



PRESSURE REGULATING FUEL LOG

P/N 65145

PARTS

1 – Fuel Log Assembly 3 – Spring Shims

INSTALLATION INSTRUCTIONS

These instructions cover the basic principle on which fuel is supplied to the carburetors so that you may tailor the system to work best for your particular application. On single and dual four-barrel carburetors, the most common method of fuel delivery utilizes two electric fuel pumps. They are plumbed in parallel to feed one large diameter line that runs to the front of the car, where it is split and fed into two pressure regulators, which use a separate outlet port for each float bowl. This type of system regulates the fuel pressure before it is fed to the carbs. As the engine uses fuel, the needle and seat stops and starts the fuel delivery. Regardless of the capacity of the pump and the size of the lines, all of the fuel that goes through each regulator must pass through a .120" - .150" diameter orifice with a check ball behind it.

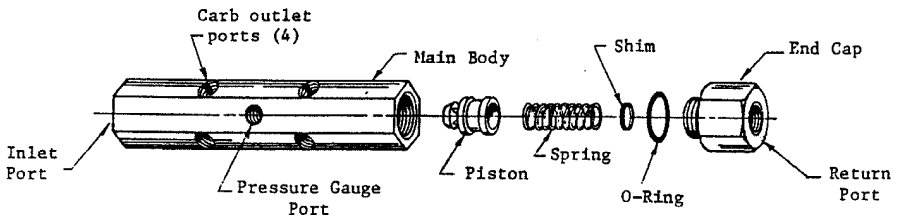
Comparing that method points out the advantage to using the Moroso Pressure Regulating Fuel Log. When the fuel exits the electric fuel pumps and travels via the large diameter line to the front of the car, it is plumbed into the end of the Fuel Log. With the Moroso Pressure Regulating Fuel Log you maintain a constant pre-determined pressure throughout the entire system. The fuel is always in motion, or what is better known as a free flowing fuel system. There can be no lag due to regulator response time. Four equal length lines run from the outlet ports on the Fuel Log up to each float bowl on the carbs. A return line is routed from the back end of the Fuel Log to the top of the fuel tank. Inside, a spring-loaded by-pass piston, which is adjusted by adding or removing shims, determines how much pressure there is in the fuel delivery system. The pressure is regulated when the system is full or after the bowls have already received their supply of fuel.

Use the exploded drawing for assembly help. Put a thin coat of oil or anti-seize on the end cap threads before you thread it into the main body. It is a good idea to first assemble the Fuel Log without shims behind the spring and see how much fuel pressure your particular system delivers. Each shim added behind the spring and piston will raise the pressure about one psi. With Holley carbs using gasoline, 7 psi is a good starting pressure.

(over)

Moroso recommends that all fittings be installed with a Teflon pipe thread sealer. The inlet and return ports are tapped for 3/8" NPT fittings. The outlet ports to the carbs are tapped for 1/4" NPT fittings. The pressure gauge port is tapped for a 1/8" NPT fitting. You have the option of using brass hose fittings and neoprene lines or braided stainless steel lines with AN fittings. It is important that the return line be plumbed into the top or above the fuel level of the tank and that the line is at least as large as the supply line, a minimum of 1/2" I.D., -8AN or larger. If the return line to the tank is too small, the Fuel Log will not work properly.

On the outlet ports to the carburetors, use equal length 3/8" I.D. or -6AN lines. By making all of the lines from the Fuel Log to the carbs equal length, will help make a balanced system. Use 1/4" NPT pipe plugs to block off any outlet ports that you don't need. Because of the increased efficiency of this type of fuel delivery, you may find it necessary to re-jet your carburetors appropriately.



**For Technical Assistance, Call Moroso's Tech Line at
(203) 458-0542, 458-0546 8:30am – 5:00pm Eastern Time**

**MOROSO PERFORMANCE PRODUCTS, INC
80 CARTER DR • GUILFORD, CT 06437
Phone: (203) 453-6571 • Fax: (203) 453-6906**