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Forums Members' Corner Auto Multi-Media

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How To: Install a B&M fuel pressure regulator. (pics)



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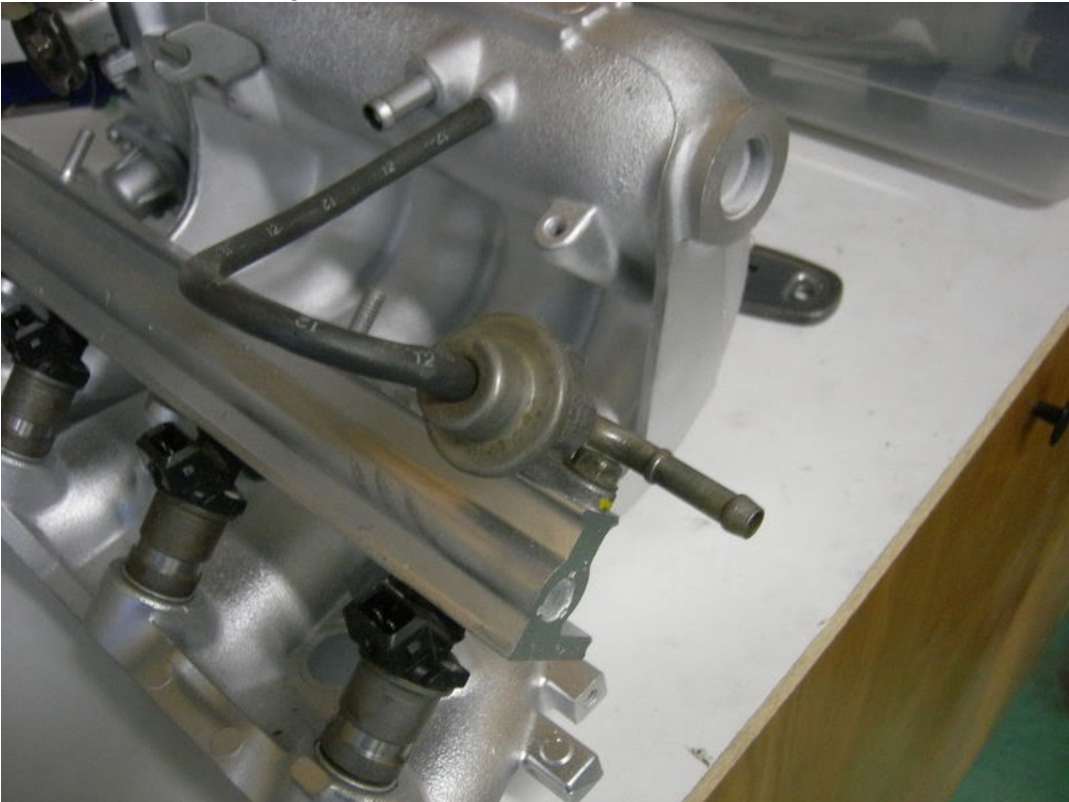


Andrew
New Member

Media: 7

Heres another one of my pointless ramblings... I guess it might help someone...

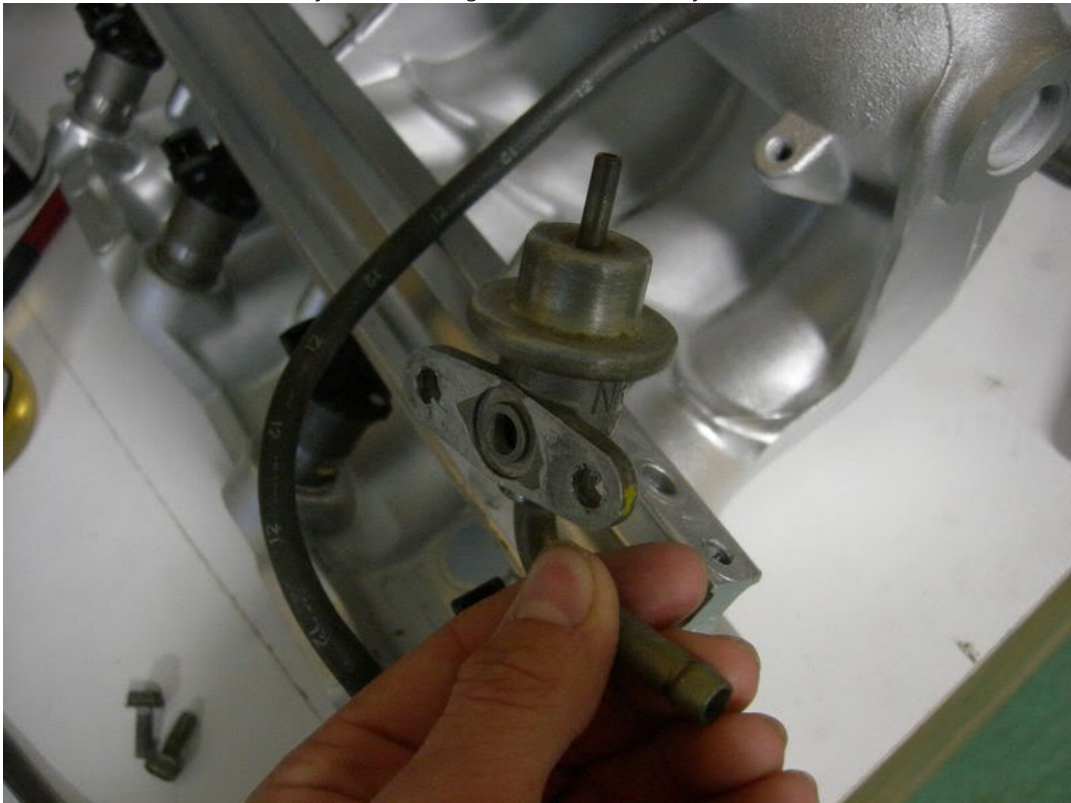
1. Locate your Fuel Pressure Regulator (FPR)



2. Remove it via the (2) 10mm bolts holding it on.



3. Heres the underside. I've already taken the o-ring out. Don't throw it away!



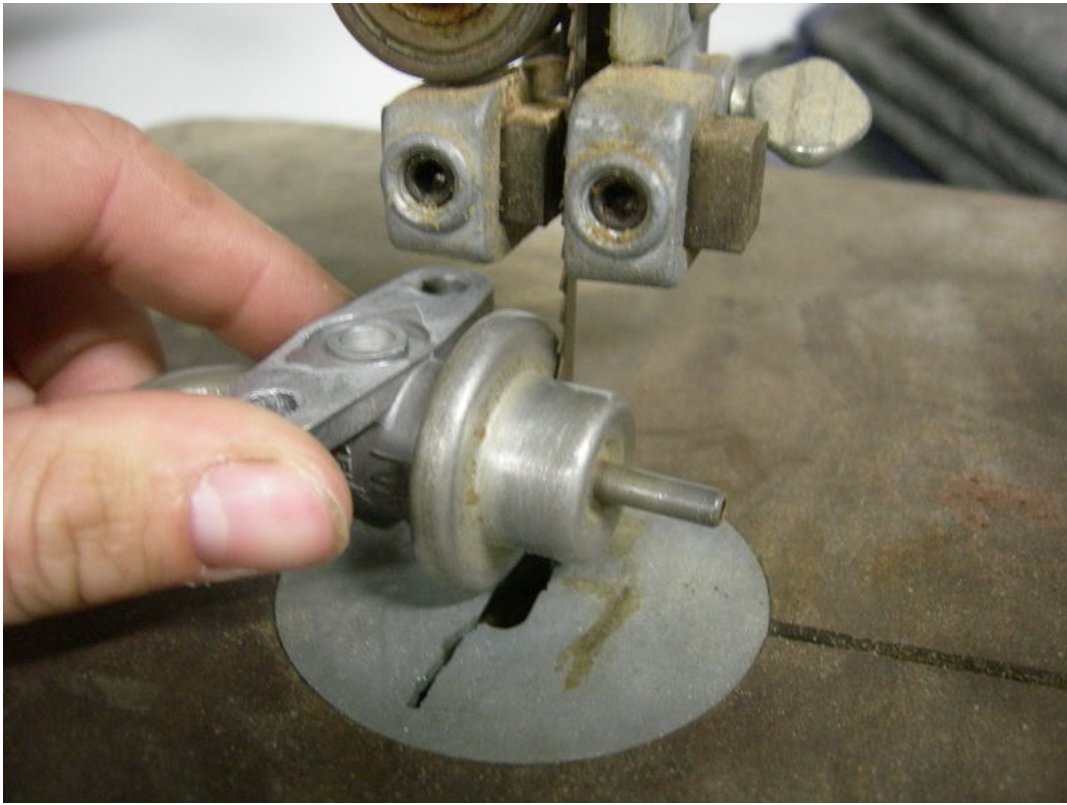
4. Gather up your B&M FPR kit.



5. Here comes the part where you need to remove the upper portion of the stock FPR. Make sure to give it some gap (about 1/8"), so you don't damage the inner pin.



6. **Don't** cut it like this!



7. Heres what you should be looking at after you chop it off.



8. Clean up the edges with a sander.



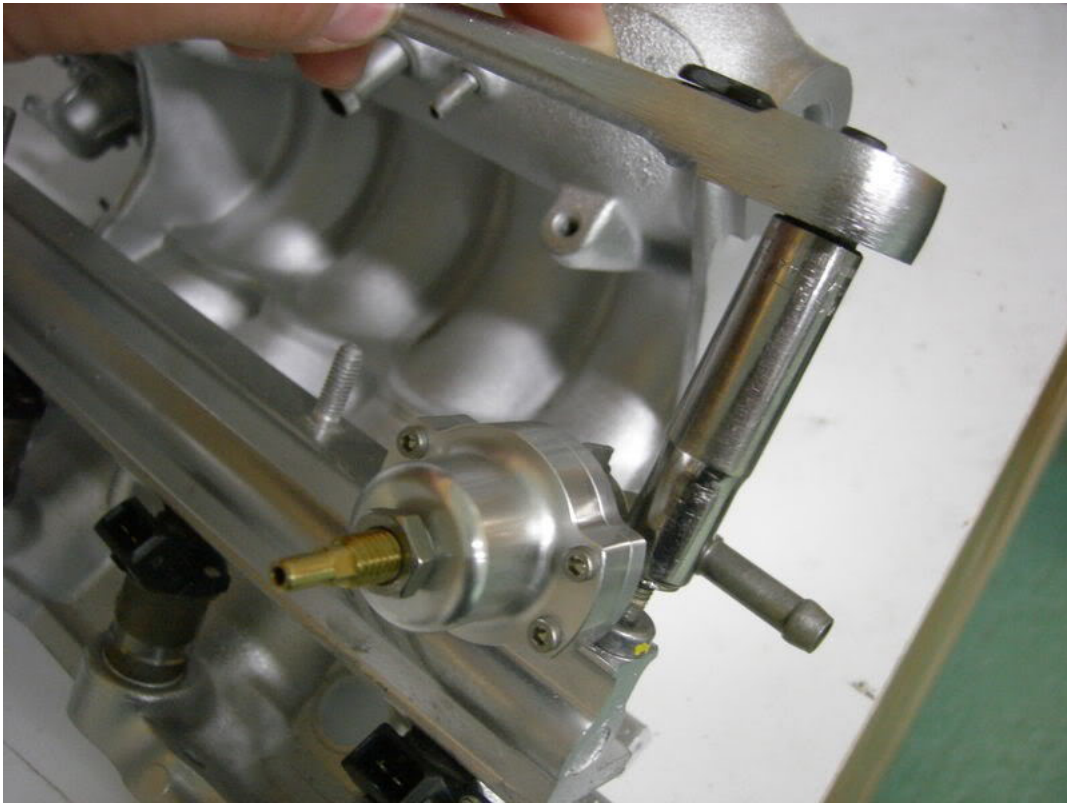
9. Install the provided O-ring into the B&M part.



10. Install the lower part of the kit to clamp everything together. Be sure to put the 'open' side facing the fuel inlet, as shown.



11. Slip the factory o-ring back onto the FPR, then screw it to the fuel rail.



12. Slip on the new Vacuum hose if desired, and your done!



Now wasnt that simple?

-Andrew

Andrew, Dec 20, 2006



#1

You simply rule.

Your write-ups have been amazing and not just honda specific.



NissanNiNJA2nd
Senior Member

Great work and please continue with these.

NissanNiNJA2nd, Dec 20, 2006

#2

1 person likes this.



chestercheeto48
Senior Member

please tell me that is not a wood blade in your band saw.....

chestercheeto48, Dec 20, 2006

#3



Andrew
New Member

Media: 7

Haha... yeah it's a woody... hey, it worked didnt it?

Thanks for the compliment nissanninja!

Don't worry about me stopping my posts... as hard as I try I can't shut up...

oh btw, I talked to B(pissedoffsol), and am trying to get a "DIY Forum" started up. like they have over on D-series.org.. I'm out of room in my sig! (lol)

Last edited: Dec 20, 2006

Andrew, Dec 20, 2006

#4



klyph
Dismember

There is more useful info in your sig than all of my posts combined



klyph, Dec 20, 2006

#5

1 person likes this.



Andrew
New Member

Media: 7

Juss tryin to help out

Andrew, Dec 20, 2006

#6



cheese9988
Senior Member

Media: 6

Is the Corona part of the install? 😊

cheese9988, Dec 20, 2006

#7



Its a very important part of doing anything that involves gas, bandsaws, and cameras...

cheese9988's sig said:

1000 posts, in 3 1/2 years!

Andrew

New Member

Media: 7

I joined March of this year 🙄

Last edited: Dec 20, 2006

Andrew, Dec 20, 2006

#8

**cheese9988**

Senior Member

Media: 6

Andrew said: ↑

Its a very important part of doing anything that involves gas, bandsaws, and cameras...

I joined March of this year 🙄

My new goal is one post a day. h34r:

cheese9988, Dec 20, 2006

#9

**benjerman112**

New Member

i just did mine to day wasn't as bad as i thought whats should psi be set as?



benjerman112, Feb 3, 2008

#10

**Andrew**

New Member

Media: 7

^ Depends. 40-45psi should be fine for most bolt-on motors.
Stock Honda FPRs are set at 37psi.

Andrew, Feb 4, 2008

#11

**DOHCtaDA9**

New Member

Compatible with boosted engines?

Can the B&M pressure regulator be used for boosted engines? Is it a rising rate? I'm trying to find a regulator and am considering this particular one.

DOHCtaDA9, Mar 10, 2008

#12

Yes of course, it will work great

If you'd like to pay the extra money, get one of the AEM FPR's or something. They mount remotely like on the firewall, and also do a good job. (look cool too)



Andrew, Mar 11, 2008

#13

Andrew

New Member

Media:

7



Is this a rising rate fpr conversion?

mpage04, Jul 29, 2009

#14

mpage04

New Member



old post being bumped but the endyn mod is an easy mod and should be done when using the b&m

The Old One - Energy Dynamics : Articles

Last edited: Aug 3, 2009

vtcsir1, Aug 3, 2009

#15

vtcsir1

Senior Member

**how to adjust**

hi everybody, sorry i am a noob

I have B&m fpr too, and i cant figure out how to adjust it after i install it?

if anyone can help me with this, it will be very greatful.

thanks

fr353535, Oct 5, 2009

#16

fr353535

New Member



loosen the nut on the top and either screw the adjuster in or out..then tighten the nut..

INJEN78, Oct 5, 2009

#17

INJEN78

HS LEGEND

Media:

2

**problem**

hey i just did this to my 95 civic d16z6 took out the injectors cleaned them and installed fpr as instructed but without gauge ... no the engine will start rogh and cough and sputter out my friend said it could be cause i dont have a gauge and i dont know what my psi setting is at so it could be lean or rich. but one this is i tried to take my intake manifold off and forgot the one on the bottom and i tried to pry the manifold off where some of the gasket was and maybe tore some gasket up could a intake leak have anything to do with it i dont think i could have punctured it that bad thogh

tunerguy95, Feb 25, 2012

#18

tunerguy95

New Member




Hold on, let me grab my internet capable fuel pressure gauge and vacuum leak detector and we'll have you all fixed up.

klyph, Feb 26, 2012

#19

klyph

Dismember



Andrew

New Member

Media: 7

klyph said: ↑

Hold on, let me grab my internet capable fuel pressure gauge and vacuum leak detector and we'll have you all fixed up.

XD

Who knows man. You opened up multiple 'avenues' for problems to arise. Like anything else in the world, start fixing one thing at a time till she runs again.

You sure you're running on all four cylinders? 😬


Andrew, Mar 1, 2012

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Curtir Seja o primeiro de seus amigos a curtir isso.

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