



DieselManor, Inc.
61 Peppermint St., Goffstown, NH 03045
Ph. 603-497-2281 Fx. 603-497-3783
www.dieselmanor.com info@dieselmanor.com

Taking the Mystery out of Diesel Performance™

Suggested Installation Procedure

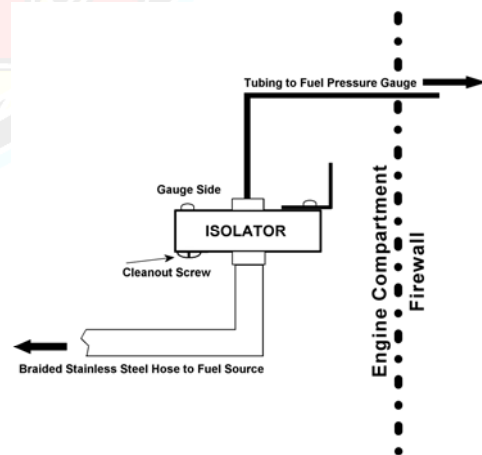
Fuel Pressure Gauge Isolator Part #: DM-CGI2240

CAUTION: Diesel fuel and gasoline are extremely flammable and their vapor is explosive. Please exercise common sense! There should be no smoking or open flames within 50 feet of the work area. If any fuel spills, contain and clean it up immediately. Do not let fuel sit on painted surfaces; otherwise damage to the finish may result.

The DieselManor Fuel Pressure Gauge Isolator is intended to be mounted under the hood of the vehicle in order to isolate fuel from the passenger compartment. If you find that the installation of this product is beyond your ability we recommend that you take it to a qualified mechanic for installation.

Apply 1-½ wraps of Teflon tape to each of the brass 1/4" NPT to 1/8" NPT adapters and install them in each of the ports on the isolator. NOTE: Always keep a wrench on the side of the isolator which is being tightened to avoid overstressing the screws which hold the halves of the isolator together. Mount the isolator under the hood using the supplied fasteners. Stainless steel machine screws with nuts and lock washers or self-tapping screws can be used. We recommend that you apply a thread locker, such as lock-tight, to the mounting screws due to vibration concerns.

Fill the upper half (gauge side) of the isolator with antifreeze to within 2 threads of the top of the brass adapter fitting. NOTE: Failure to put antifreeze in the gauge side of the isolator voids the warranty. Connect the fuel pressure gauge tubing to the top of the isolator. Typically this will be a 1/8" OD tubing kit with a 1/8" tube OD to 1/8" NPT male compression tube fitting (a right angle fitting is supplied with this kit). Once again, apply 1-½ wraps of Teflon tape to the threads of the fitting before screwing it into the isolator. If the tubing is less than 6 feet from the gauge to the isolator, it is not necessary to fill the tubing with antifreeze. Longer runs will require filling the tubing. A handheld vacuum tool makes



this a simple process. Small amounts of air bubbles will not affect the performance of the isolator. A 3/8" snap grommet is also included with this kit. It can be used for cleanly routing tubing through

firewall. The snap grommet requires a 5/16" hole. Connect the fuel source to the bottom of the isolator using a braided stainless steel fuel hose. Make sure that the stainless steel braided hose does not contact any component that may cause chafing. You can cover the hose with split loom tubing to prevent this. Crank the engine and remove the air bubbles from the fuel line by loosening the cleanout screw on the bottom of the isolator. Be prepared for fuel spills.



TECH TIPS and TROUBLESHOOTING



1. Low fuel pressure – If you suspect that you have a low fuel pressure reading at the gauge, make sure you have added antifreeze (a 50/50 mix of antifreeze and water) to the top of the isolator. Most often a low fuel pressure reading at the gauge means there is a leak somewhere on the gauge side of the system, or the fuel pump is weak.
2. Visible Leaks – Because both sides of the isolator are under pressure, any leaks will be evident and display fuel or antifreeze somewhere on the outside of the housing. The 4 housing screws have been tightened to a specific torque and the thread locker applied. Retightening of these screws should not be necessary.
3. Slow Leaks - Most leaks occur from one or more of the fittings installed in the system. All NPT threads should have a thread sealant applied. If you gauge reads normal after startup, but over time the pressure drops to the gauge, you should check the fittings on the gauge side of the isolator. Antifreeze may not make it all of the way up to the gauge if you did not fill the tubing with it, so a leak may not be visible.
4. Compression tube fittings – Both under tightening and over tightening toe compression tube fittings can cause a slow leak. When tightening the fittings you should do so just enough so that the tube does not pull out or easily rotate.
5. No reading at the gauge – Most causes for the gauge not reading are due to one or both of the compression tube fittings being too tight. Over tightening of a compression tube fitting could constrict the ferrule (sleeve) inside, blocking off pressure to the gauge. Once the ferrules have been compressed they cannot be reused. Replacement ferrules can be purchased at most hardware stores. The size is 1/8". DieselManor also stocks replacement compression tube fittings if you need a new fitting.