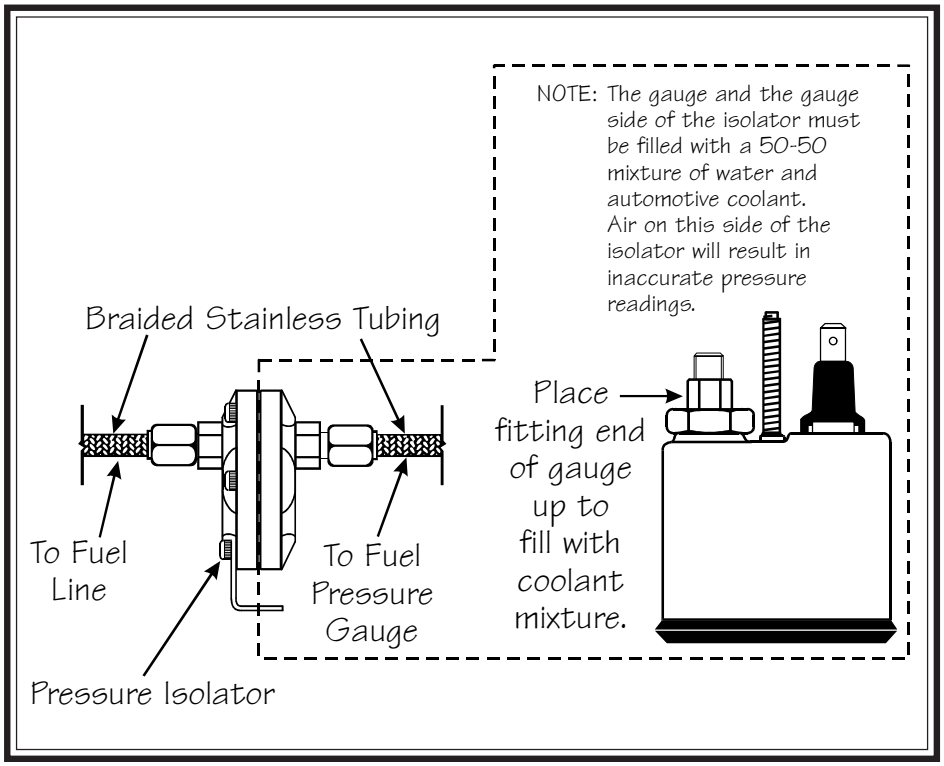

Diagram B
Gauge side of line must be filled with 50-50 water-coolant mixture

VDO Limited Warranty

VDO North America warrants all merchandise against defects in factory workmanship and materials for a period of 24 months after purchase. This warranty applies to the first retail purchaser and covers only those products exposed to normal use or service. Provisions of this warranty shall not apply to a VDO product used for a purpose for which it is not designed, or which has been altered in any way that would be detrimental to the performance or life of the product, or misapplication, misuse, negligence or accident. On any part or product found to be defective after examination by VDO North America, VDO North America will only repair or replace the merchandise through the original selling dealer or on a direct basis. VDO North America assumes no responsibility for diagnosis, removal and/or installation labor, loss of vehicle use, loss of time, inconvenience or any other consequential expenses. The warranties herin are in lieu of any other expressed or implied warranties, including any implied warranty of merchantability or fitness, and any other obligation on the part of VDO North America, or selling dealer.

(NOTE: This is a "Limited Warranty" as defined by the Magnuson-Moss Warranty Act of 1975.)

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❶ BEGIN HERE

CAUTION:

Read these instructions thoroughly before making installation. Do not deviate from assembly or wiring instructions. Always disconnect battery ground before making any electrical connections. If in doubt, please contact your dealer or VDO Instruments at (540) 665-2428.

To Install the Pressure Isolator:

- Place gauge to be used with the isolator fitting end up.
- Install the #4 AN to ⅛" NPT female adaptor.
- Fill the gauge with a 50-50 mix of water and automotive coolant.
- Install braided stainless line on the gauge.
- Fill the line with the coolant-water mix and use the supplied cap to plug the line. A squeeze bottle works well for this. Refer to Diagram B.
- Drill a ¾" hole in the firewall and route

[text continues at #❷] ➞

Parts List

Item	Description	Quantity
1.	Fuel Pressure Isolator	1
2.	#4 AN to ⅛ – NPT Female Adaptor	1
3.	#4 "O"-ring	2
4.	Plug cap	1
5.	Installation Instructions	1

CAUTION!!!

These instructions call for the drilling of holes to mount the isolator. ***Please pay attention when drilling all holes to make sure they are the correct size.***

Tools and Materials Needed For Installation:

#4 braided stainless tubing (#4×3' or #4×6')
¼" bolts, washers and nuts
Drill, ¼" and ¾" drill bits
Grommet to fit into ¾" hole
Half-round file
Squeeze bottle
Small tools: wrench or nut driver, utility knife, pliers, etc.

VDO® North America

Isolator, Fuel Pressure
Installation Instructions

Instruction Sheet #0 515 010 554
Rev. 3/99

To Begin, go to #❶

❷ CONTINUE HERE

braided stainless line from the gauge through the firewall into the engine compartment. See Diagram A, below.

- Cut one side of a grommet and install it in the firewall to prevent line abrasion.
- Mount the isolator in the engine compartment [not on the firewall] as required by NHRA rules. Drill two clearance holes for ¼" bolts.

NOTE: The gauge and isolator should be kept as close as possible to carburetor level to ensure accurate pressure readings.

- Remove the dust plugs from the isolator. Place the isolator on a level surface with the screw heads facing down. Fill the isolator with the coolant-water mixture, then install one of the supplied #4 "O"-rings.
- Top off the isolator with coolant mix.
- Hold the braided steel line with the plastic plug in the upright position.
- Remove the plug and quickly thread the braided line onto the fuel pressure isolator.
- Remove two screws from the isolator housing and install the isolator on its mounting bracket.
- Install the remaining supplied #4 "O"-ring fitting in the isolator housing.
- Thread #4 braided stainless line on the remaining isolator fitting.
- Connect the opposite end of the line to the vehicle's fuel system.

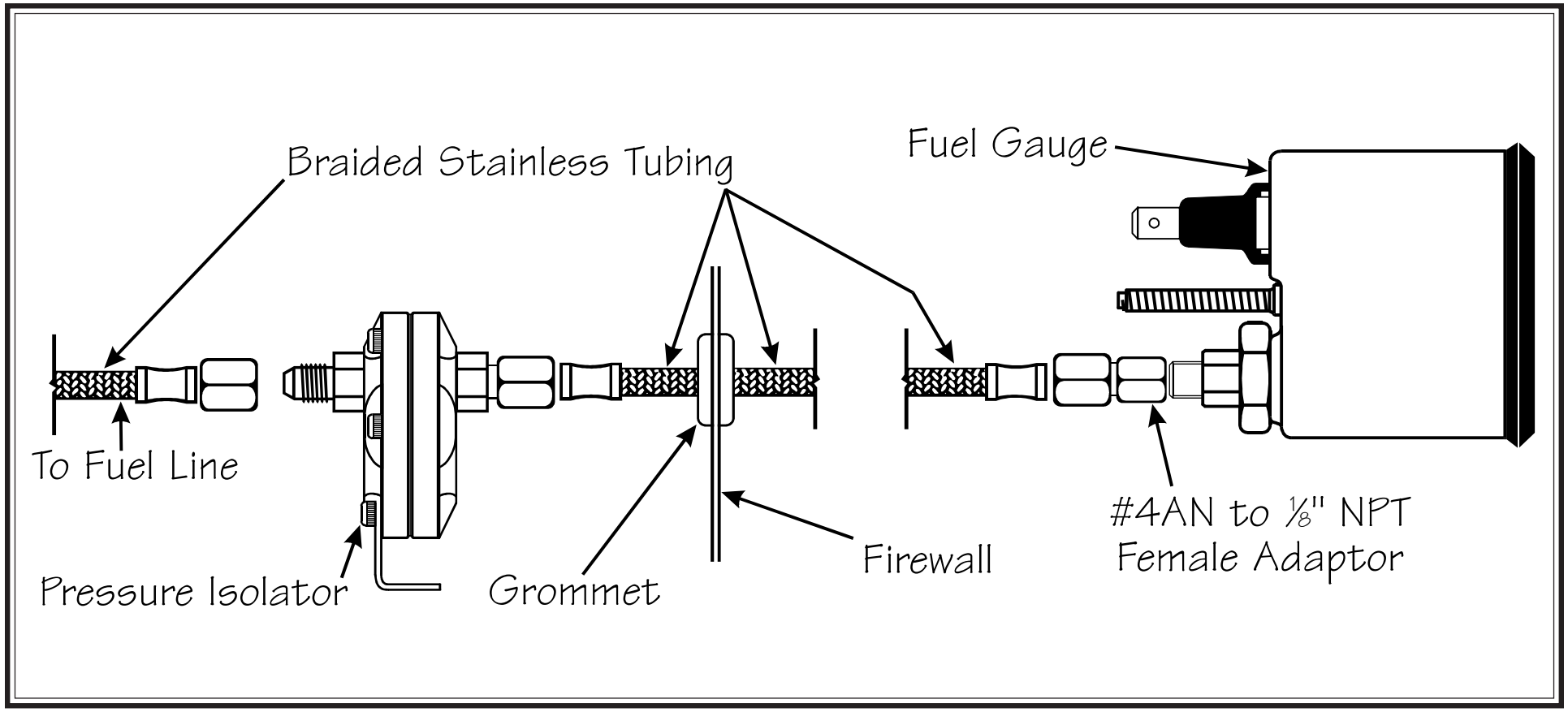

Diagram A
Proper installation of the Fuel Pressure Isolator