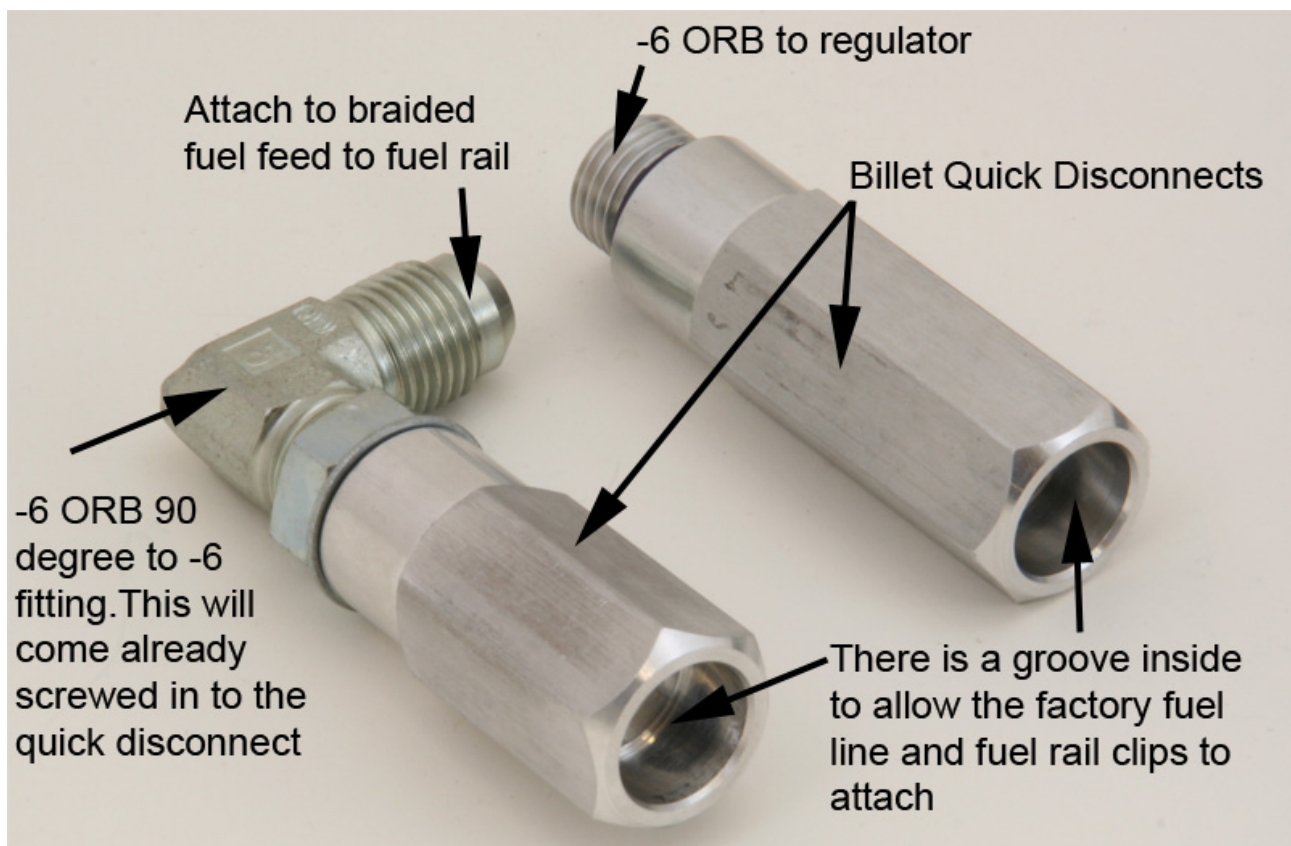


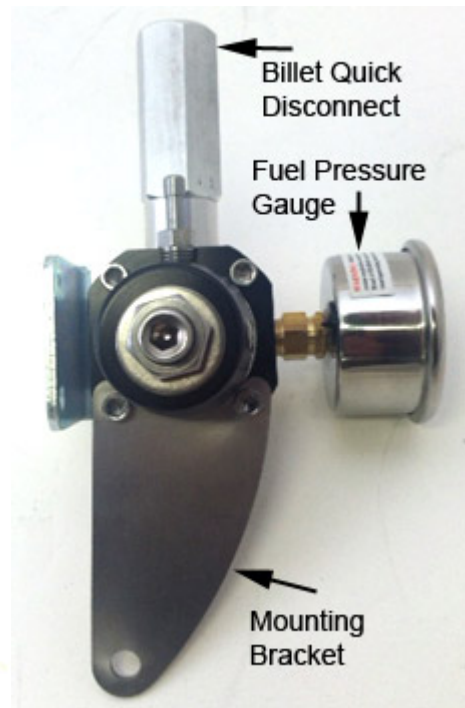
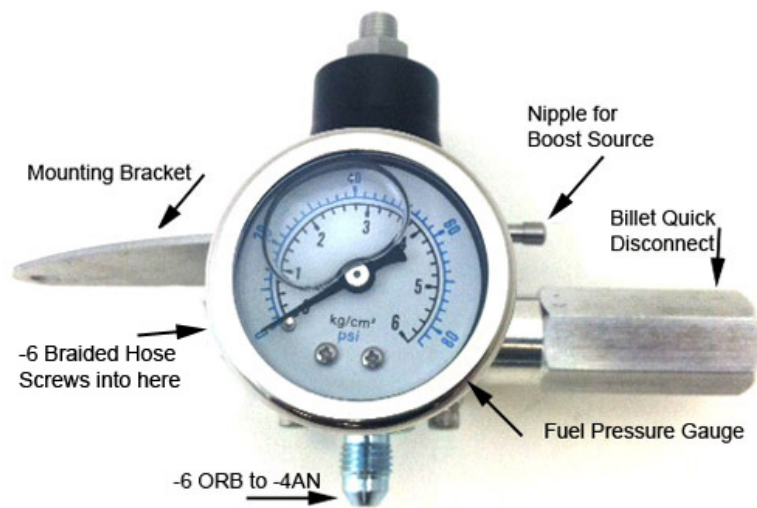


AGP Fuel Return Kit Installation Instructions
FOR RETURN KITS SHIPPED AFTER 8/5/13

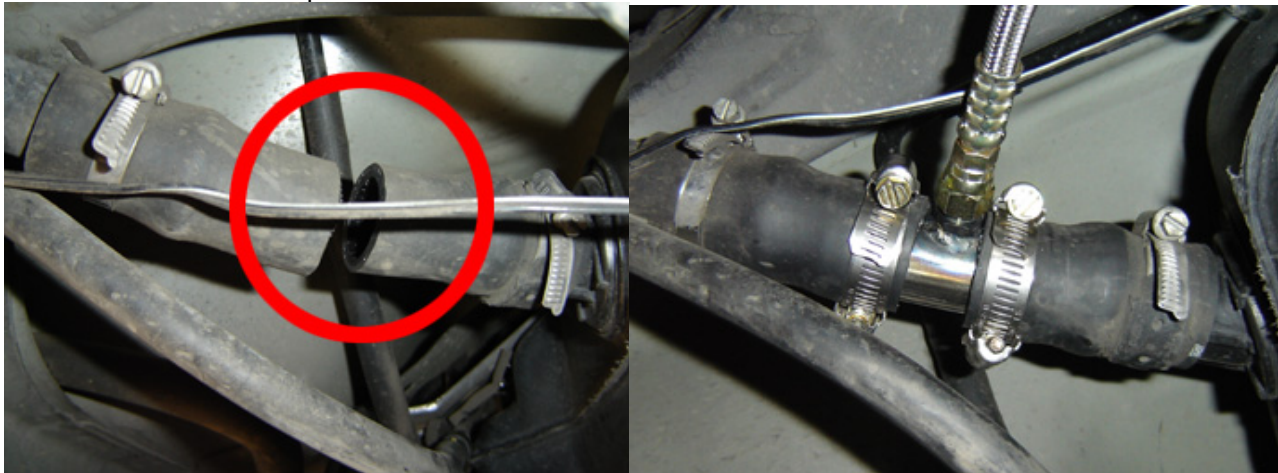
CAUTION – FAILURE TO FOLLOW INSTRUCTIONS CAN CAUSE SERIOUS DAMAGE TO PERSON OR PERSONS AND VEHICLE. AGP Turbochargers, Inc. is not responsible for any damages that occur due to installation or assembly of the following kit. The determination of the fitness of this product to be installed on your motor vehicle is solely that of the installer. AGP Turbochargers, Inc. is not responsible for any injuries, accidents, damages, or potential fires due to the installation of this kit. This kit requires the un-installation of factory fuel components. Use precaution when working with raw fuel as there is a possibility of fire. Keep all lighters, matches, and hot devices away from your body and all engine components when installing the Fuel Return Kit. If you are uncomfortable installing these components, please contact a professional.



Attach the bracket, necessary fittings, and fuel pressure gauge to the regulator as shown in the following pictures. Connect the quick disconnect fitting to the factory feed line at the firewall. (you might want to use some WD-40 or silicone lubricant on the fitting to allow it to slide on a little easier). You might want to wait to attach the bracket to the car as you'll want to have the ability to move the parts around while you're connecting everything.

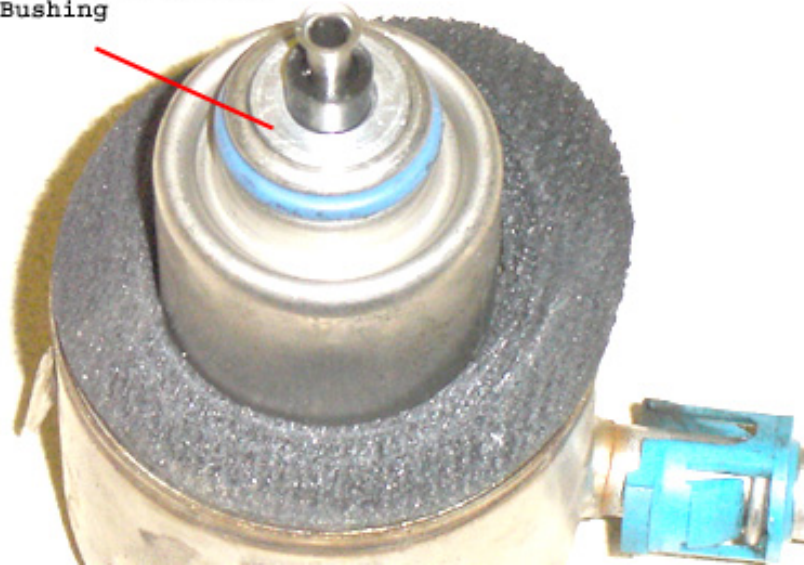


Run the -4 return line from the regulator and zip tie all the way down towards the filler neck assembly at the tank. Once back at the filler hose, you will cut a 1.5 to 2 inch section out of the 1 inch diameter rubber hose to allow for the return adapter to fit. Picture seen below

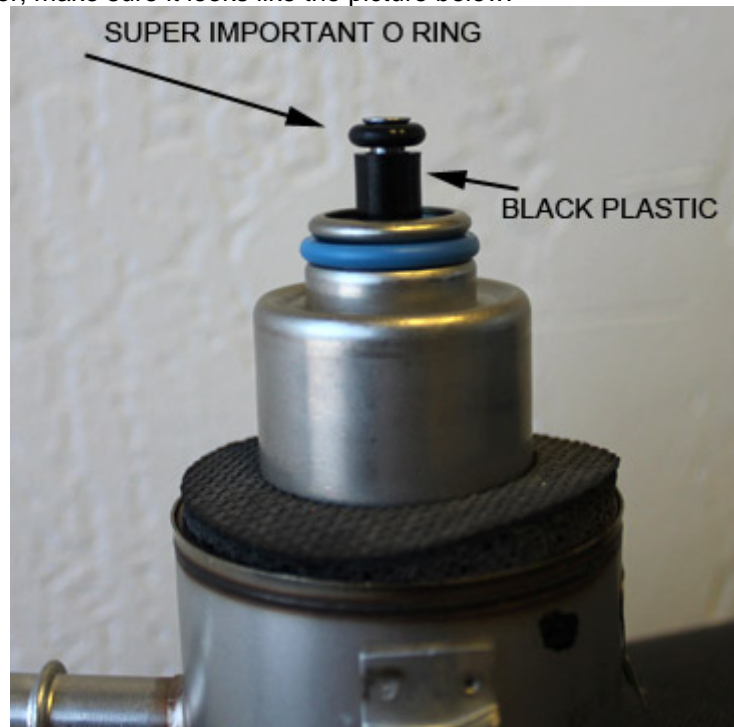


Next you'll want to remove the factory fuel filter/regulator assembly from the tank. This is located on the round white plastic cap located on the passenger's side of the fuel tank. Press the tabs in, and pull out the filter/regulator. Use the supplied aluminum bushing to plug the function of the factory regulator as shown below. Press the bushing over top of the nipple on the filter assembly and tap until it is flush with the body of the filter.

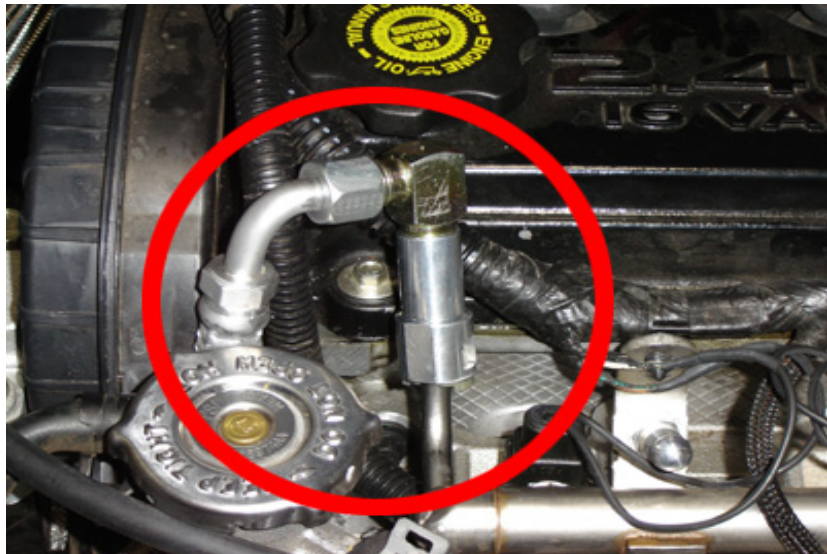
Aluminum Blockoff
Bushing



Please note that there is a super important o ring at the tip of the factory regulator. If your factory regulator does not have the o ring still attached to the tip, you need to inspect the canister and fish it out. If you do not have the o ring anymore, we have supplied a new SUPER IMPORTANT O RING. Note that before reinstalling the regulator; make sure it looks like the picture below.



If while pressing in your block off bushing, your BLACK PLASTIC has been pushed down as well, and does not resemble the above picture, then use a second supplied SUPER IMPORTANT O RING. Double stacking these o rings is completely necessary to hold one in the proper location. IF YOUR BLACK PLASTIC HAS NOT MOVED WHEN PRESSING IN YOUR BLOCK OFF BUSHING, THERE IS NO NEED FOR ANY EXTRA O RINGS.



The next step is going to be to connect the feed line to the stock rail. Attach the straight end of the -6 hose to the regulator and run the 90 degree end up towards the fuel rail. Connect the 90 degree end of the hose to the 90 degree -6 to -6 ORB as shown in the picture above. NOTE: You might want to bend the nipple on the fuel rail back towards the engine about one to two inches to allow hood clearance. This is very easy to do, and will not cause any problems with fuel flow. Also, use WD-40 or silicone lubricant on the connection to allow it to attach easier.

If you wish, you can run a vacuum/boost source to the nipple on the regulator, or a boost only source to that nipple. Check with your tuner to find out which way is best for your application. For those running flash based tunes from AGP Turbo, we recommend a boost only source and set the regulator to 50psi.

You now have all of the connections in place. You will want to double and triple check all of the fittings to make certain they are tight. We don't recommend using any type of thread sealer on any of the connections as they are either o-ring or flare fittings. You may have to tighten the connections securely. Attach the regulator bracket to the strut mount with the supplied nut and screw as shown in the pictures below.



Before you start the car, turn the key to the "on" position five to ten times every 20 seconds to prime the system. Check all connections and make certain there are no fuel leaks at any of the fittings. Start the vehicle and let idle for about 10 minutes, keeping an eye out for any leaks at the fittings. Before you operate your vehicle follow this procedure each and every time you start your vehicle to ensure that every connection is tight.