

MagnaFuel

OPERATING INSTRUCTIONS

SERIES MODEL MP-9950 (large efi) SERIES MODEL MP-9925 (small efi)
SERIES MODEL MP-9940 (4 Port efi)

MagnaFuel EFI fuel pressure control units, part numbers MP-9950, MP-9940 & MP-9925 are designed for racing only and should not be used on any vehicle subject to emission controls. The units are a precision assembly and the instructions should be followed carefully. The unit is supplied with a serial number; the number is an important part of the one-year limited warranty. Please record the serial number on both sections of your warranty card. Return the Warranty Registration Card to MagnaFuel and retain the Warranty Registration Receipt for your records and for reference if you call for technical assistance.

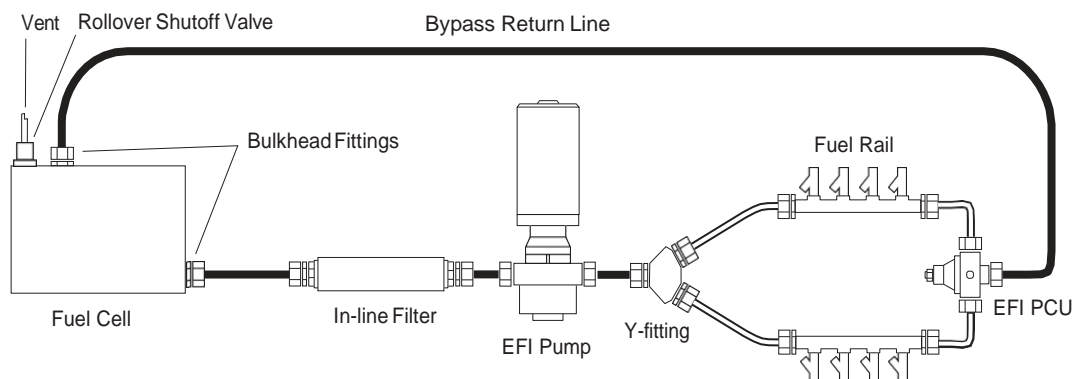
Description of Operation

These units are compatible with racing gasolines or alcohol fuels. The pressure control units are available in three different body sizes with the particular spring combination to suit your fuel flow at pressure specification. Each PCU has an 1/8" NPT pressure port for a gauge. Each also comes standard with a filtered vent fitting, or optional boost reference fitting. Three models are available. The Standard MP-9925 is good for applications of up to 700 horsepower. The Large MP-9950 is for use in applications of up to 2,000+ horsepower. The MP-9940 is for vehicles with more than two fuel rails. All pressure control units are available in two different pressure ranges: 18 - 50 and 35 - 85 psi.

CAUTION: Do not operate fuel pump with pressure control unit top removed!

The regulator's flow characteristics are enhanced by the use of the special MagnaFuel flow shaped fittings.

Mounting Diagram:



Adjustment

The fuel pressure control unit is adjusted with an internal hex wrench (3/16"). Clockwise (CW) raises regulated pressure and counter clockwise (CCW) lowers regulated pressure.

The fuel pressure **MUST** be set with some flow occurring (at least .5cc/sec) for correct pressure readings on the gauge.

MagnaFuel does not recommend leaving pressure gauges on race cars for competition.

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