



# EPICYCLE RACING SERVICES

115 CARLINGFORD RD EPPING  
SYDNEY 2121 AUSTRALIA

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## Part # EDU001 Type 3

**Please note:** These instructions refer to **Type 3** Ducati VariRegs. Type 3 VariRegs may be distinguished by a hole & groove machined into the end face of the adjustment screw.

### **VariReg** -Variable Pressure Fuel Regulator

Suitable for:- Ducati 916-998 / 748 all models.

The Epicycle **VariReg** will allow a fuel pressure rate of 300 kPa (stock) to 540 kPa.

By increasing the pressure available at the injectors, more fuel will flow thus richening mixtures. The available increase in fuel pressure is sufficient to allow the fitment of performance parts, without the high end lean condition normally experienced with the stock fuel pressure. This lean condition is the result of injectors that are too low in flow rate, and even when switched on continuously, are incapable of delivering the required quantity of fuel. Changes to the fuel mapping may be required when using this product.

The increase in fuel pressure is variable by the owner and may be altered at any time as required. The unit comes pre-set at 450 kPa.

It should be noted that the **VariReg** is designed for a maximum pressure of 540 kPa, but pressures in excess of 450 kPa require the fitment of the CORSA style high output fuel pump.

**\*\* Under no circumstances should the pressure exceed 450 kPa if using the standard road pump! \*\***

*Pressures may be set in the following manner.*

**\*\* This method should be used as a guide only. Use of a suitable pressure gauge is recommended.\*\***

1. Rotate the adjustment screw "IN" (clockwise direction) using an 11mm or 7/16" spanner until the head of the screw is seated against the body. Use a tommy bar in the 5mm hole in the side of the **VariReg** to prevent rotation of the body.

2. Wind "OUT" the adjustment screw to obtain the following pressures.

Screw turns out	Pressure kPa +/- 5
0	540
1.0	500
2 + 1 flats	450 as delivered
3.0	420
4.0	380
5.0	340
6.0	300 stock setting

**DO NOT ATTEMPT TO FIT THIS UNIT UNLESS YOU ARE COMPLETELY CONFIDENT IN YOUR OWN ABILITY AND POSSESS THE RELEVANT WORKSHOP MANUAL.**

**NO LIABILITY FOR DAMAGE TO THE MACHINE OR PERSONAL INJURY CAN BE ACCEPTED BY THE MANUFACTURERS OR THEIR DISTRIBUTORS UNDER ANY CIRCUMSTANCES ARISING FROM THE FITMENT OR ATTEMPTED FITMENT OF THIS PART.**



**It is highly recommended that a pressure & flow test be carried out before & after installation of the *VariReg* to determine fuel system condition.**

Stock 300 kPa, *VariReg* as delivered 450 kPa.

Checking of fuel pressures alone is not a true guide to the fuel system condition. The fuel system should be checked for pressure as well as flow rate. The fuel filter is situated between the pump and the injectors, therefore, if the rate at which fuel passes through the filter is **less** than the rate of fuel consumed by the injectors, the fuel pressure will drop causing a lean condition.

Should pressures be lower than the regulator setting or flow rate be lower than the acceptable limit for that engine, then there are a few items that might be the possible cause.

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|-------------------------------------|--|
| 1. Blocked fuel filter              | Low fuel pressure only at high engine loads. |
| 2. Split fuel hose within the tank. | Low fuel pressure during static testing.     |
| 3. Unserviceable fuel pump.         | Low pressure under all conditions.           |

**Exclusive Distributors:** Kenma Australia Pty. Ltd.

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