

MagnaFuel

*Fuel Delivery Systems for
Carbureted and Fuel-Injected Engines.*



HISTORY

Since 1995, MagnaFuel has designed and manufactured premium, long-lasting, durable, high-performance fuel systems. MagnaFuel products continue to be developed in close association with professional racers. When you purchase a MagnaFuel fuel system, you reap the benefits from the work of those such as Warren Johnson, Kurt Johnson, Greg Anderson, Jason Line, Greg Stanfield, Rick Jones, Tony Gillig and many others.

When Kurt Johnson became the first NHRA driver to enter the six-second club, He did it with a MagnaFuel Racing Fuel System. As a matter of fact, a MagnaFuel Fuel System was onboard for every 200 mph pass Warren and Kurt Johnson ever made. Now, MagnaFuel Racing Fuel Systems are installed on everything from speedboats to hill-climb trucks.

MagnaFuel is able to deliver high-end features and race-proven durability in a system

that's affordable to all racers: Street to Pro. MagnaFuel tests every pump and regulator for pressure and volume. All MagnaFuel pumps and regulators are serialized and marked with the logo and name. If it doesn't say MagnaFuel, it isn't a MagnaFuel product.

When you buy a MagnaFuel Fuel System, you get a lot more performance for your racing investment.



Warren Johnson Kurt Johnson



Greg Anderson Jason Line

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Carbureted Fuel System Components

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Save \$\$

Kits

New!

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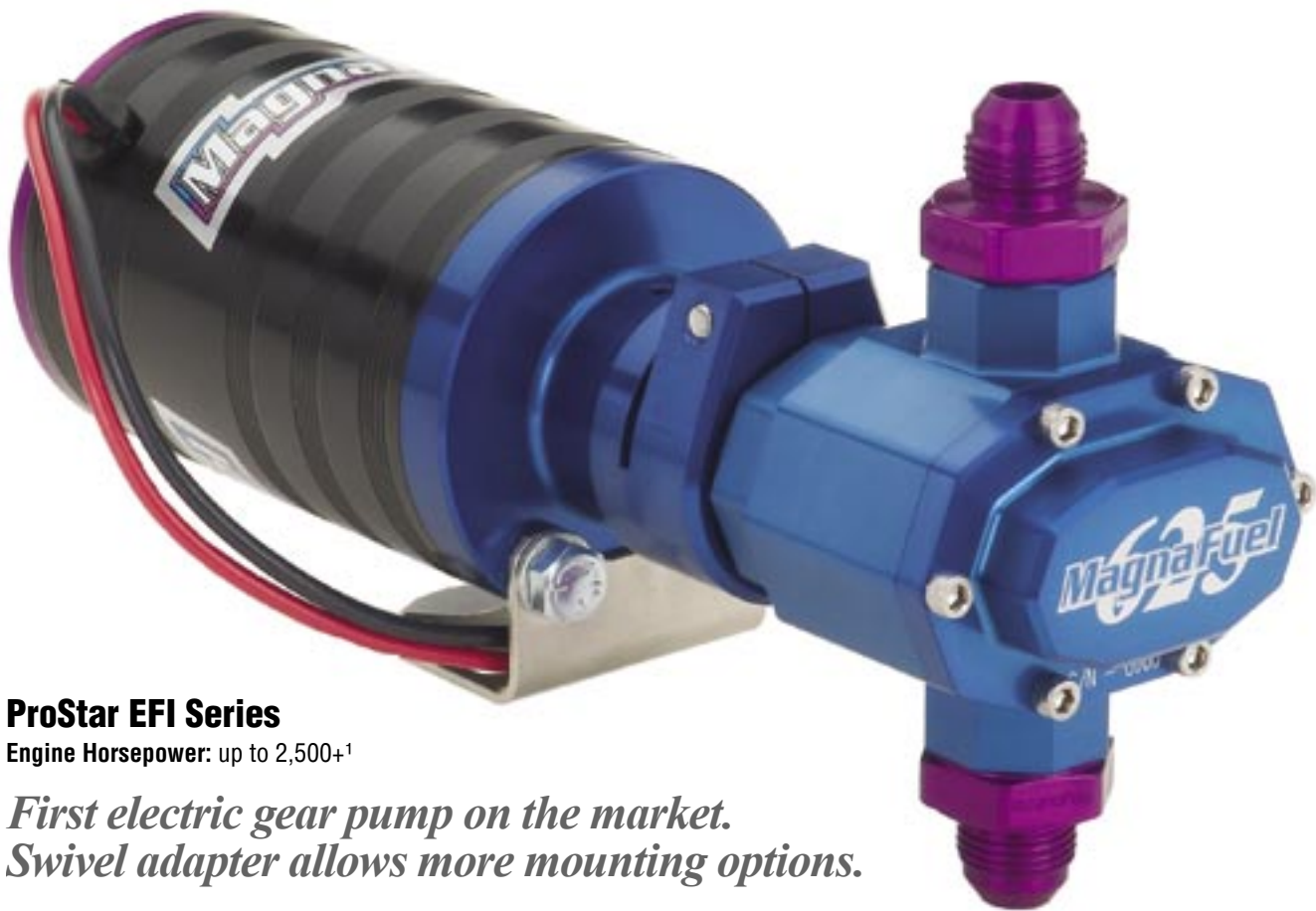
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SWIVELING ELECTRIC GEAR PUMPS

FUEL INJECTION



ProStar EFI Series

Engine Horsepower: up to 2,500+¹

*First electric gear pump on the market.
Swivel adapter allows more mounting options.*

- Swivel pump head allows more mounting freedom
- First electric motor gear pump to supply 2,500+ HP
- Provides highest volume at highest pressure... Period
- Great performance for the high volume and pressure demands of supercharged and turbo-charged applications
- Never requires voltage reduction devices due to high quality motor construction
- Powered by the same motor as the race proven MagnaFuel ProStar 500
- Compatible with alcohol and gasoline racing fuels
- Hand assembled to the highest quality standards
- Pump bodies computer machined out of high quality 6061-T6 Billet Aluminum
- Flow tested to ensure maximum performance
- All MagnaFuel pumps are totally rebuildable to "As New" factory specifications
- Polymer wear plates for smooth, quiet operation

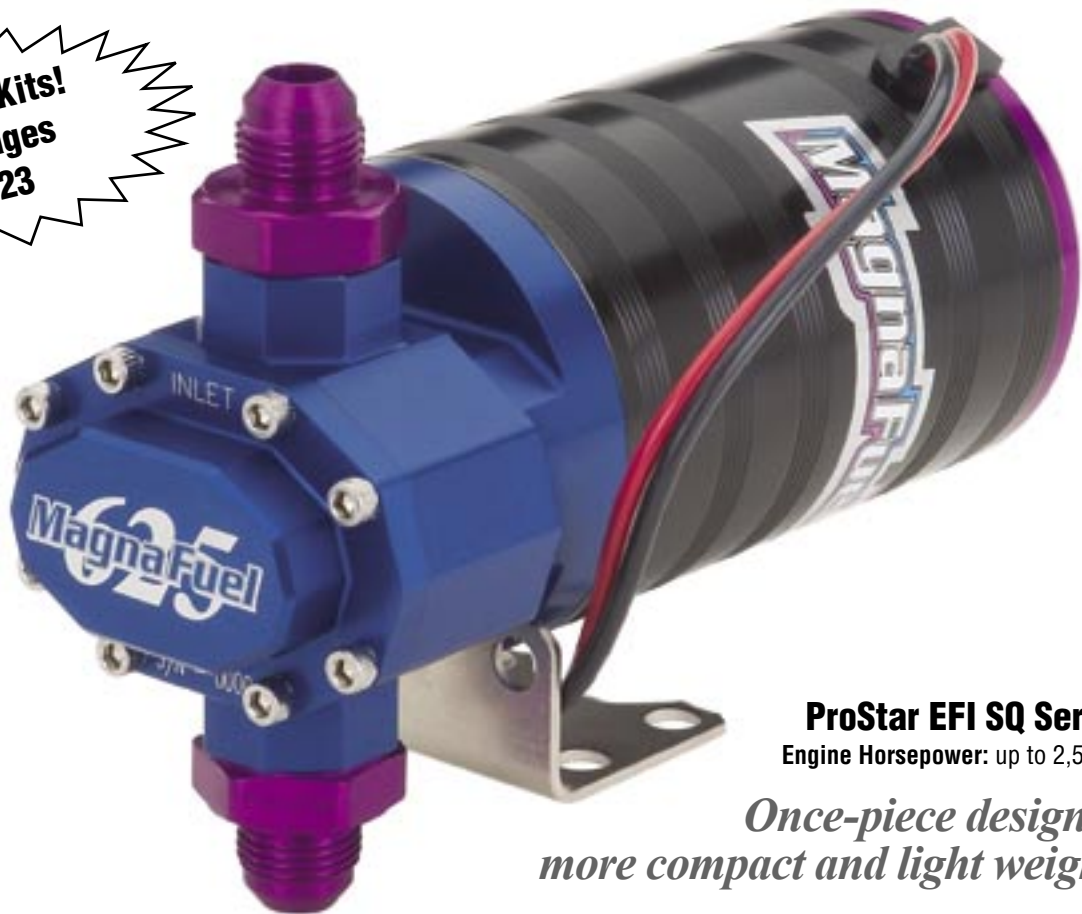


Swivel flange allows you to loosen pinch bolt and swivel the head 360° after the pump is mounted to optimize the fuel line routing.

Model	Part No.	Horsepower ¹	Pressure	Amps @ 12.5V	Ports ²	Dimensions	Weight
ProStar EFI 750	MP-4703	2,500+	20 to 120 psi	17A @ 45psi	#10 AN (inlets and outlets)	9.5"L x 3"W x 3"H	6.5 lbs
ProStar EFI 625	MP-4701	2,000+	20 to 120 psi	15A @ 45psi	#10 AN (inlets and outlets)	9.5"L x 3"W x 3"H	6.5 lbs
ProStar EFI 525	MP-4702	1,500+	20 to 120 psi	12A @ 45psi	#10 AN (inlets and outlets)	9.5"L x 3"W x 3"H	6.5 lbs

¹ Power ratings are for naturally aspirated engines running gasoline. ²Fittings not included. Some products legal for racing only; never to be used on public roads or emission-controlled vehicles.

Save on Kits!
See pages
14-23



ProStar EFI SQ Series

Engine Horsepower: up to 2,500+¹

Once-piece design is more compact and light weight.



ProStar Swivel

ProStar SQ Fixed

Fixed-head pump (right) is much more compact to fit in tighter spaces.

- Compact design fits in smaller spaces
- First electric motor gear pump to supply 2,500+ HP
- Provides highest volume at highest pressure. Period
- Great performance for the high volume and pressure demands of supercharged and turbo-charged applications
- Never requires voltage reduction devices due to high quality motor construction
- Powered by the same motor as the race proven MagnaFuel ProStar 500
- Compatible with alcohol and gasoline racing fuels
- Hand assembled to the highest quality standards
- Pump bodies computer machined out of high quality 6061-T6 Billet Aluminum
- Flow tested to ensure maximum performance
- All MagnaFuel pumps are rebuildable to "as-new" factory specifications
- Polymer wear plates for smooth, quiet operation

Model	Part No.	Horsepower ¹	Pressure	Amps @ 12.5V	Ports ²	Dimensions	Weight
ProStar EFI SQ 750	MP-4103	2,500+	20 to 120 psi	17A @ 45psi	#10 AN (inlets and outlets)	8"L x 3"Dia.	5.5 lbs.
ProStar EFI SQ 625	MP-4101	2,000+	20 to 120 psi	15A @ 45psi	#10 AN (inlets and outlets)	8"L x 3"Dia.	5.5 lbs.
ProStar EFI SQ 525	MP-4102	1,500+	20 to 120 psi	12A @ 45psi	#10 AN (inlets and outlets)	8"L x 3"Dia.	5.5 lbs.

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IN-LINE PUMPS



ProTuner Series

Engine Horsepower: up to 2,000+¹

MagnaFuel is the first pump manufacturer to bring the efficiency, reliability and durability of a gear-pump to In-line pumps.

- Ideal for street muscle cars
- Quiet operation
- Self priming
- Continuous duty
- No pump shaft seals, no leaks
- Pump body CNC machined aircraft aluminum
- High-torque custom motor with very low current draw. Never requires stepdown
- More efficient than other motors
- Double support bearings
- Rebuildable to as-new condition
- Compact design to fit in tight spaces
- Smaller than competitive pumps, lower current draw, more powerful
- Hard anodized, long lasting finish
- Mounting bracket included
- Vertical or horizontal mount
- Polymer wear plates for quiet smooth operation

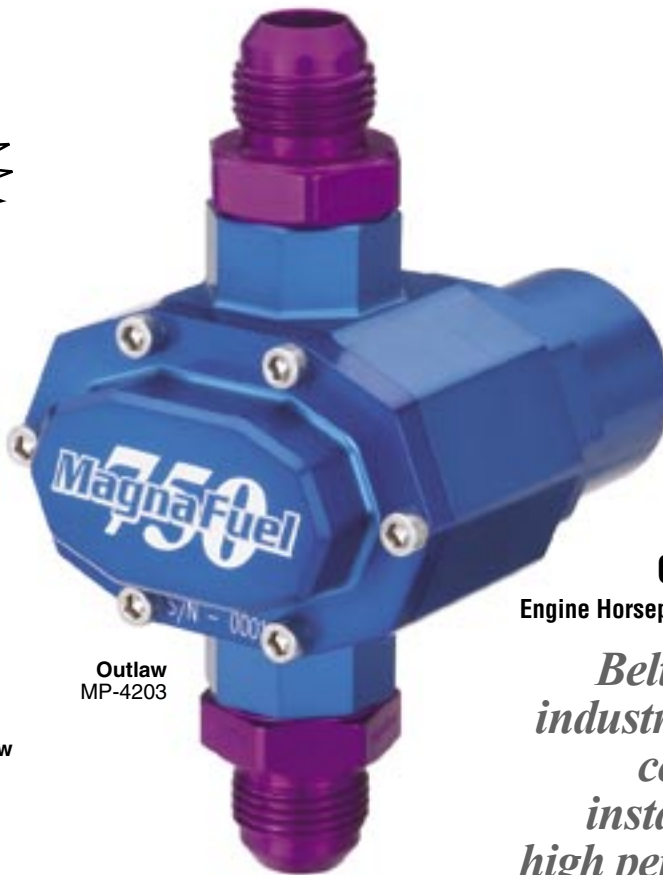


O-ring and wear plate kit

Model	Part No.	Horsepower ¹	Pressure	Amps @ 12.5V	Ports ²	Dimensions	Weight
ProTuner 750	MP-4303	2,000+	20 to 120 psi	14A @ 45psi	#8 AN (inlets and outlets)	7"L x 3"Dia.	4.5 lbs
ProTuner 625	MP-4301	1,500+	20 to 120 psi	12A @ 45psi	#8 AN (inlets and outlets)	7"L x 3"Dia.	4.5 lbs
ProTuner 525	MP-4302	1,000+	20 to 120 psi	10A @ 45psi	#8 AN (inlets and outlets)	7"L x 3"Dia.	4.5 lbs

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Save on Kits!
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Outlaw
MP-4203

Outlaw Series

Engine Horsepower: up to 3,000+¹

Belt drive with industry standard coupling for instant swap to high performance.



ProOutlaw
MP-4205



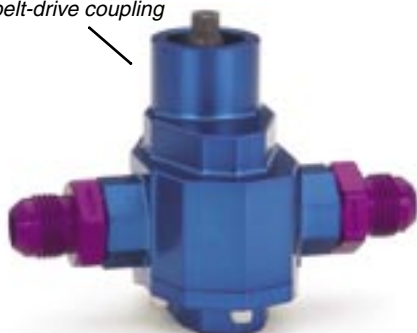
ProOutlaw
MP-4204



Outlaw
MP-4201

- Tighter tolerances for easy priming, quick and reliable starts
- Flow rates up to 10.5 gpm at 100psi for engines with high-volume fuel demands, such as alcohol
- Compact, ultralight design
- Standard 3/8" Hex drive for use with existing devices (belt or cam)
- High-performance gear pump is more durable and requires less maintenance than other designs
- CNC machined body, with hard-anodized finish is compatible with gas, methanol and ethanol
- Double-support bearings, ground-steel shafts, precision lapped gears
- Polymer wear plates provide tighter tolerances and last longer than other surfaces
- Field serviceable with available rebuild kits
- Absolutely eliminates fuel starvation.
- Increases fuel volume delivery as engine RPM increases
- Each pump is flow tested to ensure optimum performance and shipped ready-to-run
- Requires bypassing regulator for EFI applications
- Bracket and cog pulley not included

Industry-standard belt-drive coupling



Model	Part No.	Rail Pressure	Flow	Ports ²
ProOutlaw 1000	MP-4205	Up to 150 psi	10.5 gpm @ 4,000 RPM	#10 AN (inlets and outlets)
ProOutlaw 750	MP-4204	Up to 150 psi	8 gpm @ 4,000 RPM	#10 AN (inlets and outlets)
Outlaw 750	MP-4203	Up to 150 psi	7 gpm @ 4,000 RPM	#10 AN (inlets and outlets)
Outlaw 625	MP-4201	Up to 150 psi	6 gpm @ 4,000 RPM	#10 AN (inlets and outlets)
Outlaw 525	MP-4202	Up to 150 psi	5 gpm @ 4,000 RPM	#10 AN (inlets and outlets)

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EFI REGULATORS



ProStar 4 EFI
MP-9940-B



ProStar EFI
MP-9950-B



QuickStar EFI
MP-9925

ProStar and QuickStar Series EFI Regulators

Engine Horsepower: ProStar: up to 2,000+¹, QuickStar: up to 700¹

Guided-metering valve provides precise control, requires less maintenance.

- Unique guided-metering valve assembly provides accurate metering of fuel flow
- MagnaFuel EFI Regulators provide the most stable platform for fuel delivery in the performance industry
- Maintains steady fuel flow during times of sudden changes in fuel demands, such as initial launch, gear change and nitrous oxide application
- Designed for use with the MagnaFuel EFI gear pumps
- Regulators available in two different body sizes and two different spring combinations to suit your fuel flow at pressure specifications
- Each Regulator has 1/8" NPT gauge port, standard filtered vent fitting or boost reference fitting (1:1 compensation ratio)
- Special fittings and adapters available for most applications
- All MagnaFuel Regulators are hand assembled to the highest quality standards
- MagnaFuel Regulators are compatible with racing gasoline and alcohol fuels
- Billet body precision CNC-machined from aircraft-quality aluminum and hard anodized for extra long service life
- Completely user-serviceable, with ready to order replacement parts

Model	Part No.	Description	Horsepower	Pressure	Ports ¹
ProStar 4 EFI	MP-9940	Four-port EFI Regulator	2,000	35–85 psi	4 x #8 AN, 1 x #8 AN return
ProStar 4	MP-9940-B	Four-port EFI Regulator w/ 1:1 Boost Reference	2,000	35–85 psi	4 x #8 AN, 1 x #8 AN return
ProStar EFI	MP-9950	Large Two-port EFI Regulator	2,000	35–85 psi	2 x #8 AN, 1 x #8 AN return
ProStar EFI	MP-9950-B	Large Two-port EFI Regulator w/ 1:1 Boost Reference	2,000	35–85 psi	2 x #8 AN, 1 x #8 AN return
ProStar EFI	MP-9950-C	Large Two-port EFI Bypassing Regulator	2,000	18–50 psi	2 x #8 AN, 1 x #8 AN return
QuickStar EFI	MP-9925	Two-port EFI Regulator	700	35–85 psi	2 x #8 AN, 1 x #6 AN return
QuickStar EFI	MP-9925-B	Two-port EFI Regulator w/ 1:1 Boost Reference	700	35–85 psi	2 x #8 AN, 1 x #6 AN return
QuickStar EFI	MP-9925-C	Two-port EFI Bypassing Regulator	700	18–50 psi	2 x #8 AN, 1 x #6 AN return



Mounting bracket

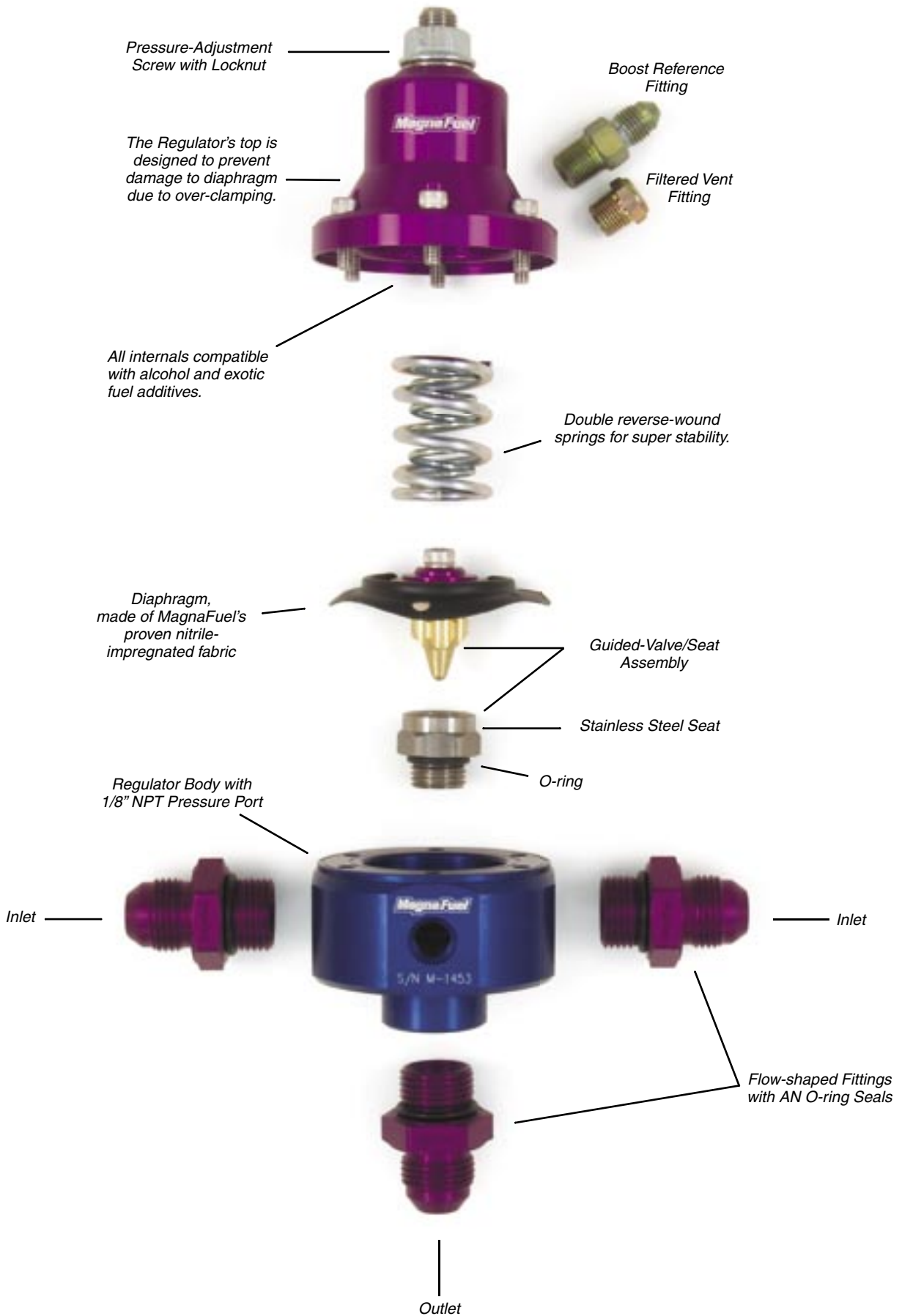


Filter fitting.

¹Fittings not included.

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EXPLODED VIEW



CARBURETED PUMPS



Pump with Filter
MP-4450

Save on Kits!
See pages
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ProStar 500

Engine Horsepower: 2,000+¹ at 28 psi

The classic: high volume at rated pressure.

- High performance when rated at flow vs. pressure
- External by-pass to eliminate pump cavitations
- Instantaneous compensation for sudden changes in fuel demand
- Consistent, reliable fuel supply for optimum carburetor performance
- Compatible with both alcohol and gasoline racing fuels
- Light weight
- Hand assembled to the highest quality standards
- Pump bodies computer machined out of high quality 6061 Aluminum
- Custom built low amperage motors – the best in the industry
- Compatible with 12- and 16-V electrical systems
- No metal to metal contact for reduced wear and greater reliability
- Blades self-compensating for wear
- Flow tested to ensure maximum performance
- All MagnaFuel pumps are rebuildable to “as-new” factory specifications



Standard Pump
MP-4401

Model No.	Part No.	Horsepower ¹	Pressure	Amps @ 12.5V	Ports ²	Dimensions	Weight
ProStar 500 with Filter	MP-4450	2,000	25–36 psi	13A @ 28 psi	2 x #12 in and out, #8 bypass	8¼ x 3 x 7"	8 lbs.
ProStar 500	MP-4401	2,000	25–36 psi	13A @ 28 psi	2 x #12 in and out, #8 bypass	5¾ x 3 x 7"	7 lbs.
QuickStar 300 with Filter	MP-4650	950	25–36 psi	10A @ 25 psi	2 x #10 in and out, #8 bypass	8 x 3 x 6¾"	8 lbs.
QuickStar 300	MP-4601	950	25–36 psi	10A @ 25 psi	2 x #10 in and out, #8 bypass	5 x 3 x 6¾"	7 lbs.
QuickStar 275 with Filter	MP-4550	750	18 psi	8A @ 18 psi	2 x #10 in and out, #8 bypass	8 x 3½ x 6½"	7 lbs.
QuickStar 275	MP-4501	750	18 psi	8A @ 18 psi	2 x #10 in and out, #8 bypass	5 x 3½ x 6½"	5.5 lbs.

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CARBURETOR



Pump with Filter
MP-4650



Standard Pump
MP-4601

QuickStar 300

Engine Horsepower: up to 950¹ at 25 psi.

For the requirements of turbo, supercharged or nitrous assist systems, where the high volume of the ProStar is not required.



Pump with Filter
MP-4550



Standard Pump
MP-4501

QuickStar 275

Engine horsepower: up to 750¹ at 18 psi.

A pump that provides the same quality and precision as the ProStar pump.



Fuel Pump Mounting Kit

Give your pump a quieter, more stable mount. Can be used with both the 500 and 300 Series pumps. See page 26 for ordering information.



Standard Mounting Bracket

All pumps come with standard clear-zinc-plated steel mounting bracket and pump-side hardware.



Replacement Filter

Part No. MP-7050

Polyethylene filter is cleanable and reusable. Alcohol compatible. Fits all "Pump with Filter" filter housings. O-ring used in 500 series pumps only.



Bruce Allen



Seal Kit

Keep a seal kit in your tool box just in case. These kits are composed of the exact same seals that go in your pump when it's new. They are the highest quality available.

CARBURETED REGULATORS

CARBURETOR



Four Port Regulator
MP-9433



Large Two-port Regulator
MP-9833



Two-port Regulator
MP-9633

Carbureted Regulators

Engine Horsepower: up to 2,000+¹ at 25 psi

Fast response, low maintenance.

- MagnaFuel unique cartridge design provides the most stable platform for fuel delivery in the performance industry
- Durable metal to metal seat for instantaneous response and low maintenance
- Two and four-port configurations available
- 1/8" NPT gauge ports on all models
- Boost-reference models provide a 1:1 compensation ratio
- Suitable for drag racing, circle track, road racing, mud bog, power boat, tractor pulling
- Adjustable base pressure
- Machined from billet aircraft aluminum and anodized for long lasting finish
- Precise pressure control



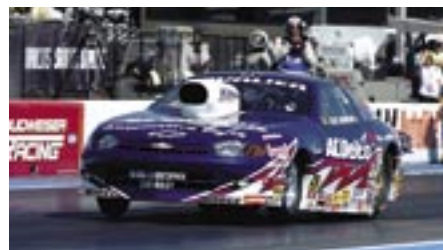
Optional boost reference fitting provides a 1:1 pressure compensation ratio.



All carbureted regulators include CNC-machined, hard-anodized mounting bracket that attaches to the rear of the regulator.

Part No.	Description	Horsepower	Pressure	Ports ¹
MP-9433	4-port Regulator	1,600+	4-12 psi	1 x #10 in, 4 x #6 out
MP-9433-B	4-port Boost Reference Regulator	1,600+	4-12 psi	1 x #10 in, 4 x #6 out
MP-9833	Large 2-port Regulator	1,600+	4-12 psi	1 x #10 in, 2 x #8 out
MP-9833-B	Large 2-port Boost Reference Regulator	1,600+	4-12 psi	1 x #10 in, 2 x #8 out
MP-9633	2-port Regulator	750+	4-12 psi	1 x #10 in, 2 x #6 out
MP-9690	2-port Boost Reference Regulator	750+	4-12 psi	1 x #10 in, 2 x #6 out

¹Fittings not included.
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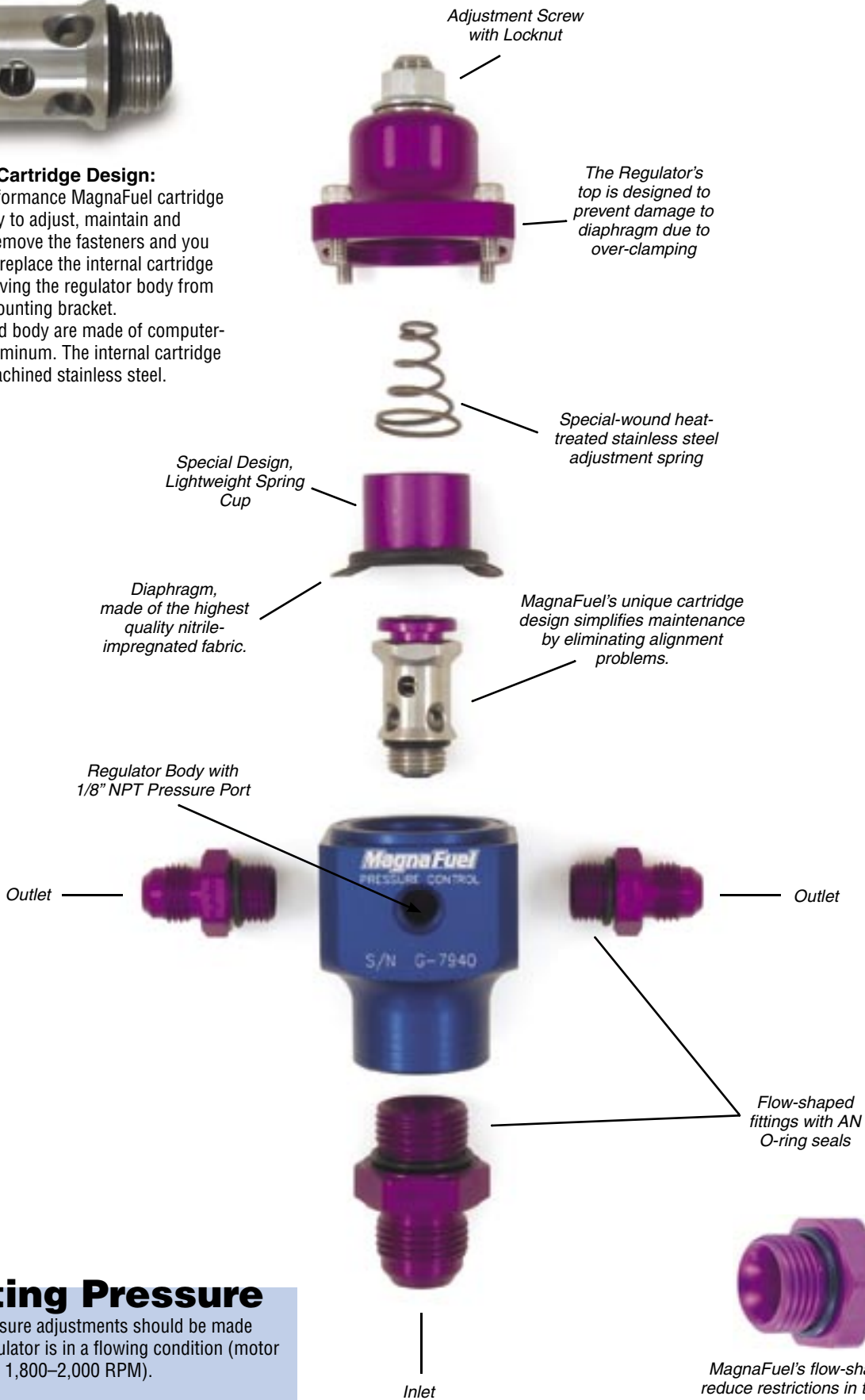
Kurt Johnson



Original Cartridge Design:

The high-performance MagnaFuel cartridge design is easy to adjust, maintain and repair. Just remove the fasteners and you can check or replace the internal cartridge without removing the regulator body from hoses and mounting bracket.

The top and body are made of computer-machined aluminum. The internal cartridge is custom-machined stainless steel.

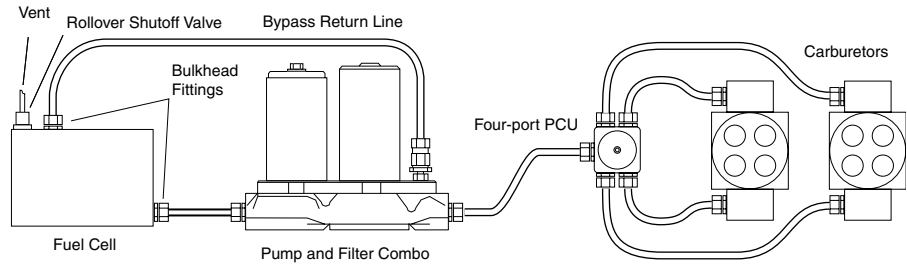


Setting Pressure

All pressure adjustments should be made while Regulator is in a flowing condition (motor running at 1,800–2,000 RPM).

FUEL PUMP AND REGULATOR KITS

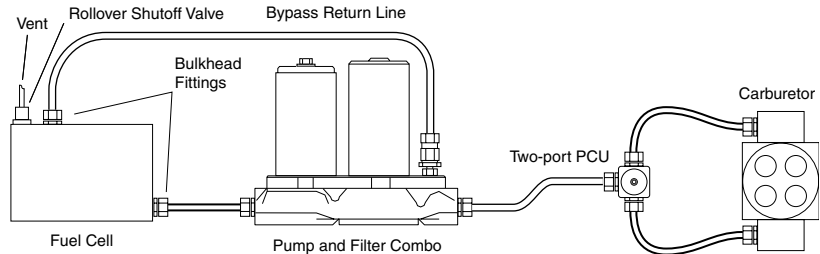
Dual Four-barrel Carburetor up to 1,600 hp



MP-4810 Pro Star 500 Dual 4 Barrel Kit

Qty.	Part No.	Description
1	MP-4450	Pro Star 500 w/Filter
1	MP-9433	4 Port Regulator
1	MP-1050	Dual Relay Harness
1	MP-3006	#12 Bulkhead
1	MP-3009	#12AN x #12 Straight
1	MP-3019	#10AN x #12 Straight
1	MP-3007	#10AN x #10 Straight
4	MP-3012	#6AN x #6 Straight
4	MP-3501	#6AN x Holley

Single Four-barrel Carburetor up to 750 hp

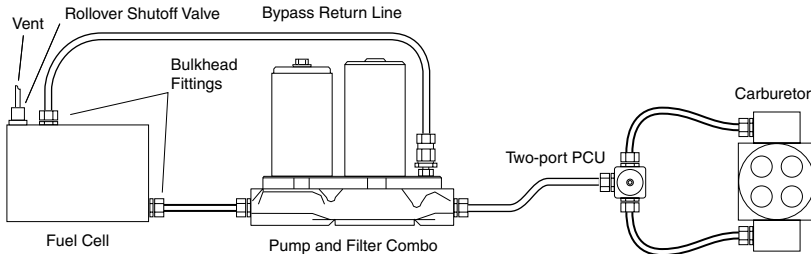


MP-4811 Pro Star 500 4 Barrel Kit

Qty.	Part No.	Description
1	MP-4450	Pro Star 500 w/Filter
1	MP-9633	2 Port Regulator
1	MP-1050	Dual Relay Harness
1	MP-3006	#12 Bulkhead
1	MP-3009	#12AN x #12 Straight
1	MP-3019	#10AN x #12 Straight
1	MP-3007	#10AN x #10 Straight
2	MP-3012	#6AN x #6 Straight
2	MP-3501	#6AN x Holley

FUEL PUMP AND REGULATOR KITS

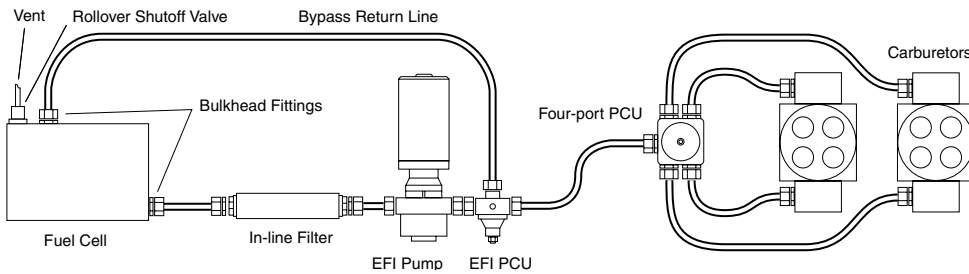
Single Four-barrel Carburetor up to 1,600 hp



MP-4812 Pro Star 500 Large 4 Barrel Kit

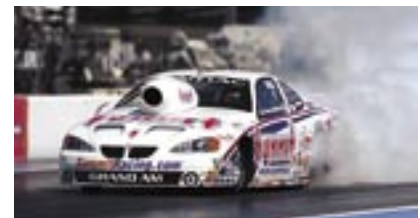
Qty.	Part No.	Description
1	MP-4450	Pro Star 500 w/Filter
1	MP-9833	Large 2 Port Regulator
1	MP-1050	Dual Relay Harness
1	MP-3006	#12 Bulkhead
1	MP-3009	#12AN x #12 Straight
1	MP-3019	#10AN x #12 Straight
1	MP-3007	#10AN x #10 Straight
2	MP-3022	#6AN x #8 Straight
2	MP-3501	#6AN x Holley

EFI Pump and Regulator for ProStock Carburetor



MP-4819 EFI 625 Kit

Qty	Part No.	Description
1	MP-4701	EFI Fuel Pump 625
1	MP-9950	Large 2 Port EFI Regulator
1	MP-3006	#12 Bulkhead
3	MP-3005	12F X 10S
1	MP-3007	10F X 10S
1	MP-7009	Medium In-Line PreFilter 74 Micron
1	MP-3028	#10 X #8 Coupler
1	MP-3013	#8F X #8S
1	MP-3016	#10F X #8S
1	MP-9433	.33" 4 Port Regulator
4	MP-3012	#6F X #6S
4	MP-3501	#6F x Holley

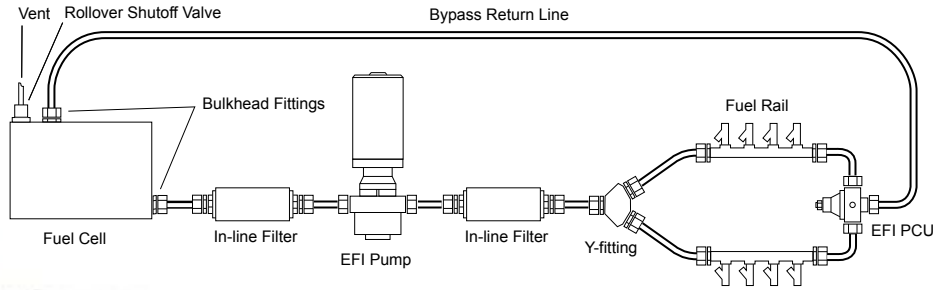


Greg Anderson ran the MagnaFuel ProStar EFI pump throughout his Record-Setting 2004 season.

KITS

FUEL PUMP AND REGULATOR KITS

Fuel-injection with Swivel Pump Head for 1,000+ hp



MP-4813 EFI 625 Kit with Swivel Head

Qty.	Part No.	Description
1	MP-4701	EFI Fuel Pump 625
1	MP-9950	ProStar Large 2 Port EFI Regulator
1	MP-3006	#12 Bulkhead
3	MP-3005	12F X 10S
3	MP-3007	10F X 10S
1	MP-7009	Medium In-Line PreFilter 74 Micron
1	MP-7008	Medium In-Line AfterFilter 25 Micron
2	MP-3022	#6F X #8S
1	MP-3013	#8F X #8S
1	MP-6208	Y-Fitting - 1 #10AN by 2 #8AN
1	MP-1050	Dual Relay Harness

Fuel-injection with Fixed Pump Head for 1,000+ hp

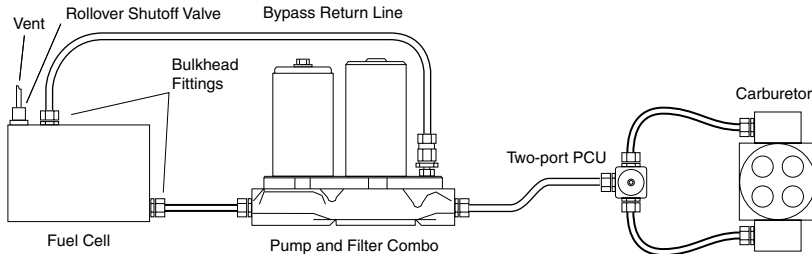


MP-4814 EFI 625 Kit with Fixed Head

Qty.	Part No.	Description
1	MP-4101	EFI Fuel Pump 625
1	MP-9950	ProStar Large 2 Port EFI Regulator
1	MP-3006	#12 Bulkhead
3	MP-3005	12F X 10S
3	MP-3007	10F X 10S
1	MP-7009	Medium In-Line PreFilter 74 Micron
1	MP-7008	Medium In-Line AfterFilter 25 Micron
2	MP-3022	#6F X #8S
1	MP-3013	#8F X #8S
1	MP-6208	Y-Fitting - 1 #10AN by 2 #8AN
1	MP-1050	Dual Relay Harness

FUEL PUMP AND REGULATOR KITS

Single Four-barrel Carburetor for 950 hp



MP-4817 Quick Star 300 Kit

Qty	Part No.	Description
1	MP-4650	Quick Star 300 w/ Filter
1	MP-9833	Hi-Flo 2 Port Regulator
1	MP-3008	#10 Bulkhead
3	MP-3007	10F X 10S
2	MP-3022	#6F X #8S
1	MP-1050	Dual Relay Harness
2	MP-3501	6F X Holley



Single Four-barrel Carburetor for 750 hp

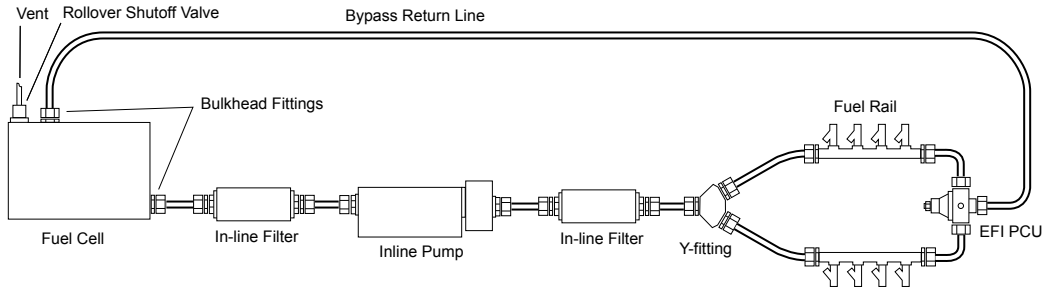
MP-4818 Quick Star 275 Kit

Qty	Part No.	Description
1	MP-4550	Pump and Filter Combo
1	MP-9633	.33" 2 Port Regulator
1	MP-3008	#10 Bulkhead
1	MP-3007	10F X 10S
2	MP-3017	#8F X #10S
2	MP-3012	#6F X #6S
1	MP-1050	Dual Relay Harness
2	MP-3501	6F X Holley



FUEL PUMP AND REGULATOR KITS

In-line Pump for Fuel Injection 800 hp or more



MP-4815 In-Line Pump Kit 800 HP or More

Qty.	Part No.	Description
1	MP-4301	625 In-Line Pump
1	MP-3006	#12 Bulkhead
2	MP-3005	12F X 10S
2	MP-3007	10F X 10S
1	MP-7008	Medium In-Line AfterFilter 25 Micron
1	MP-7009	Medium In-Line PreFilter 74 Micron
1	MP-3016	#10F X #8S
2	MP-3022	#6F X #8S
1	MP-3023	#12F X #8S
1	MP-6208	Y-Fitting - 1 #10AN by 2 #8AN
1	MP-9950	Pro Star EFI Regulator
1	MP-3013	#8F X #8S
1	MP-1050	Dual Relay Harness

In-line Pump for Fuel Injection up to 800 hp



MP-4816 In-Line Pump Kit 800 HP or Less

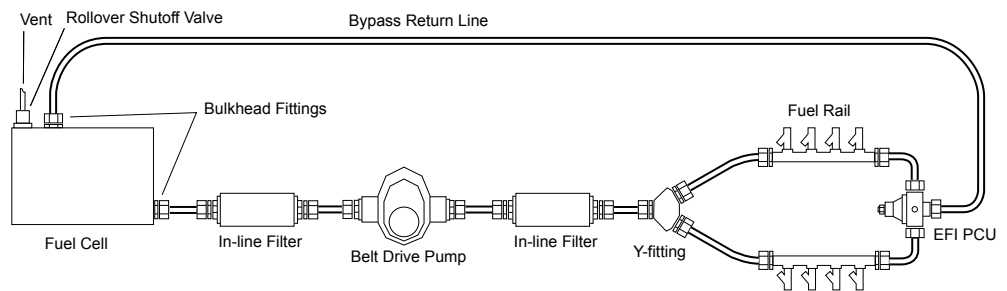
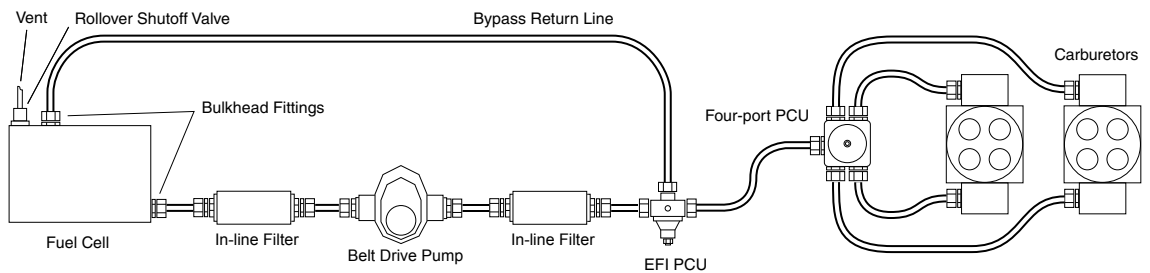
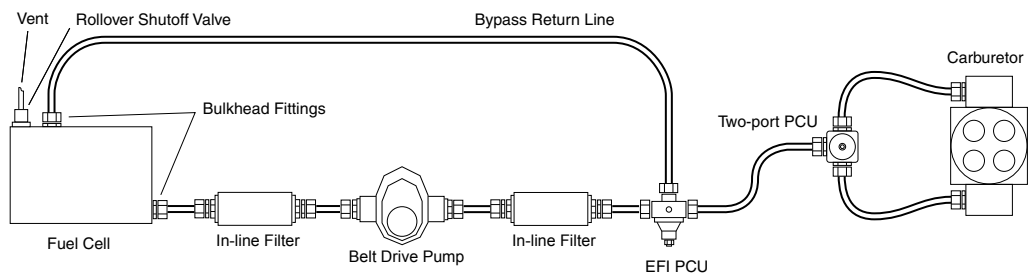
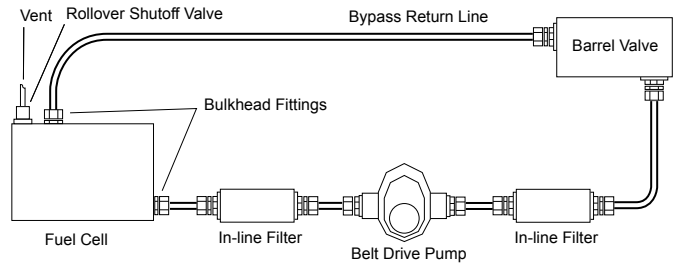
Qty.	Part No.	Description
1	MP-4302	525 In-Line Pump
1	MP-3008	#10 Bulkhead
2	MP-3007	10F X 10S
1	MP-7010	Small In-Line AfterFilter 25 Micron
1	MP-7009	Medium In-Line PreFilter 74 Micron
1	MP-3016	#10F X #8S
3	MP-3013	#8F X #8S
1	MP-6288	Y-Fitting - 1 #8AN by 2 #8AN
1	MP-9925	EFI Regulator
2	MP-3022	#6F X #8S
1	MP-1050	Dual Relay Harness
1	MP-3012	#6F X #6S

FUEL PUMP AND REGULATOR KITS

Belt Drive Diagrams



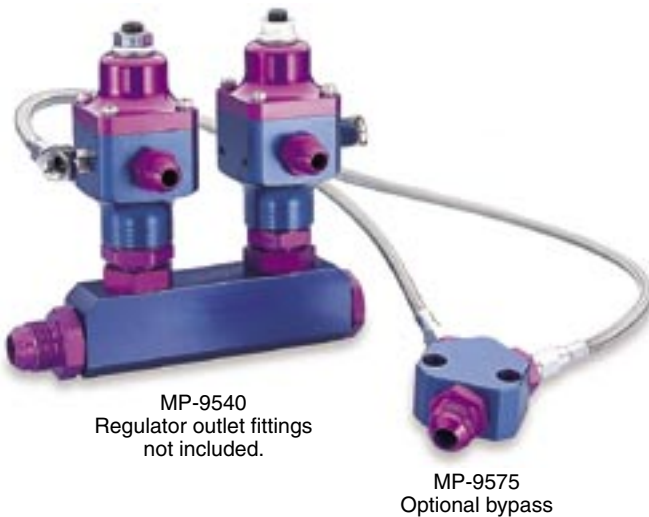
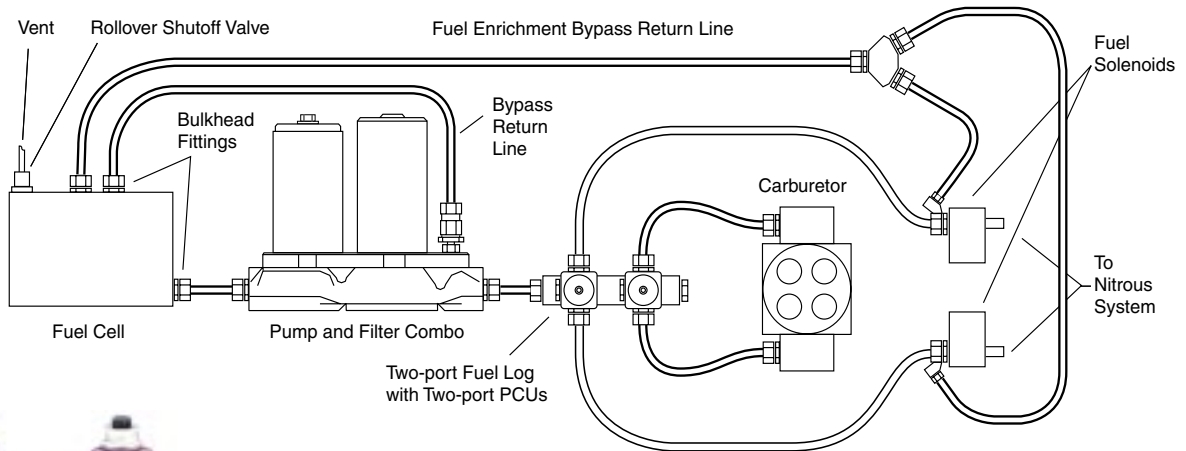
Dave Connolly



KITS

NITROUS OXIDE REGULATOR KITS

Pump/Filter Combo for Single 4-bbl Carburetor with Single Stage Nitrous Fuel Enrichment Circuit with Solenoid Air Bleed



Single Four-barrel Carburetor with One-stage Nitrous (MP-9520)

or

Two-stage Nitrous Regulator (MP-9540)

Qty.	Part No.	Description
2	MP-9633	Two-port regulator
2	MP-3011	#10 X #10 coupler
1	MP-7600-2	Double fuel log
1	MP-3007	#10 AN X #10 straight fitting (fuel log inlet)
1	MP-3002	#10 port plug

Dual Four-barrel Carburetor with One-stage Nitrous (MP-9530)

Qty.	Part No.	Description
1	MP-9433	Four-port Regulator
1	MP-9633	Two-port Regulator
2	MP-3011	#10 X #10 coupler
1	MP-7600-2	Double fuel log
1	MP-3007	#10 AN X #10 straight fitting (fuel log inlet)
1	MP-3002	#10 port plug

AIR-BLEED SYSTEMS



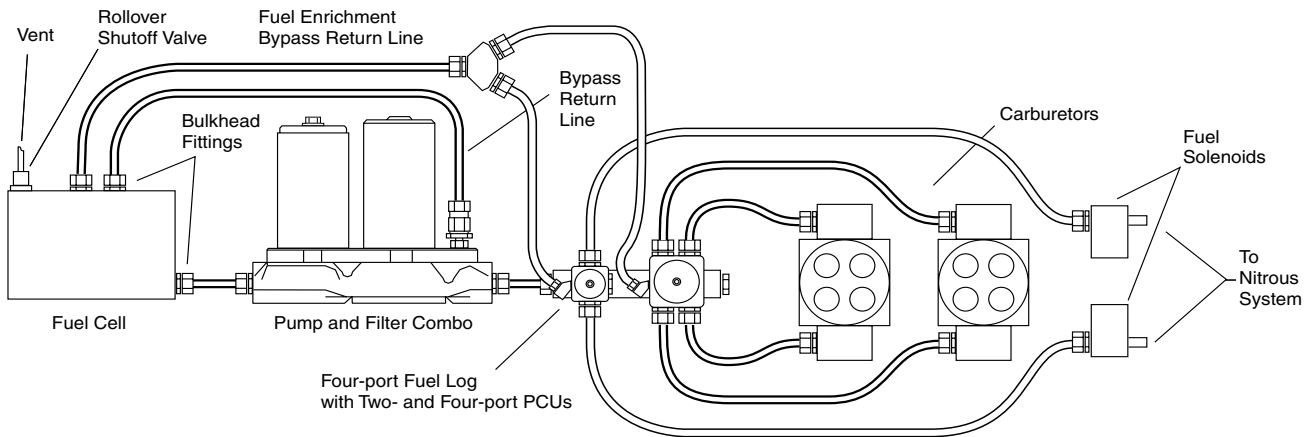
We strongly recommend using an air bleed with all nitrous Regulators to eliminate air from the fuel system and allow for easy adjustment of the Regulator at a flowing condition.

Part No.	Description
MP-9575	Dual air-bleed system (shown)
MP-9580	Triple air-bleed system
MP-9585	Nitrous fuel solenoid air bleed

KITS

NITROUS OXIDE REGULATOR KITS

Pump/Filter Combo for Dual 4-bbl Carburetor with Single Stage Nitrous Fuel Enrichment Circuit with Dual Air Bleed



MP-9535
Regulator outlet
fittings not included.

Single Four-barrel Carburetor with Two-stage Nitrous Under 700hp (MP-9525)

Qty.	Part No.	Description
3	MP-9633	Two-port Regulator
3	MP-3011	#10 X #10 coupler
1	MP-7600-3	Triple fuel log
1	MP-3007	#10 AN X #10 straight fitting (fuel log inlet)
1	MP-3002	#10 port plug

Dual Four-barrel Carburetor with Two-stage Nitrous (MP-9535)

Qty.	Part No.	Description
1	MP-9433	Four-port Regulator
2	MP-9633	Two-port Regulator
3	MP-3011	#10 X #10 coupler
1	MP-7600-3	Triple fuel log
1	MP-3007	#10 AN X #10 straight fitting (fuel log inlet)
1	MP-3002	#10 port plug

Three-stage Nitrous Regulator (MP-9545)

Qty.	Part No.	Description
3	MP-9633	Two-port Regulator
3	MP-3011	#10 X #10 coupler
1	MP-7600-3	Triple fuel log
1	MP-3007	#10 AN X #10 straight fitting (fuel log inlet)
1	MP-3002	#10 port plug



MagnaFuel's Regulators shown mounted on an engine in a nitrous-oxide configuration.

WIRING KITS



MP-1050



MP-1025



MP-1010

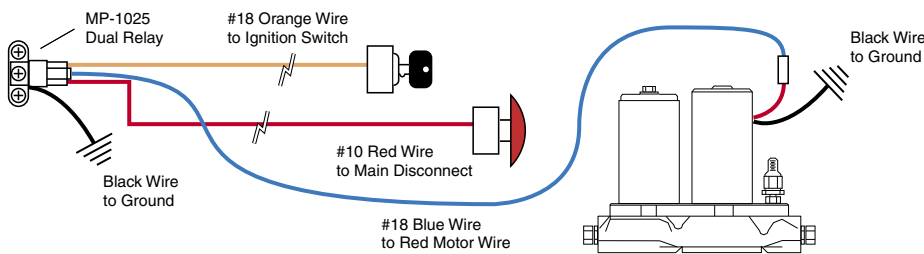
Relay Harnesses

Eliminate long wire runs that cause voltage drops. 12 VDC, 40/30A.

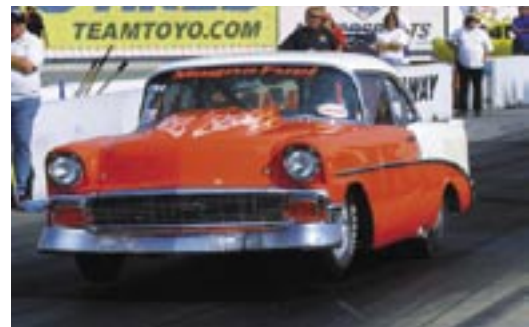
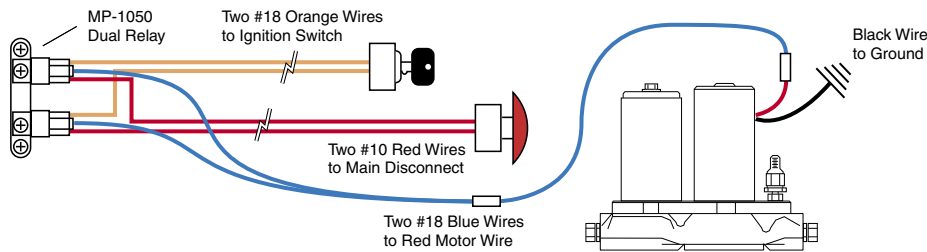
Part No.	Description
MP-1010	Electric relay
MP-1025	Single electric relay harness
MP-1050	Dual electric relay harness

- Use with electric fans, water pumps, nitrous/fuel solenoids, fuel pumps, lighting systems, etc.
- MagnaFuel always recommends the Dual Relay Harness for redundancy

MP-1025 Dual Relay harness wiring



MP-1050 Dual Relay harness wiring



Joe Barry

KITS



Fuel Cell Kit

Use these fittings to connect vent, inlet and outlet lines to your racing fuel cell. Kit includes (1) Rollover Valve/Vent, (2) Bulkhead Outlet and (3) Bulkhead Bypass Return. All fittings include O-rings and washers. See page 25 for replacement Bulkhead O-ring and washer kits.

Part No.	Description
MP-3623	#10 outlet, #8 return, #8 vent
MP-3624	#12 outlet, #8 return, #8 vent



Four-port Regulator Kit

Use this fitting kit on your four-port Regulator. All fittings include O-rings.

MP-9433 Regulator Kits

Part No.	Description
MP-3604	#10 in & (4) #6 out
MP-3605	#10 in & (4) #8 out



Pump Fitting Kit

Fittings for inlet and outlet of pump. All fittings include O-rings.

Application

Part No.	Description
PS-500 Pump, Std or Combo	
MP-3614	#12 in & #10 out
MP-3613	#10 in & #10 out

PS-300, 275, EFI and EFI DXL Pumps, Std or Combo.

MP-3612	#10 in & #10 out
MP-3611	#10 in & #8 out

PS-600 EFI

MP-3617	#12 in & #8 out
MP-3618	#10 in & #8 out
MP-3619	#12 in & #10 out
MP-3620	#10 in & #10 out

EFI Pump

MP-3631	#12 in #10 out
MP-3632	#10 in #10 out

ProTuner

MP-3633	#12 in #10 out
MP-3634	#10 in #8 out



Two-port Regulator Kit (carb & EFI)

Use this fitting kit on your two-port Regulator. All fittings include O-rings.

MP-9633 Regulator Kits

Part No.	Description
MP-3600	#8 in & (2) #6 out
MP-3601	#8 in & (2) #8 out
MP-3602	#10 in & (2) #6 out
MP-3603	#10 in & (2) #8 out

MP-9833 Regulator Kits

MP-3606	#8 in & (2) #6 out
MP-3607	#8 in & (2) #8 out
MP-3608	#10 in & (2) #6 out
MP-3609	#10 in & (2) #8 out

MP-9925 EFI Regulator Kits

MP-3626	(2) #6 in & #6 out
MP-3627	(2) #6 in & #8 out
MP-3628	(2) #8 in & #8 out

MP-9950 EFI Regulator Kits

MP-3629	(2) #6 in & #8 out
MP-3630	(2) #8 in & #8 out

'Y' FITTINGS



'Y' Fittings

The only true one-piece 'Y' fitting design. They will not fail.

- Great for any liquid or gas application where a high-flow splitter is needed.
- MagnaFuel's sleek new Y-fitting design replaces a seven-piece assembly when compared to Y-block with fittings and O-rings
- Smoother flow path
- One-piece design is compact and lightweight. This eliminates leaks due to poor solder joints or leaky O-rings.
- CNC-machined from one-piece 6061-T6 billet
- Hard-anodized coating is compatible with alcohol, exotic fuel-additives, water and oil
- Laser-etched logo and AN fitting sizes
- High flow capacity
- Sizes available to accommodate most plumbing needs

Hose connections



Y-fitting installation example (hoses not included).

Cutaway view



Part No.	AN Sizes	
	Single	Double
MP-6200	#10	#10
MP-6208	#10	#8
MP-6220	#12	#10
MP-6222	#12	#12
MP-6228	#12	#8
MP-6231	1/8" NPT	#3
MP-6233	#3	#3
MP-6244	#4	#4
MP-6264	#6	#4
MP-6266	#6	#6
MP-6286	#8	#6
MP-6288	#8	#8



Many MagnaFuel fittings are flow-shaped; computer-machined to provide the best possible flow by eliminating sharp edges and angles that cause flow losses and aeration.



Carburetor Fittings

Part No.	Description
MP-3500	Holley® float bowl plug
MP-3501	Holley float bowl #6AN
MP-3503	Holley float bowl (short) #8AN
MP-3504	Holley float bowl (long) #8AN
MP-3508	Holley float bowl (long) #10AN
MP-3550	Holley jet extension



Barbed Fittings

Part No.	Description
MP-3092	8mm Barb x #6S
MP-3093	3/16 Barb x 1/8 NPT
MP-3094	1/8" Barb to 10-32 Thread



Coupler Fitting

Part No.	Str. Size
MP-3010	#12 x #12
MP-3011	#10 x #10
MP-3004	#8 x #8
MP-3028	#10 x #8



Jet Adapter Fittings

Part No.	Description
MP-3110	#3 x 1/8" pipe x 1/8" pipe with pill



Plugs with 1/8" NPT in Center

Part No.	Str. Size
MP-3071	#6
MP-3072	#8
MP-3073	#10
MP-3074	#12

Part No.	AN Size
MP-3083	#10



O-ring Port Plug

Part No.	Str. Size
MP-3000	#6
MP-3001	#8
MP-3002	#10
MP-3003	#12



1/8" NPT Fuel Gauge Port Adapter

Part No.	An Size	Str. Size
MP-3062	#8	#10*
MP-3063	#10	#10
MP-3064	#10	#12

Part No.	An Size	Pipe
MP-3065	#6	1/8" NPT male

*with only one gauge port



Rollover Shut-off Valve For Fuel Cell

Part No.	Description
MP-3125	#8AN vent valve



Bulkhead Fittings

Part No.	Str. Size
MP-3014	#8
MP-3008	#10
MP-3006	#12

Bulkhead O-Ring & Washer Kit.

Factory replacement seals for the MP-3006, MP-3008, and MP-3014 bulkhead fittings.

Part No.	AN Size
MP-3301	#8
MP-3302	#10
MP-3303	#12



AN Flare-to-Straight Adapters

Part No.	AN Size	Str. Size
MP-3024	#3	#6
MP-3020	#4	#10
MP-3012	#6	#6
MP-3022	#6	#8
MP-3021	#6	#10
MP-3015	#8	#6
MP-3013	#8	#8
MP-3017	#8	#10
MP-3018	#8	#12
MP-3025	#10	#6
MP-3016	#10	#8
MP-3007	#10	#10
MP-3019	#10	#12
MP-3023	#12	#8
MP-3005	#12	#10
MP-3009	#12	#12

ADAPTERS AND ACCESSORIES



MP-6120

MP-6150

MP-6160

Y-block

Join or split fuel lines for a neat installation with minimal flow loss.

Part No.	Description
MP-6120	One #12 port and two #10 ports
MP-6150	One #8 port and three #6 ports with mounting holes
MP-6160	One #8 port and two #6 ports



MP-7600-02



MP-7600-03

Fuel Logs

Designed to configure multiple Regulators with less restriction and even fuel distribution. All ports are #10 AN.

Part No.	Description
MP-7600-02	Double fuel log
MP-7600-03	Triple fuel log



Jet Plate

Keep jets organized and free from damage. Jets screw in and out. For Holley®-style carburetor jets.

Part No.	Description
MP-2000	Billet aluminum jet plate



Fuel Pump Mounting Kit

Give your pump a quieter, more stable mount. Can be used with both the 500 and 300 Series pumps. Used with the stock mounting bracket and a cushioned clamp to give extra stability to the motor.

Part No.	Qty.	Description
MP-4900	1	Band clamp
	1	Rubber mounting strap
	1	Clamp bolt and nut



MP-2178

MP-2179

MP-2180

MP-0101

Pressure Gauges

Accurate pressure readings are critical for proper calibration. MagnaFuel supplies 1½" diameter gauges. These are the right tools for the job. Made in the USA by AutoMeter®.

Part No.	Description
MP-2178	Low-pressure gauge (0-15 psi). Silver face.
MP-2179	High-pressure gauge (0-60 psi). Silver face.
MP-2180	High-pressure gauge (0-100 psi). Silver face.
MP-0101	MagnaFuel logo gauge (0-15 psi). Black face.



Standard Mounting Bracket

All pumps come with standard clear-zinc-plated steel mounting bracket and pump-side hardware.

Part No.	Qty.	Description
MP-4401-16	1	Pump Mounting Bracket
	2	Mounting Bolt
	2	Lock Washer



In-Line Filters

Protect expensive components with an in-line filter

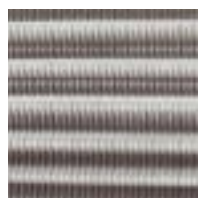
MagnaFuel's custom-machined In-line Fuel Filters keep your carburetor and engine free of harmful debris.

These handsome filters protect your investment for many years. All MagnaFuel filters have top-quality reusable elements. The medium filters are available with two different porosities.

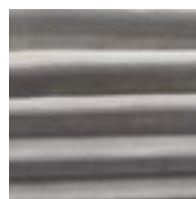
- Bodies, end caps made from anodized aircraft aluminum for superior strength and corrosion-resistance
- End caps equipped with o-rings for leak-proof operation
- Choose between 25 micron and 74 micron filters. We recommend 74 for inlet, 25 for outlet before the carburetor/regulators.
- Stainless steel reinforced basket-shaped filter element. (7009, 7008, 7010)
- Works great for both gasoline and alcohol
- Easy to disassemble, clean and reassemble
- high-flow, cleanable and replaceable elements
- Light, compact
- Virtually no loss of flow volume or pressure
- Hard anodized coating
- Cleanable, reusable and replaceable filter elements.
- Gas and methanol/ethanol/oil compatible
- Female AN ports for a variety of fitting options



Inlet
Very Coarse (150 micron)



Inlet
Coarse (74 micron)



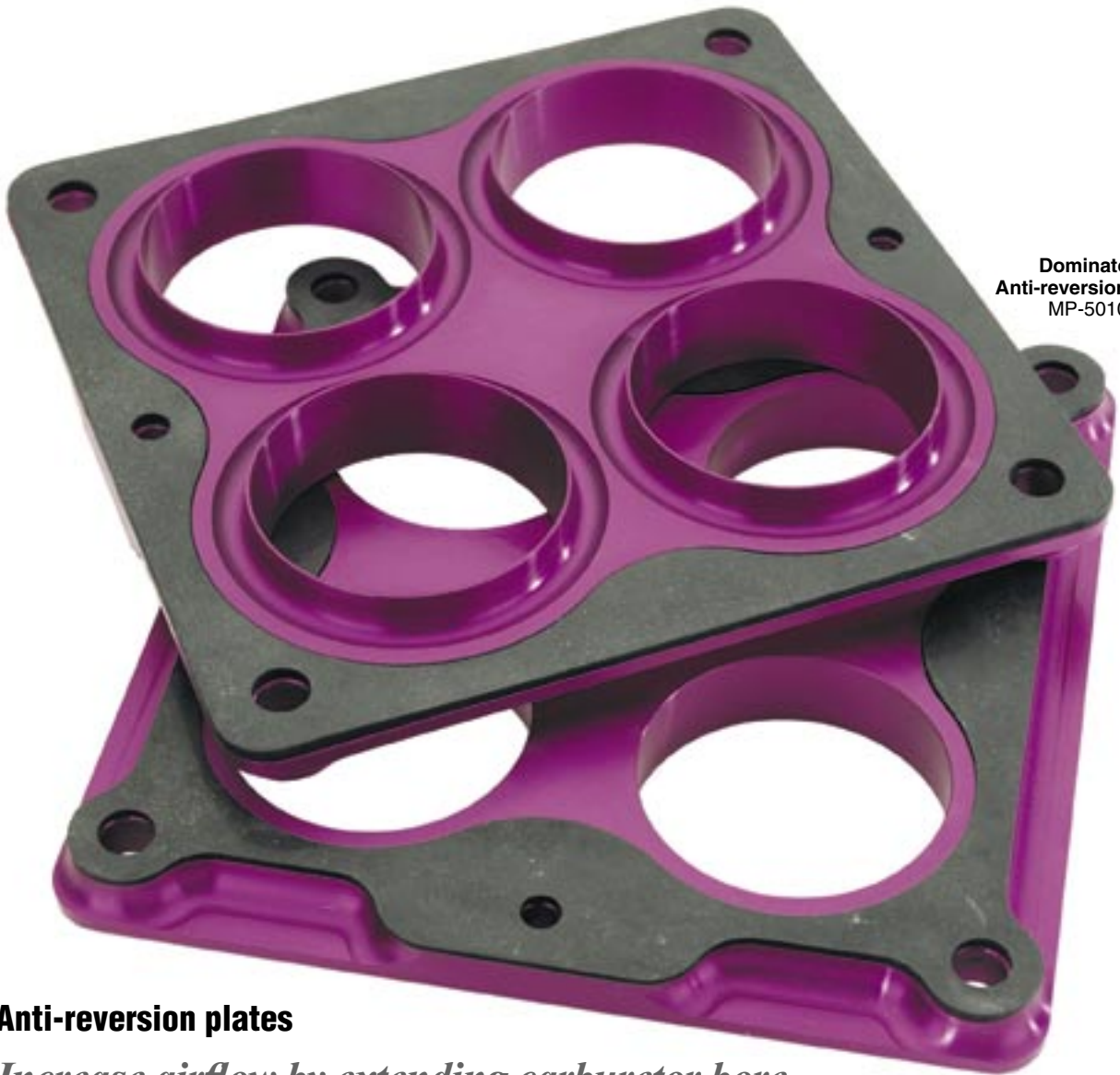
Outlet
Fine (25 micron)

Exploded View



Model	Part No.	Filter Size	Ports	Dimensions	Replacement Elements
AfterFilter	MP-7010	25 micron	#8 in/out	4½ x 11½" dia	MP-7065
PreFilter	MP-7009	74 micron	#10 in/out	4¾ x 2½" dia	MP-7060-74
AfterFilter	MP-7008	25 micron	#10 in/out	4¾ x 2½" dia	MP-7060-25
PreFilter	MP-7006	150 micron	#12 in/out	6½ x 2½" dia	MP-7055

ANTI-REVERSION PLATES



Dominator
Anti-reversion Plate
MP-5010

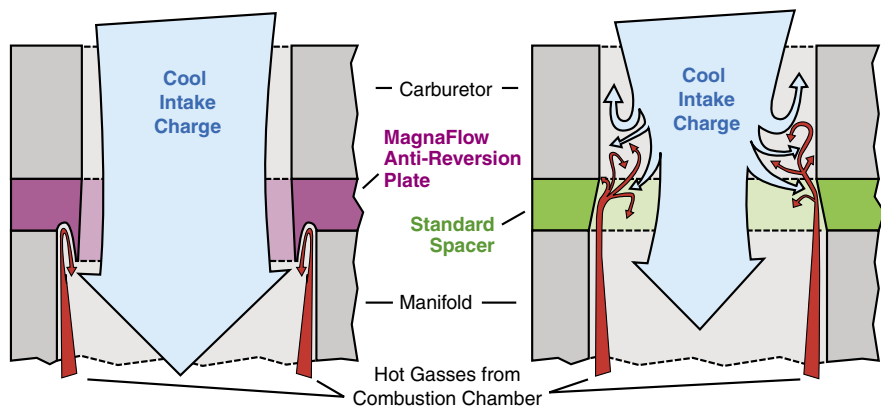
Anti-reversion plates

*Increase airflow by extending carburetor bore.
Gasketed plates isolate vibration and help prevent fuel cavitation.*

MagnaFuel's custom-machined Anti-Reversion Plates (shear plates) keep your carburetor flowing at or beyond its CFM rating by reducing intake reversion at high RPM. These plates help prevent airflow reversion by redirecting the hot gasses that can rise into the intake manifold as the intake valve opens and the exhaust valve is still closing. These re-directed gasses can then help release and atomize fuel droplets that sometimes stick and drip down the carburetor bores.

If you run aggressive cam overlap, without MagnaFuel's Anti-Reversion Plate, these hot gasses disrupt the cool intake charge, reducing flow, dampening the carburetor booster signal and creating unwanted turbulence.

How they work...



ANTI-REVERSION PLATES

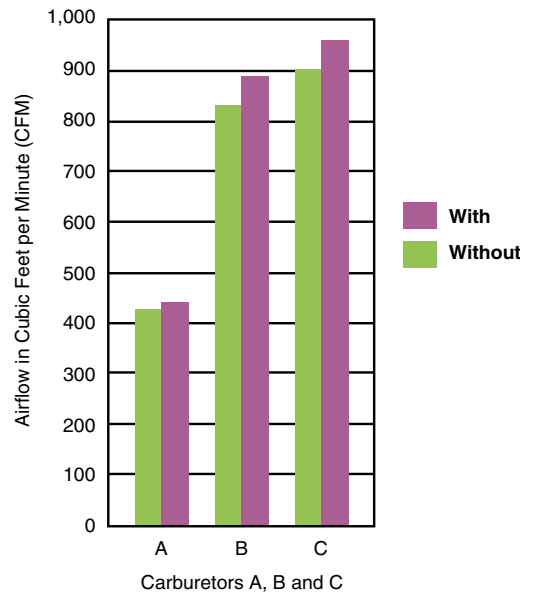


Special Pro-Stock
Drag 4500 Dominator
Anti-Reversion Plate
MP-5007



Part No.	Bore Size	Description
MP-5005	1-11/16"	4150/4160 Holley w/ rubber gaskets
MP-5006	1-3/4"	4150/4160 Holley w/ rubber gaskets
MP-5007-00	2.000	ProRev Plate w/ two O-rings
MP-5007-01	2.030	ProRev Plate w/ two O-rings
MP-5007-02	2.060	ProRev Plate w/ two O-rings
MP-5007-03	2.090	ProRev Plate w/ two O-rings
MP-5007-04	2.120	ProRev Plate w/ two O-rings
MP-5008-00	2.000	ProRev Plate 4500 Dominator
MP-5008-01	2.030	ProRev Plate 4500 Dominator
MP-5008-02	2.060	ProRev Plate 4500 Dominator
MP-5008-03	2.090	ProRev Plate 4500 Dominator
MP-5008-04	2.120	ProRev Plate 4500 Dominator
MP-5009-01	2.015	Split Dominator Set of 4
MP-5009-02	2.115	Split Dominator Set of 4
MP-5009-03	2.215	Split Dominator Set of 4
MP-5010-00	2.000	Dominator w/ rubber gaskets
MP-5010-01	2.030	Dominator w/ rubber gaskets
MP-5010-02	2.060	Dominator w/ rubber gaskets
MP-5010-03	2.090	Dominator w/ rubber gaskets
MP-5010-04	2.120	Dominator w/ rubber gaskets

Comparison of Carburetor Flow
With and Without
MagnaFuel Anti-reversion Plate



Why do you need a high-output, high-pressure fuel system?

Today's race cars need more fuel system than ever before because of improvements in torque, RPM and horsepower. As carburetors, manifolds and cylinder heads improved in airflow capacity, the need for more efficient racing fuel systems grew substantially. More efficient chassis and tires created the need for more fuel in order to maintain the maximum output power of the engine. Simply put, the harder the race car launches, the higher the system pressure must be to overcome the effects of gravity that cause restriction to flow. Firemen plan for this restriction to flow by adding 5 psi to the fire hose pressure per floor above street level. Pilots flying in high-performance fighters must control their blood supply with exercises and special flight suits when in high g-factor maneuvers or they suffer "redouts" or "blackouts" because they can't control their blood pressure. Aircraft launched with catapults from aircraft carriers must take off with fuel systems in high boost or the engine will starve for fuel. High g-factor launches coupled with wheel stands increase the demands on fuel systems whether the application is for Pro Street, Stock, Bracket or Pro Stock.

How much fuel flow is enough?

The correct volume of fuel is that which is required to support the amount of horsepower that the engine can produce. Most engines that are using gasoline burn approximately .5 pounds per horsepower-hour. This is sometimes called BSFC (Brake Specific Fuel Consumption). What this means is that for each horsepower produced, it takes ½ pound of fuel. This is a general statement and sometimes engines can be a little more efficient than .5lb/hp-hr., but it is a good practice to plan and measure fuel system operation using this number. Carburetors must have a stable supply of fuel in order to maintain the correct liquid fuel height. This is most difficult with drag racing vehicles that sometimes have forward acceleration and wheel stand at the same time. Each time that a nitrous system is engaged, additional fuel supply demands must be met or melted parts may result from "system lean-out." The fuel required is in excess of the .5 lb/hp-hr. for normally aspirated conditions. The additional fuel requirements for nitrous system planning is about .7 lb/hp-hr.

How much fuel pressure is necessary?

First, the fuel system pressure (provided by the fuel pump) must be enough to oppose the effects of gravity during the launch and during the run for drag racers. The system pressure of at least 8 to 10 psi per g is generally adequate. MagnaFuel ProStar 500 Series pumps are factory set to 28 to 30 psi. They are field adjustable from 24 to 36 psi. The MagnaFuel QuickStar 300 Series pumps are factory set to 25 psi and field adjustable from 25 to 36 psi. The QuickStar 275 series pumps are factory preset to 18 psi (these units are not field adjustable). MagnaFuel regulators need to be adjusted to 6.5 to 7.5 psi WITH FUEL FLOWING at a rate of about ½ cc per second (that's about 10 drops per second). Higher fuel pressure will generate more foam in the float bowl.

How can you plan your racing fuel system?

Use a handheld calculator and plan on .5 lbs/hp-hr. (gasoline). Methanol alcohol requires about 1.0 lbs/hp-hr. Use .7 lbs/hp-hr when planning a gasoline system for nitrous assist.

EXAMPLE: You have a 650 hp engine. $650\text{hp} \times .5 = 325 \text{ lbs/hr. (gasoline)}$. Although you need to know how much your fuel weighs, assume for this example that it weighs 6.2 lbs/gal. $325 \text{ lbs/hr.} \div 6.2 = 52.42 \text{ gal/hr}$. Dividing by 60 (minutes per hour) yields .847 gal/min (GPM).

Check the graph and specification information for a pump selection for your application. Note that this flow number is what your engine needs at the float bowls. So you also need to check out the graphs and specs for a MagnaFuel regulator.

Is it necessary to plumb your system for a return line to the fuel tank?

Yes, because all MagnaFuel pumps are equipped with external bypass system. We don't think that any well-engineered racing fuel system should use internal bypasses because all they do is heat up and add foam (bubbles) to the fuel. It is a little more difficult to plumb, but it provides a better and more efficient system. See the drawings on pages 14-21 for proper placement of the return line in the tank.

How important is the size of the tank vent?

Attention to this detail may make the difference between winning and losing. It should be equipped with a filter so

that trash and dirt cannot enter the fuel system. Absolute minimum size vent is -6 AN, but -8 AN is preferred for any application over 600 hp. Some specialty applications actually need a -10 AN. MagnaFuel rollover/vent (MP-3125) is -8 AN and provides some safety benefits if the vehicle flips over.

Should you use a fuel filter?

All fuel systems are dirty and need to use a filter in the system. The filter should be located on the suction side (between tank and pump) of the pump. The filter cartridge is washable. Replacements are available.

How can you check a system for flow and pressure?

Free-flow ratings of racing fuel systems are a joke, so MagnaFuel stresses that the only way to test a system is AT RATED PRESSURE. MagnaFuel rates all its systems at FLOW vs. PRESSURE.

Have a fire extinguisher handy. Observe safe practices when dealing with fuel. NO Smoking. You will need an accurately scaled jug (semi-clear polypropylene is ideal) of at least one gallon capacity. One gallon = 128 fluid ounces. One gallon = 4 quarts. One gallon = 231 cubic inches. You need to test the complete fuel supply system, so this measurement will be after regulated control. You will need a stop watch or a watch with a second counter. You will need to provide a variable orifice (brass draincock or petcock works well) for attachment to the end of the fuel line.

Run the test at various fuel pressures (regulated flow) and you will learn what your system can do.

Use the previous example under fuel system planning.

This is particularly important for nitrous enrichment fuel applications so that you will know the result of changing the fuel pressure ¼ psi at a time.

General Notes:

Proper Electrical Supply: The DC electric motors in electric fuel delivery systems are dependent on consistent electric supply. They require good battery voltage, solid connections, proper wire gauge, good ground and a properly operating alternator.

Debris in System: Fuel delivery systems are composed of valves, seals, diaphragms and orifices. Dirt and other debris can disrupt the proper operation of these components. A clean system is imperative. Clean or change your filters often, and periodically check the system for debris. If you are about to install a new system, make sure you clean all installation trash out of the fuel lines. Pay

close attention to stainless steel lines.

Voltage Step-down Devices: Never use step-down devices (voltage reduction boxes) on MagnaFuel fuel pumps. Never operate any electric motor on lower voltage than the motor was designed for. Low voltage can cause motor fluctuation and excessive amp draw. MagnaFuel recommends 12.5V and higher

Gauges: Gauges are tuning tools only, and should be removed from vehicle during racing conditions.

Air in System: Any air going into fuel pump on the intake side causes the fuel to foam. Foam will create fluctuation in regulated pressure, oscillation in the pump motor and lean air/fuel mixture. Poor seals on the inlet side fittings, poor placement of the fuel pickup and/or return lines can cause this problem. Return line to fuel cell should be as far as possible from the pick up line fitting.

Fuel Cell Vent Size: If the fuel cell vent is too small, it can cause excessive load and heat in the pump. You should run a minimum of a #8 vent for all applications.

Questions and Answers

Q. Why does my fuel pressure vary from one pass to the next?

A. Faulty fuel pressure gauge can cause fuel pressure fluctuation. If your gauge is a few years old, test it. Under-hood heat can affect gauge accuracy. Dirty regulator. Clean it or send it in. You should always set the regulator in a flowing condition. The engine should be running at about 1,700 to 2,000 RPM. Battery low. Check voltage. Low pump pressure. Look for inlet line obstructions such as fuel-cell foam.

Q. Why is my fuel pressure too low, or I have no pump pressure?

A. Check the voltage to the pump, relay switch. Could be faulty. They can be bad without going out. Weak relay reduces voltage. Replace them. Check wiring, look for an improper ground. Check the battery voltage. Check the filter and inlet line for obstructions. Look for leaks on inlet side. Adjust bypass. Is there debris in pump bypass (poppet). The bypass valve could be stuck open. Clean filter. Replace deteriorated fuel-cell foam. If no pressure, the pump may be operating in reverse. Check the wiring diagram. No fuel in fuel cell, or fuel cell improperly vented.

Q. Why is my fuel pressure too high?

A. The return line could be too small. The voltage could be too high. If you need

to run the pump at a pressure lower than it is designed for, call us and we'll send you a special spring. Improperly adjusted bypass. See pump instruction sheet for proper setting.

Q. Why won't my pump run at all?

A. This is most likely a low- or no-voltage problem. Check battery condition. Check for a bad fuse or bad relay. Look for improper ground. Check diagram, make sure you have wired everything correctly. Check any in-line switches for proper operation and voltage rating.

Q. Why does my pump seem excessively hot?

A. Note that normal operating temperature can reach 137 degrees Fahrenheit. Anything below this is OK. If the pump is warmer than this, look for low voltage. If there is excessive pressure, there could be debris in pumping mechanism causing too much load. Check to see if the bypass is obstructed. Check instructions for proper pressure setting.

Q. What could cause my pump to operate noisier than usual?

A. Aeration, or air in the system, can cause excessive noise. Check for poor inlet side sealing, check O-rings, fittings, damaged sealing angles on fittings. We recommend rubber isolator between pump and frame mounting surfaces. Mounting the pump solid to the frame of the vehicle can accentuate the noise. If the fluid level in the tank/cell is too low, the pump can suck a vortex and induce air into the system. Check pump mounting brackets for tightness. If the fuel cell return line dumps fuel near the suction line, it can cause air to enter the system also. Keep this return line's fuel input as far away from the supply line as possible.

Q. What can I do about a leaky pump?

A. Leaks are almost always caused by a worn or damaged pump seal. You need a new one. Return to factory. Seal should be replaced every two years under heavy use or if it sets unused for a long time. Return pump to factory for service. If pump leaks from vent hole, you need a new seal. Return pump to factory for service and bench flow testing.

Q. Why does my regulator's pressure fluctuate?

A. MagnaFuel considers excessive fluctuation to be over 1-1/2 pounds of pressure. Vibration, aeration, faulty

gauges, or sharp changes in supply/pump pressure usually cause this. You should isolate the regulator with rubber mounting to tame vibration.

Q. Why am I getting pressure spikes?

A. Poor gauges, too high or too low pump pressure, or sharp drops in system pressure could cause large pressure spikes at the regulator.

Q. Why does my fuel system pressure seem to drop throughout the day?

A. Heat can effect liquid-filled gauges. Voltage drop can also cause this problem (battery, ground, connections, and incorrect wire gauge. Avoid mounting fuel system close to heat sources.

Q. Why does my car seem to slow halfway through a quarter-mile run?

A. Not enough fuel volume. If it falls off in high gear, it is a pump volume issue; pump may be too small. If it falls down during launch, it is a fuel-pressure issue.

Q. Why does my regulated pressure seem to creep higher and higher or go to full pump pressure?

A. Debris in fuel system has contaminated the valve-to-seat seal. Disassemble per regulator exploded view. Wash with brake cleaner or similar cleaner and reassemble. Be sure you reassemble correctly. CAUTION: Do not over-tighten cartridge. Check fuel filter. Make sure to flush lines before using a newly installed fuel system. A common problem of new systems when there is debris left over from cutting fuel lines and other installation trash.

Q. Why is my regulator noisy when I first start the engine?

A. Vibration or chatter is common when the engine is first started due to air in system. This is amplified due to the metal-to-metal valve/seat assembly. Should go away in less than a minute. Regulators used for Nitrous are "dead-headed" to the solenoid. MagnaFuel suggests you use an air-bleed system to purge trapped air from the system.



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TERMS AND CONDITIONS

Terms: Credit Card or C.O.D. We accept Visa and MasterCard. Certified checks, money orders or cash accepted on C.O.D. orders. Verification on accounts may be needed before order is shipped.

Shipment: F.O.B. Colorado Springs, Colorado. We use UPS unless otherwise specified.

Foreign Shipments: We will ship to foreign customers unless restricted by law. Credit card or cash (in US currency), name of freight carrier and required import/export documents must be included with order.

Claims: Open or concealed freight damage claims must be made to the freight carrier.

Returns: Please obtain permission before returning merchandise. Shipping charges on returned items must be prepaid.

Ordering: Your order is processed in-house. To expedite order handling please use catalog part numbers. Toll free phone service is available 8:00 am to 5:00 pm Mountain Time Monday through Friday. Call (800)321-7761.

Warranty: Parts are warranted against defects for one (1) year of normal use. Seller disclaims any other warranty either expressed or implied.

Prices: Prices are subject to change without notice.

Specifications: Non-critical specifications are subject to change without notice.

Back Orders: All back orders will be shipped when items become available. If a back order is no longer desired, please call (800)321-7761 or (719)532-1897 and cancel item(s).

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