

CAUTION





Only a qualified technician following applicable safety procedures should perform the installation of this product. One must have knowledge in repair and modification of fuel systems and general vehicle modifications to install this product.




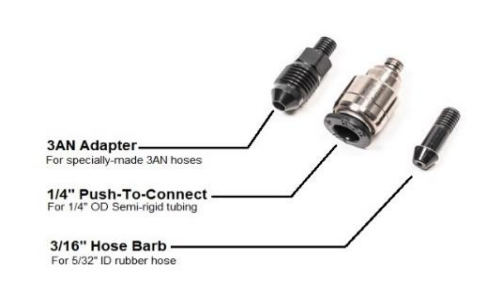

Gasoline and other fuels are flammable and can be explosive.

Only install in a well-ventilated location to minimize buildup of fuel vapors. No sparks, open flames, smoking or other ignition sources are to be present. Draining and removal of all fuel from the fuel system is recommended. Proper eye and personal protection is required at all times during installation.

WARNING

The fuel system is under pressure! Do not loosen any connections until relieving the fuel system pressure. Consult a service manual for instructions on relieving fuel pressure safely. This product is designed for off-highway and racing use only. Fuel system components may not be legal for sale or use on emissions controlled motor vehicles. Consult local, state, and federal laws.

STEP	TOOLS NEEDED	INSTRUCTIONS	PHOTO
1	5/64" Allen Wrench	<i>This document outlines the conversion procedure on a DMR. The procedure is the same for all other compatible Radium products.</i>	
		Relieve fuel pressure.	
		Loosen the pressure adjustment screw until it is no longer providing preload on the internal spring.	
		Remove the 5 perimeter screws in an alternating criss-cross pattern.	
2		Remove the regulator top cap, exposing the spring, spring hat, and diaphragm. Remove these items and set aside. They will not be reused.	
3	7/16" Socket	Remove the internal return orifice.	
		NOTE: This is a very important part to replace.	
4	7/16" Socket	Install the new return orifice included in the kit. Torque to 35 in-lb.	
	Torque Wrench		

5		<p>Install the new diaphragm and new spring as shown in the picture. Make sure the diaphragm is fully seated around the perimeter, as shown.</p> <p>NOTE: Do NOT re-use the old spring hat with the new spring.</p>	
6		<p>Position the new regulator top cap in place.</p> <p>Place the half moon retaining brackets on top making sure the holes line up with the threaded holes in the body of the regulator.</p>	
7	<p>5/64" Allen Wrench Torque Wrench</p>	<p>Install the 5 new button-head screws in the five holes to secure the top cap and half moon retaining brackets to the regulator body. Tighten the screws evenly in an alternating cross pattern sequence to 6 in-lbs.</p>	
8		<p>The kit includes several options for vacuum port adapters. Select the one that is required for the installation.</p> <p>If no vacuum reference is needed, plug the port using the included screw.</p>	 <p>3AN Adapter For specially-made 3AN hoses</p> <p>1/4" Push-To-Connect For 1/4" OD Semi-rigid tubing</p> <p>3/16" Hose Barb For 5/32" ID rubber hose</p>
9	<p>Threadlocker 7/16" Wrench</p>	<p>When installing a vacuum port adapter, use a wicking thread locking compound, such as LOCTITE 294. If not available, any other medium strength threadlocking compound will suffice. Take care not to allow the thread locking compound into the air passage of the vacuum adapter. Simply finger tighten the fitting.</p> <p>If using the 3AN hose adapter fitting, be sure to hold the fitting when tightening the hose to the fitting. The fitting is made from high strength steel but is very small and can break if too much torque is applied.</p>	
10		<p>The conversion process is now complete. Prime the fuel system and check for leaks. Tighten the knob (clockwise) to increase fuel pressure. Loosen the knob (counter-clockwise) to decrease fuel pressure.</p> <p>NOTES:</p> <ol style="list-style-type: none"> 1. Fuel pressure will stay at the set pressure. No locking is necessary. Do not attempt to the tighten the Allen screw. 2. It is not uncommon for pressure to bleed down after the pump is turned off. This behavior does not necessarily imply there is a regulator issue. 	