abrasion.
3. Isolator must be mounted in the engine compartment. (NHRA rules do not allow the isolator to be mounted on the firewall). Drill two clearance holes for 1/4" bolts using the bracket as a template. Mount the bracket using 1/4" bolts.
4. Remove dust plugs from the isolator. Place isolator on a level surface with screw heads facing down. Fill isolator with the coolant/water mix, then install the #4 O-ring fitting supplied. Top off the isolator with the coolant mix. Hold the braided steel line with plastic plug in the upright position regulator. Remove the plug and quickly thread the braided line on to the pressure regulator.
5. Remove two screws from the isolator housing and install isolator on the bracket. Install the remaining #4 O-ring fitting in the isolator housing.
6. Thread #4 line on the remaining fitting. We recommend using the Mallory braided stainless line P/N 29831 (#4x3') or P/N 29832 (#4x6'). Connect the opposite end of the line to the vehicle's fuel system.

**NOTE: Gauge and isolator should be kept as close as possible to the carburetor level to ensure accurate pressure readings.**

### RECOMMENDED INSTALLATION



**NOTE: THIS SIDE OF ISOLATOR MUST BE FILLED WITH A 50/50 MIXTURE OF WATER AND AUTOMOTIVE COOLANT. AIR ON THIS SIDE OF ISOLATOR WILL RESULT IN INACCURATE PRESSURE READINGS.**



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