



Pressure Memory Kit Instructions

Fuel Pressure – Boost – Engine oil pressure...

If used for fuel pressure, this unit **MUST** be tapped into the fuel system on the NOZZLE side of the barrel valve. When the throttle is shut at high engine speed (such as at the finish line), the fuel system will see a momentary spike...even if you use a secondary, "pump saver" or pull the fuel shutoff at the same time. If the pressure source for this kit is on the pump side of the barrel valve, it will simply record this spike and provide worthless data.

Note that this unit records peak pressure. It may be necessary to have someone bleed the pressure from it after the burnout in drag racing applications if the burnout RPM exceeds the engine speed achieved on the race track.

This kit may be supplied assembled FINGER-TIGHT for shipping purposes. Please use a small amount of high quality, teflon based liquid thread sealant compound on the 1/8" pipe threaded components. Make sure all connections are tight to avoid dangerous leaks.

After installing the components into the bolt-on tee to suit your configuration, test the unit for leaks by blowing compressed air into the check valve and wait a period of time to see if the pressure bleeds off.

If you mount the tee against a flat surface, be sure that the brass check valve has been tightened/positioned so that the hex portion is parallel with the back surface of the tee and does not interfere with mounting!

In methanol and nitromethane applications, be sure to purge the unit of fuel after the racing is done just like you would the rest of your fuel system.

