

EFI FUEL SYSTEM PLUMBING GUIDE – INLINE 4 / 6 ENGINE OPTIONS 1 & 2

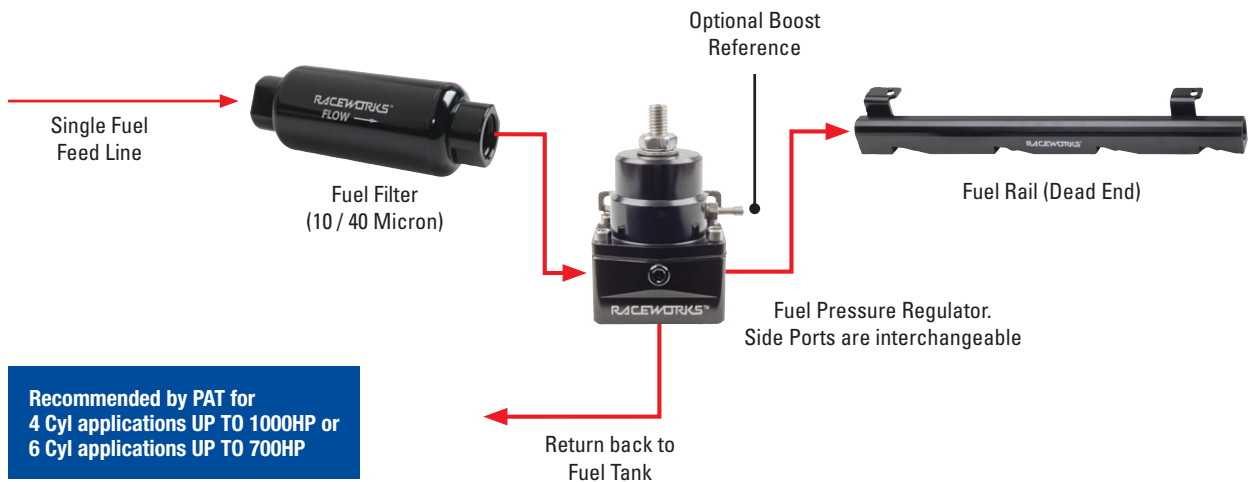
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TECH TIP –
WHICH IS THE BEST WAY
TO PLUMB A FUEL SYSTEM?
EVERYONE HAS
THEIR OWN OPINION!

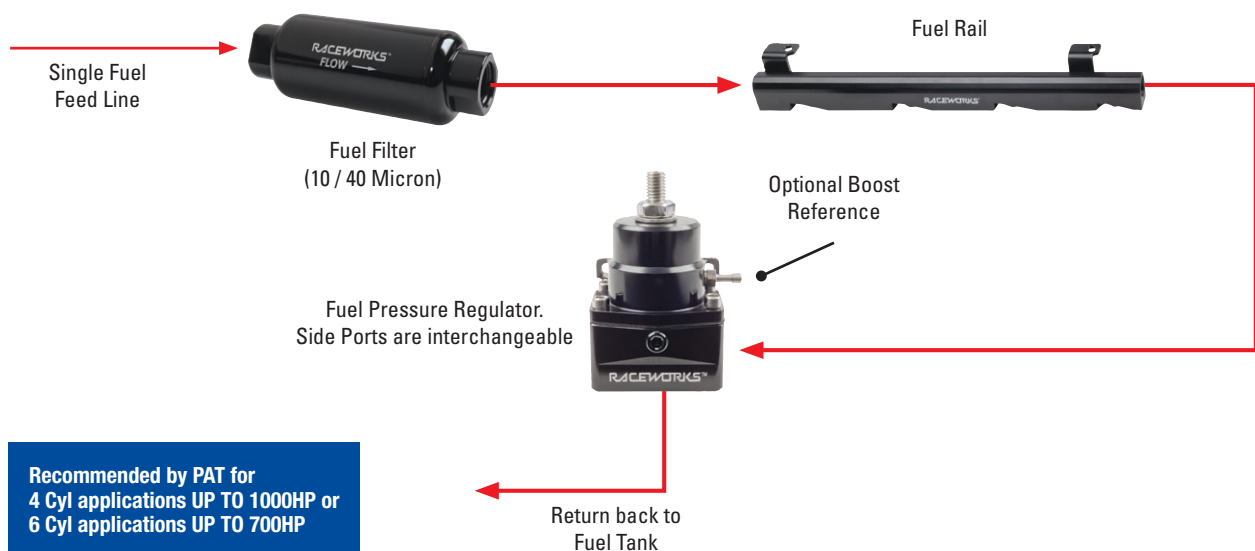
Some will argue that a dead end system is better as the fuel lines don't suffer from as much heat soak. Others say a regulator after the fuel rail will have better control of the fuel pressure, and act like a pulsation damper if placed near the rail.

In our experience, both options work well, however we do find in Forced Inducted applications, the regulator operates more effectively near the engine with a boost reference, as opposed to the opposite end of the vehicle without a boost reference.

OPTION 1 – DEAD END – SINGLE ENTRY



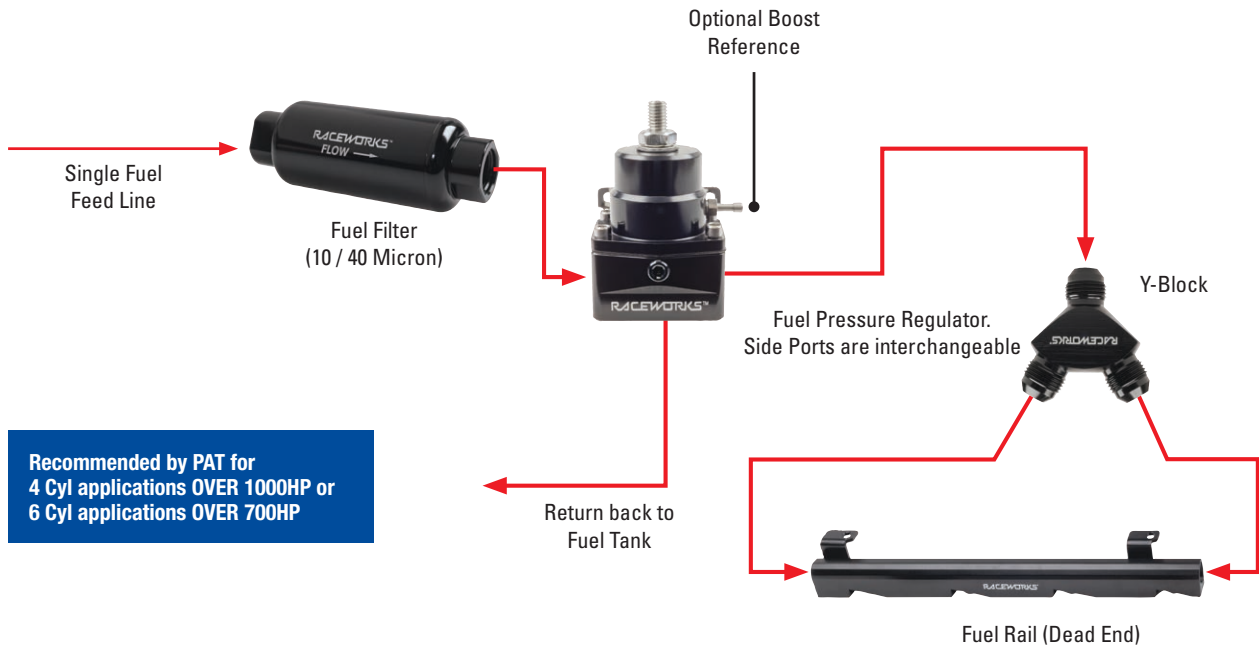
OPTION 2 – RETURN SYSTEM – SINGLE ENTRY



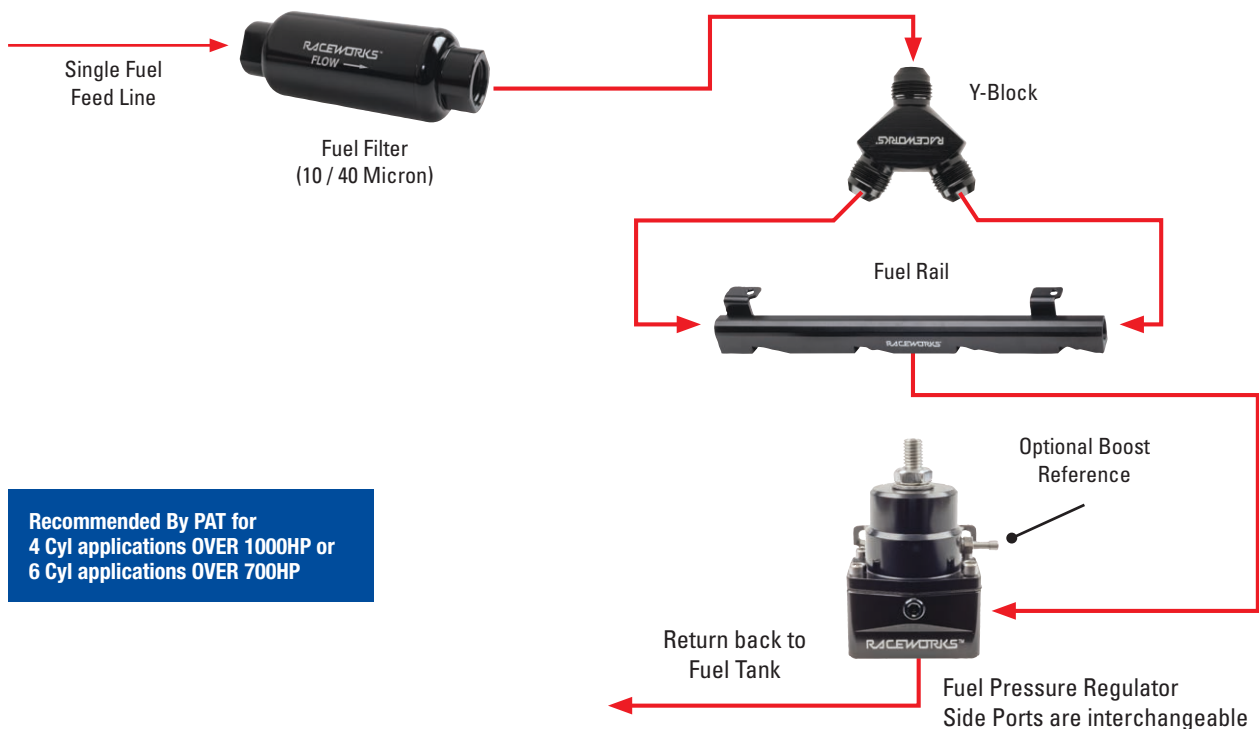
EFI FUEL SYSTEM PLUMBING GUIDE – INLINE 4 / 6 ENGINE OPTIONS 3 & 4

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OPTION 3 – DEAD END – TWIN ENTRY



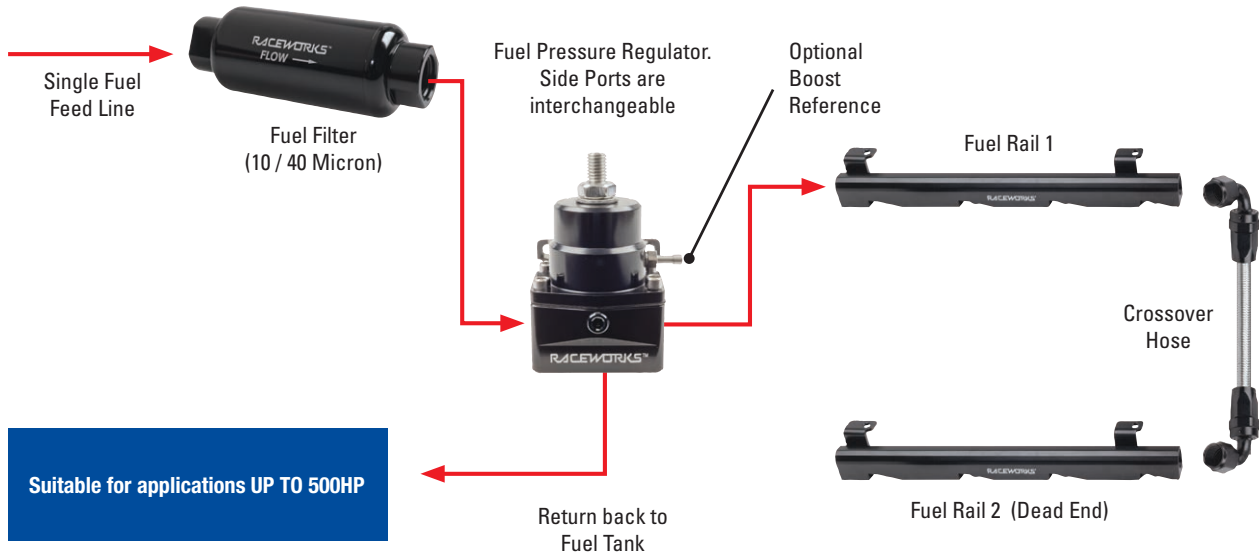
OPTION 4 – RETURN SYSTEM – TWIN ENTRY



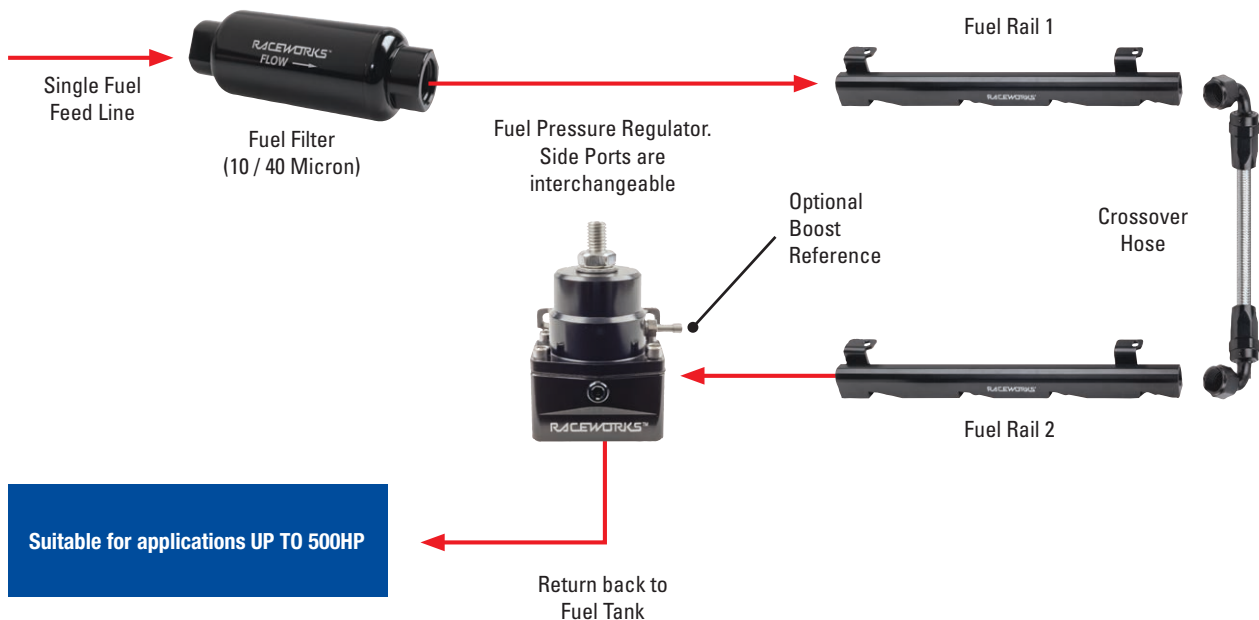
EFI FUEL SYSTEM PLUMBING GUIDE – V6 / V8 ENGINE OPTIONS 1 & 2

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OPTION 1 – DEAD END – CROSSOVER



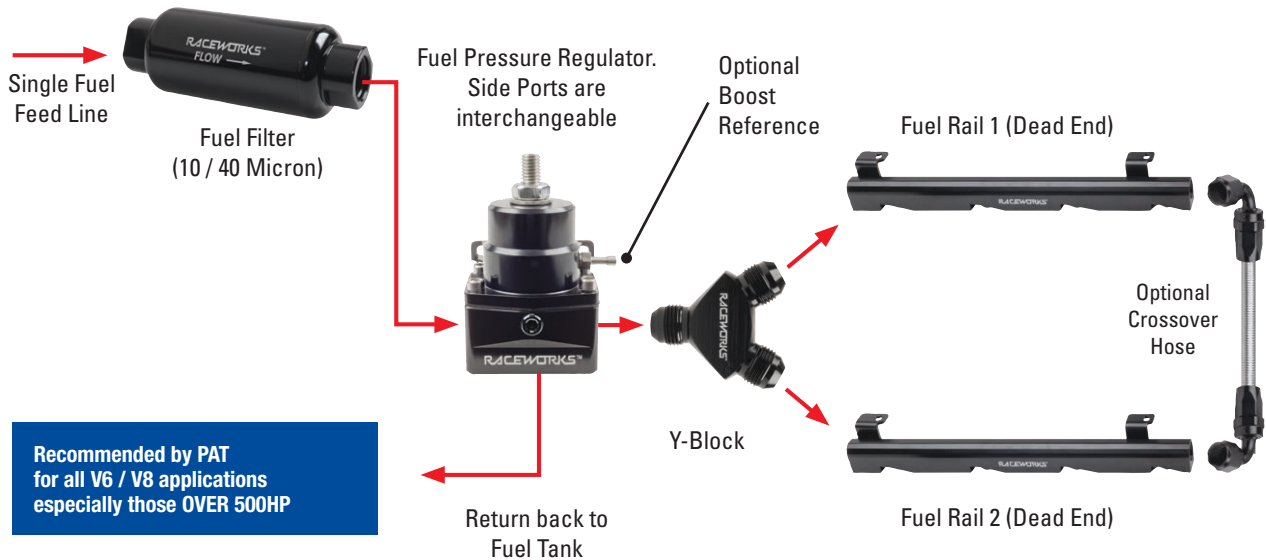
OPTION 2 – RETURN SYSTEM – CROSSOVER



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OPTION 3 – DEAD END WITH Y BLOCK



OPTION 4 – RETURN SYSTEM – Y BLOCK

