

Fuel Injected, Adjustable



Fittings Included

Pro-Series, Boost Reference EFI Regulator P/N 13110

For high horsepower EFI applications - the tuner's choice to support 2000 HP.

If your EFI Engine requires high volume, high pressure fuel delivery, you need the Pro-Series Boost Reference EFI Regulator. Recommended for use with Aeromotive Eliminator Fuel Pump P/N 11104, Pro-Series Fuel Pump P/N 11102 and the NEW Pro-Mod Pump P/N 11116.

- References Vacuum/Boost on a 1:1 ratio. Includes two boost line adapters, one barbed for rubber hose and the other for -4 AN braided line (prevents blow-off in high boost applications).
- Adjustable base pressure from 30 to 60 PSI.
- Includes Aeromotive's exclusive, high flow fittings:
 - Three -8 AN and one -10 AN inlet ports, two with -8 flare adapters.
 - One -10 AN return port with -10 flare adapter, port plugs included.
- Auxiliary ports available for nitrous fuel supply, pressure gauges or transducers.
- Electroless nickel-plating finish on the body, with type II bright dip black anodized cap.
- Dedicated 1/8" NPT port for mechanical pressure gauge.

Ultra-High Flow Adjustable EFI Regulator P/N 13113

Base pressure adjustable from 40-100 PSI. Vacuum/Boost Reference 1:1. Ultra-high flow design engineered for Aeromotive Billet Belt-Drive and Hex-Drive Fuel Pumps. Suitable for EFI engines making 4,000+ HP. Compatible with methanol and gasoline.

Perfect for use with any EFI fuel pump developing over 200 GPH at EFI pressure.

- Adjustable base pressure from 40 to 100 PSI.
- References Vacuum/Boost on a 1:1 ratio. Includes two boost line adapters, one barbed for rubber hose and the other for -4 AN braided line, to prevent blow-off in high boost applications.
- O-ring boss ports, -10 AN and -8 AN inlet ports and -10 AN return port.



Regulators

EFI Stand-Alone, Adjustable



A1000-6 Injected Bypass Regulator P/N 13109

For performance EFI applications, on the street or at the track.

The Aeromotive A1000 and A1000-6 Injected Bypass Regulators were developed for medium to high horsepower EFI applications. Compatible with the Aeromotive A1000, Tsunami and 700 HP Fuel Pumps. Either of these regulators is rated for continuous duty or racing applications. Both regulators deliver the highest flow and pressure control available.

- Base pressure is adjustable from 30 to 70 PSI.
- Gasoline and alcohol compatible.
- P/N 13109 provides two -6 AN ORB inlet ports and one -6 AN ORB return port.
- P/N 13101 provides two -10 AN ORB inlet ports and one -6 AN ORB return port.
- Fuel pressure rises on a 1:1 ratio with boost, 1/8" NPT gauge port included.



A1000 Injected Bypass Regulator P/N 13101



Fittings Included

Compact EFI Regulator P/N 13105

For applications producing up to 1,000 HP where space is at a premium.

Big performance in a small package, the Compact EFI regulator fits small spaces with no compromise in performance. Flows enough to handle 1,000 HP. Ideal for EFI engines requiring only one inlet port.

- Adjustable from 30 to 70 PSI.
- -6 AN inlet and -6 AN outlet port: fittings included.
- Dedicated, 1/8" NPT gauge port located opposite the inlet port (not shown).
- Fuel pressure will rise on a 1:1 ratio when referencing boost.

Universal Bypass Regulator P/N 13301

Dual purpose, universal regulator for carbureted or EFI fuel systems in street or track applications. Base pressure adjustable from 3 to 20 PSI with standard spring (installed) or 20 to 60 PSI with high pressure spring (included).

Developed for optimum compatibility with Aeromotive's Street/Strip (SS) Fuel Pump, this bypass style regulator is capable of handling any fuel pump up to 1500 lb/hr. With the included high-pressure spring, the 13301 Universal Bypass Regulator can handle EFI duty with both A1000 and Eliminator fuel pumps.

- Fuel pressure will rise on a 1:1 ratio when referencing boost.
- All ports are 3/8" NPT, with one inlet and three outlets around the main body, one return port on the bottom.
- Beautiful type II bright dip anodized finish.
- Bypass design provides the ultimate, dynamic fuel delivery system. Requires a -8 or larger return line to be installed from the bottom of the regulator back to the top of the tank.

