



RONS FUEL INJECTION SYSTEMS

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## INSTRUCTIONS FOR USING THE HIGH-SPEED BYPASS

- 1) Without having the high-speed bypass in the system, find the main jet that gives you the best 60 foot and 1/8 mile time. This is usually achieved by making the system richer. You will usually find that the engine will lay down on top end and mph will be off.
- 2) Install high-speed bypass into the system. The high-speed should be placed on the pressure side of the pump with a return line to the tank. You may also tee into the feed line to the barrell valve and return to tank.
- 3) To richen or lean top end, screw brass plunger in (or out) 1/4 turn, equals approximately 5 lbs. pressure. Increase turn in, decrease turn out. Adjust until the best e.t. and speed.

The purpose of the high-speed bypass is to allow richer low speed fuel rates combined with the ability to lean the engine back on the top end. Once the high-speed has been properly adjusted, it will lean down the top end to restrict fuel flow, increasing high RPM output.

**NOTE:** We install a jet to restrict fuel at initial opening so fuel pressure will not drop sharply.

On circle track cars, sprints, midget, modified, etc., the high-speed also acts as a fuel bypass when getting out of the throttle, so not to load up engine with fuel. Check with us on application so we can provide proper jet in the high-speed.