

FUEL PLUMBING GUIDE

V6 / V8 ENGINE

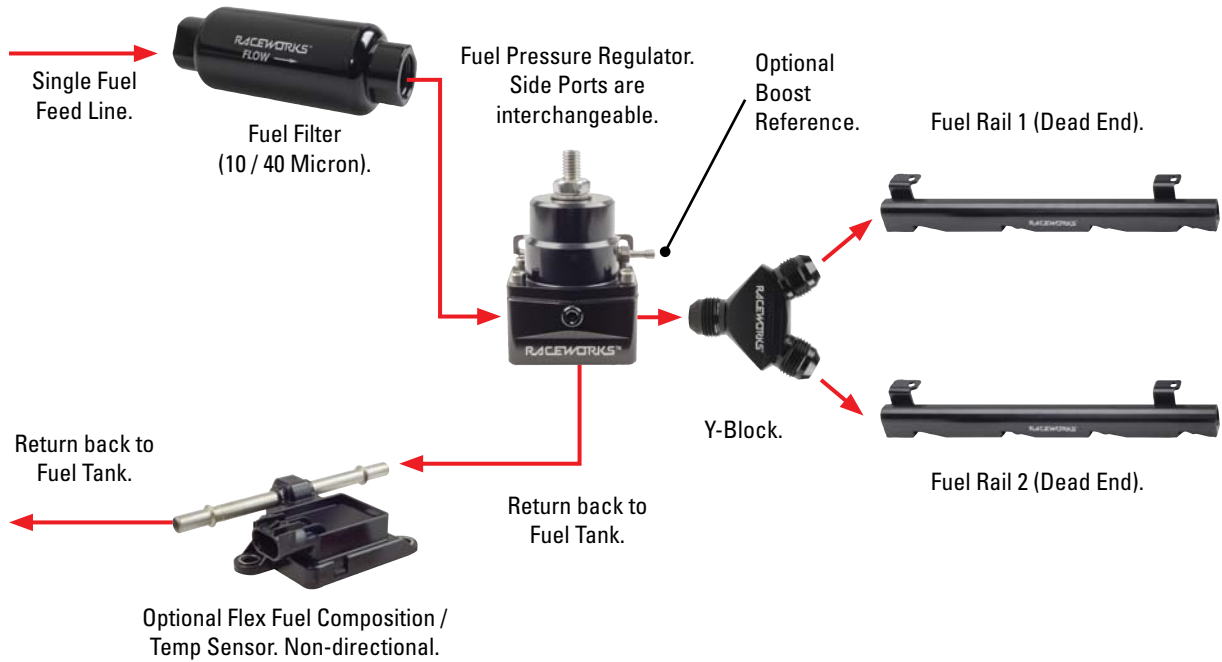
OPTIONS 1 - 2



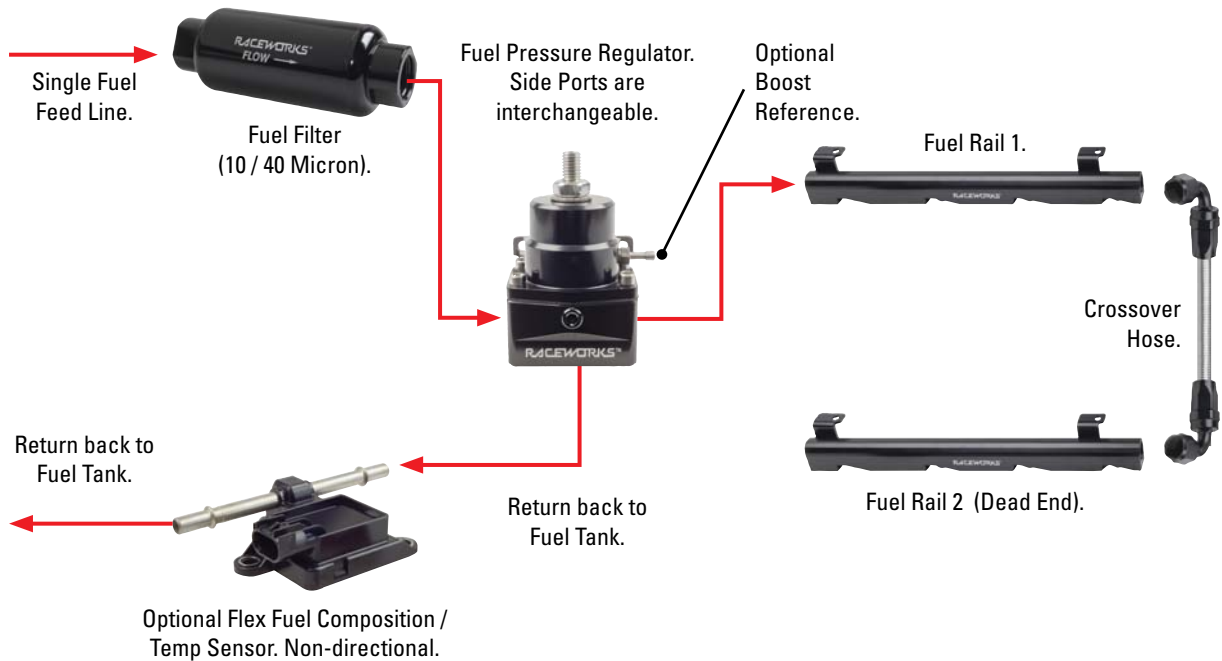
Which is the best way to plumb your fuel system? Everyone has their own opinion! Some will argue that a dead end system is better as the fuel lines don't suffer from as much heat soak. Others say a regulator after the fuel rail will have better control of the fuel pressure, and act like a pulsation dampener if placed near the rail, should pulsations be a problem. In our experience, the three options below that don't use a crossover hose work the best (Options 1, 4 & 5).

OPTION 1 - DEAD END WITH Y BLOCK

RECOMMENDED BY RACEWORKS



OPTION 2 - DEAD END - CROSSOVER



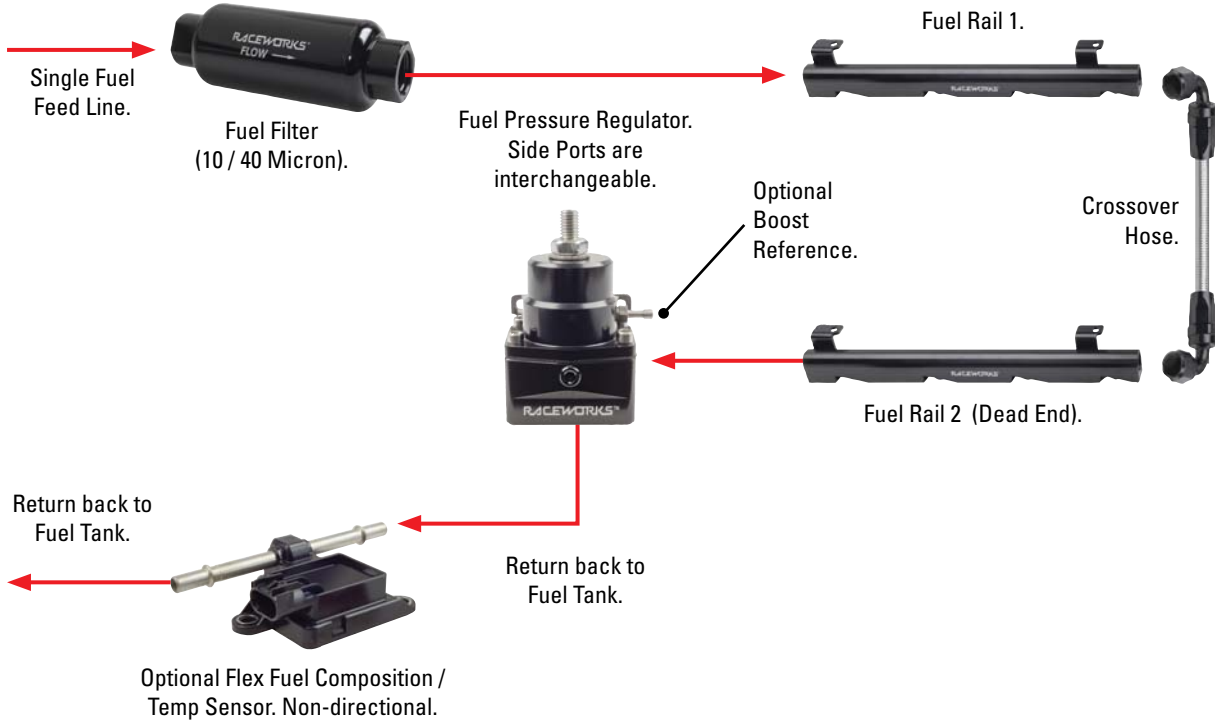
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OPTIONS 3 - 4

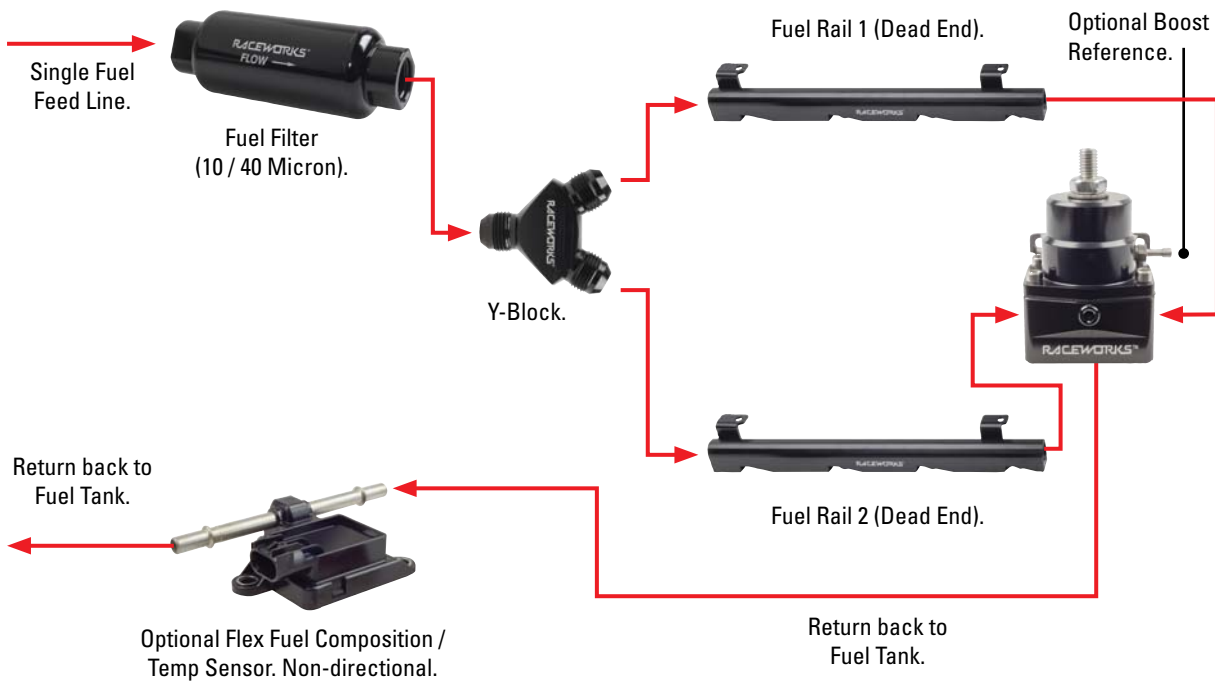


OPTION 3 - RETURN SYSTEM - CROSSOVER



OPTION 4 - RETURN SYSTEM - Y BLOCK

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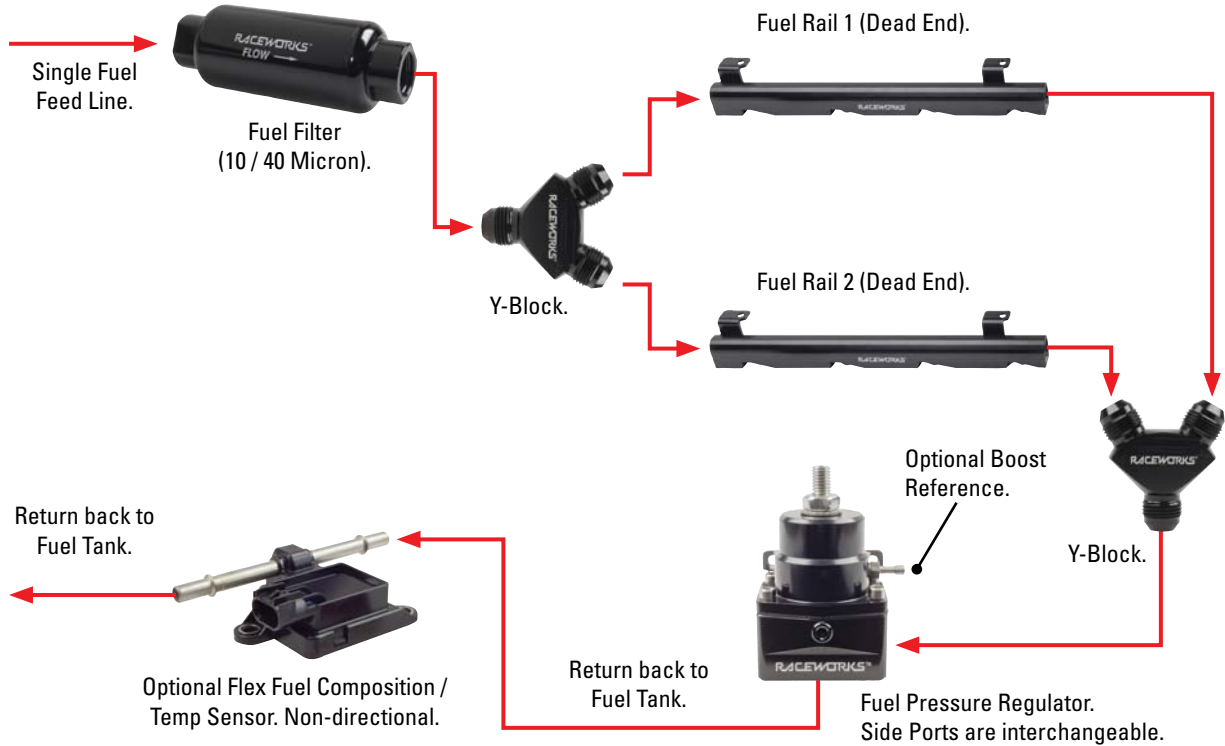
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OPTION 5



OPTION 5 - RETURN SYSTEM - DOUBLE Y BLOCK **RECOMMENDED BY RACEWORKS**



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INLINE 4 / 6 ENGINE

OPTIONS 1 - 2

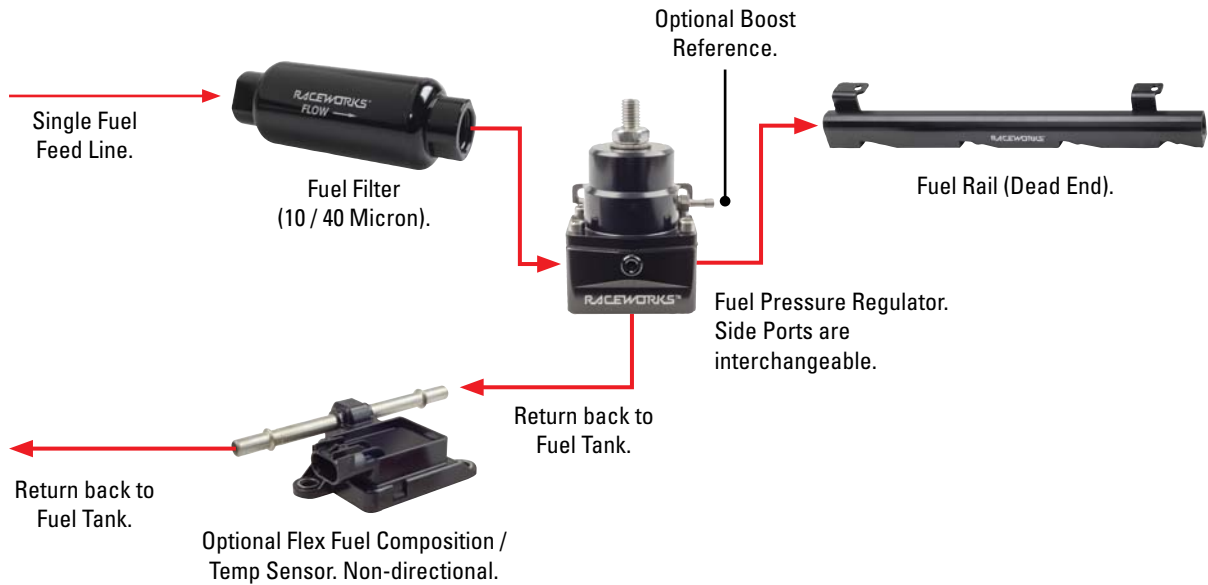


Which is the best way to plumb your fuel system? Everyone has their own opinion!

Some will argue that a dead end system is better as the fuel lines don't suffer from as much heat soak. Others say a regulator after the fuel rail will have better control of the fuel pressure, and act like a pulsation dampener if placed near the rail, should pulsations be a problem. In our experience, all four of these suggested options work well.

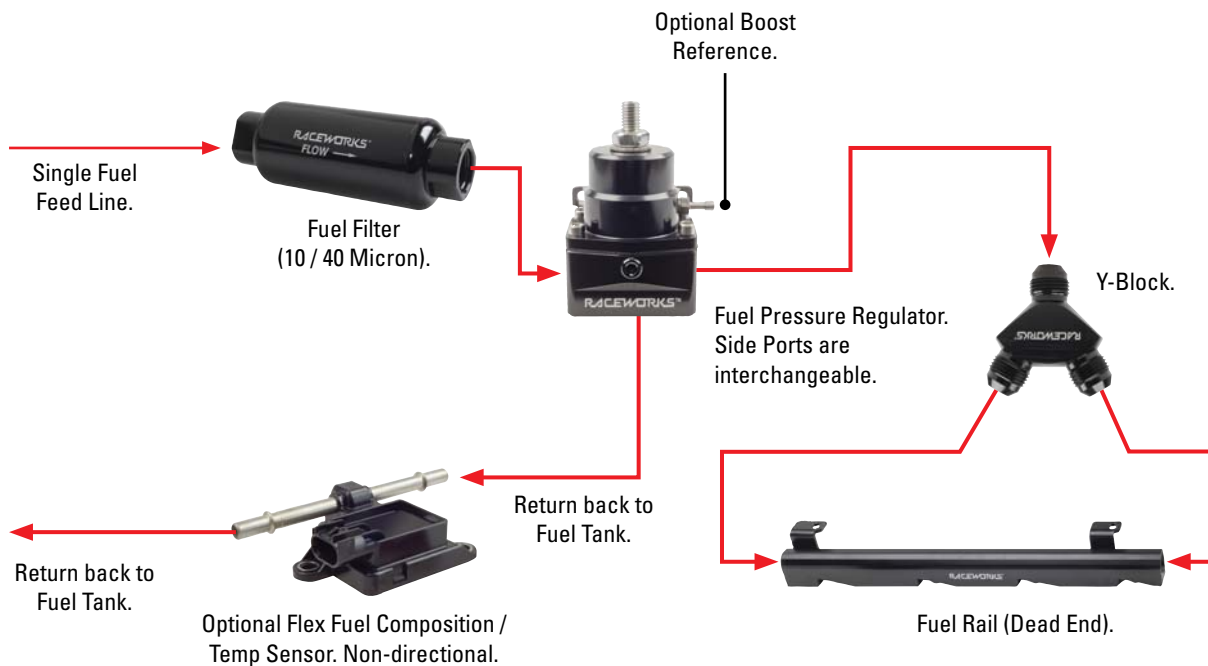
OPTION 1 - DEAD END - SINGLE ENTRY

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OPTION 2 - DEAD END - TWIN ENTRY

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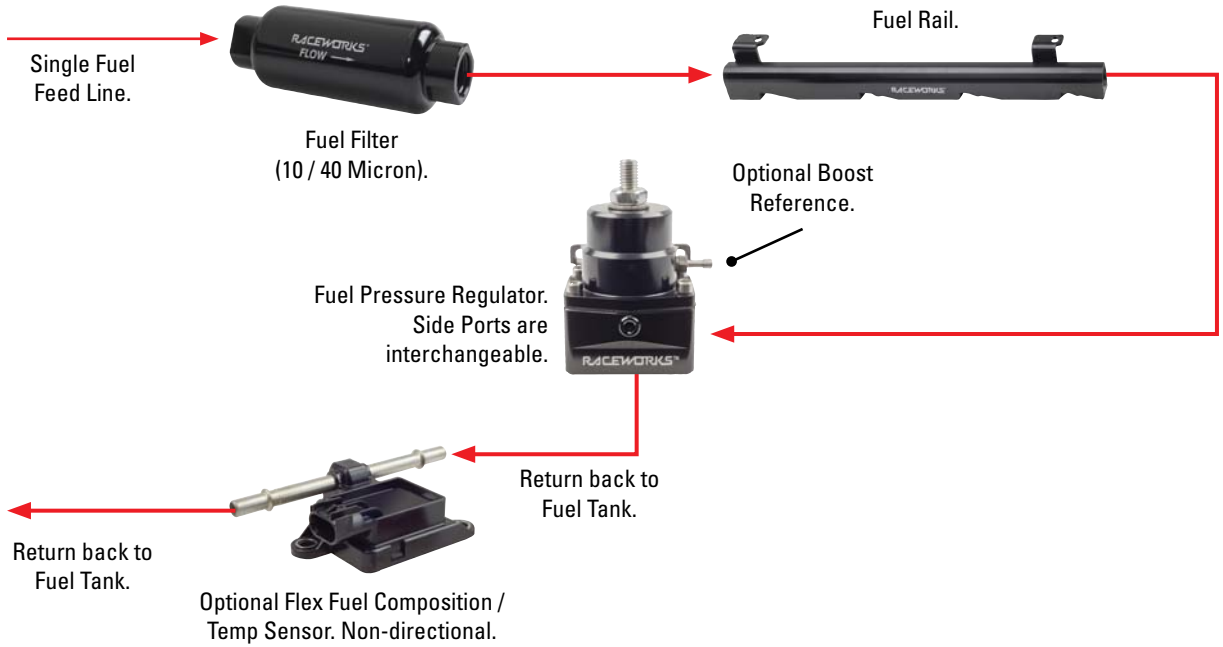
INLINE 4 / 6 ENGINE

OPTIONS 3 - 4



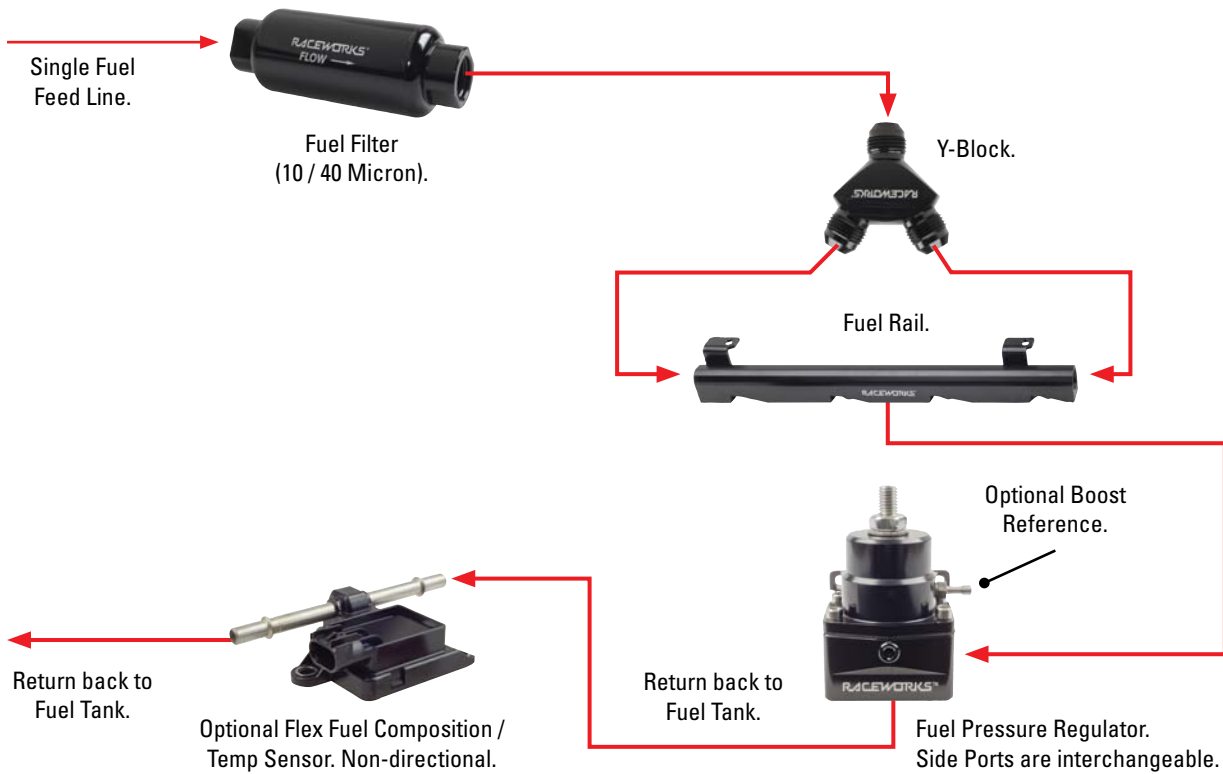
OPTION 3 - RETURN SYSTEM - SINGLE ENTRY

RECOMMENDED BY RACEWORKS



OPTION 4 - RETURN SYSTEM - TWIN ENTRY

RECOMMENDED BY RACEWORKS



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