

## **Fuel Pressure Gauge Notes**

• 1989-1998, 12-valve





While the addition of a fuel pressure gauge isn't necessary on the '89-'98 12-valve engines with the mechanical fuel delivery pump, we can offer some tips should you want to install a gauge.

The biggest concern is how to easily tap into the fuel system. There a couple of ways to do this and we've listed the parts required below.

For all '89-'98 12-valve engines: Tap into the fuel system at the *fuel filter housing*:

BF-BBS010 - CUMMINS Banjo Snubber (12mm)

For '94-'98 12-valve engines:

Tap into the fuel system at the *P7100 injection pump*:

BF-CBS010 - CUMMINS Banjo Snubber (14mm)

For '03-'09 24-valve engines:

Tap into the fuel system at the CP3 or fuel filter housing:

BF-BBS010 - CUMMINS Banjo Snubber (12mm)

The benefit of using a Banjo Snubber is that it has fuel snubber built into the fitting to keep any fuel pressure pulsations at the injection pump from making it to the fuel pressure sending unit (electrical) or fuel isolator (mechanical). This prevents the needle of the fuel pressure gauge from jumping around and giving you false readings.

If you choose not use a Banjo Snubber then we suggest using an RLT Snubber (RLT-SNUBBER) to dampen the fuel pressure spikes from the fuel pump.

Once a banjo bolt snubber is installed you will need to find a way to get the fuel to the sending unit (electrical) or isolator (mechanical). The Vulcan Universal Fit Fuel Pressure Line (VULCAN-FH) will work with either type of fuel pressure gauge. This is needed on the electrical gauge so that the electrical sending unit is not mounted directly on the engine otherwise heat and vibration will cause premature failure of the sending unit.

The Vulcan Universal Fit Fuel Pressure Line is needed on the mechanical gauge to get the fuel from the Tapped Banjo Bolt to the isolator with a rubber hose that will not break or kink easily like plastic tubing can.

