



INSTALLATION INSTRUCTIONS

FUEL PRESSURE REGULATOR

Part No. 4213

INSTALLATION

Mallory's 4213 Adjustable Fuel Pressure Regulator is designed to be a bolt-on replacement for the OEM Ford 1994-1998 5.0 and 4.6 fuel injection regulator (except 1998 SOHC). The Mallory Regulator is installed in the same manner as the factory Ford regulator (see repair manual). Be sure to lubricate the O-rings with a drop or two of motor oil before installation.

VACUUM PORT

A vacuum line is connected to the stock regulator. This vacuum line should be connected to the vacuum port on the Mallory regulator to reduce fuel pressure at idle and part throttle.

SETTING THE PRESSURE

Factory Ford regulators produce about 35-40 psi at full throttle. The Mallory regulator is factory set at about 45 psi. Adjust the pressure by loosening the jam nut and turning the adjustment screw (clockwise increases pressure). The full throttle pressure can be adjusted between about 30 and 75 psi. The ideal pressure depends on many variables. On a mostly stock engine, a slightly higher pressure (about 45 psi) will usually result in a slight power increase. Modified engines may require higher pressures to optimize power output. If a pressure over 60 psi is required to optimize power output, larger injectors should be considered.

FUEL PRESSURE GAUGE PORT

A 1/8 NPT port is tapped into the side of the Mallory regulator housing. The port is supplied from Mallory with a plug. If a fuel pressure gauge is used, the plug can be removed and the gauge connected to the port.

REBUILDING

See Figure 2

If the regulator develops a leak or the pressure begins to fluctuate, rebuilding may be necessary. A rebuild kit is available (Part No. 3162). This kit includes a new diaphragm assembly, sealing washer, gasket and O-rings. The diaphragm and sealing washer can be replaced without removing the regulator housing.

REPLACING THE DIAPHRAGM AND SEALING WASHER

Remove the nut and adjustment screw. Remove the three upper screws. Remove the cap, thrust washer, springs, diaphragm assembly and the sealing washer. Install the new sealing washer and diaphragm assembly. Re-install the springs, washer, and cap. Re-install the three screws. Great care must be taken to tighten the screws gradually and evenly so that the cap stays flat with the housing.

REPLACING THE GASKET AND O-RING

If replacing the diaphragm and sealing washer does not help, it may be necessary to replace the gasket and O-rings. Remove the regulator from the fuel rail and replace the gasket and O-rings. Be sure to lubricate the O-rings with a drop or two of motor oil before re-installing.

FIGURE 1

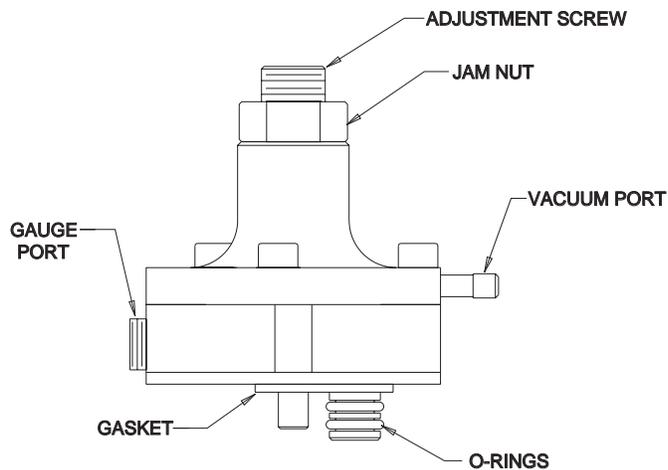
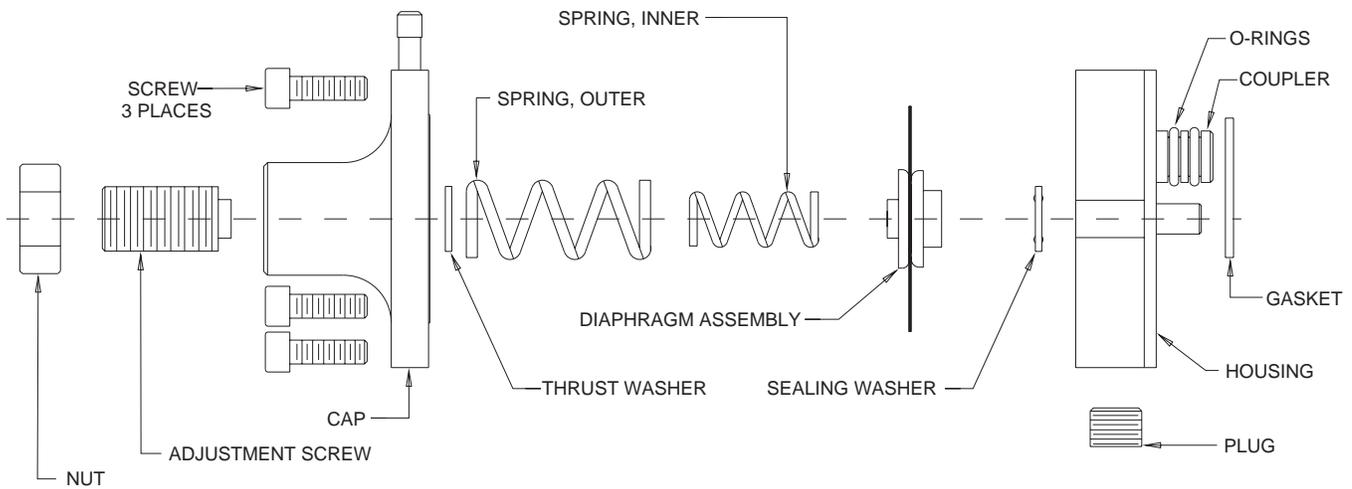


FIGURE 2



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