

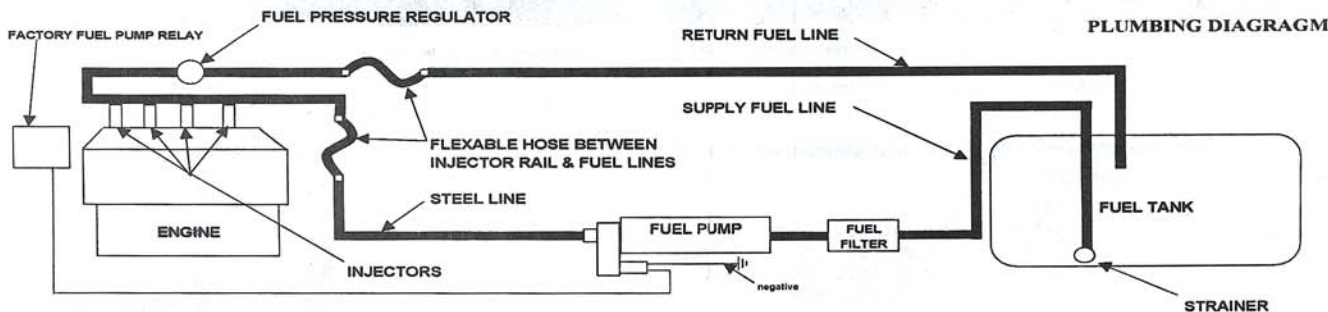
## CAUTION

GASOLINE IS INVOLVED AND VAPORS WILL SETTLE IN LOW AREAS, SO WORK IN A WELL VENTILATED SPACE AWAY FROM SPARKS OR OPEN FLAME SUCH AS A PILOT LIGHT. HAVE A CLASS 'B' FIRE EXTINGUISHER CLOSE BY. TO ELIMINATE THE CHANCE OF FIRE OR PERSONAL INJURY, THE FUEL SYSTEM PRESSURE MUST BE RELIEVED BEFORE SERVICING ANY FUEL SYSTEM COMPONENT. REFER TO THE MANUFACTURER'S SERVICE MANUAL FOR SPECIFIC STEPS OF THE FOLLOWING PROCEDURES.

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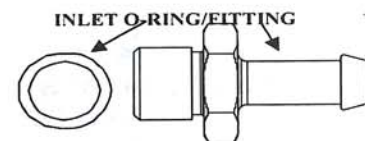
This pump is designed only for fuel injection systems with return fuel lines. Do not install this pump on returnless systems.



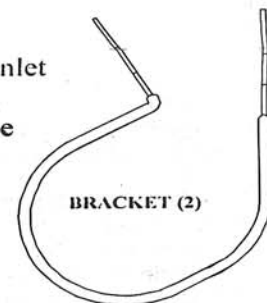
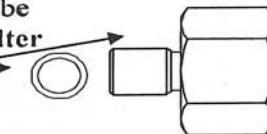
### UNIVERSAL MFI/TBI FUEL PUMP INSTALLATION INSTRUCTIONS

THIS IN-LINE FUEL PUMP IS A PUSHER TYPE PUMP, AND SHOULD BE MOUNTED NEAR THE FUEL TANK WITH THE HARDWARE PROVIDED.

1. Before installation, disconnect the negative battery cable to eliminate the possibility of arcing.
2. Select mounting location on the frame or other firm body member no more than 24" above the bottom of the fuel tank, away from all moving parts, exhaust system, and excessive road splash. Do not mount the pump in the trunk. It is imperative that a good quality in-line filter be used on the inlet side of the pump (between the fuel tank and the pump). **Failure to Use a Filter Will Void Warranty.**
3. The fuel tank must have at least two lines going to it, a supply and a return line. If the fuel tank does not have a return line, a tank must be found that does, or the existing tank must be modified to contain a return line. If the tank must be modified to contain a return line, it is recommended to use a new fuel tank that has never had fuel in it.
4. Push inlet o-ring past the threads and onto the shoulder of the inlet fitting. Then thread the inlet fitting onto the inlet of the pump. Torque the fitting to approximately 75 in-lbs.
5. Push outlet o-ring past the threads and onto the shoulder of the outlet fitting. Then thread the outlet fitting onto the outlet of the pump. Torque the fitting to approximately 75 in-lbs.
6. 3/8-inch rubber fuel hose is acceptable between the fuel pump and the fuel tank. Install a steel fuel line from the location of the pump outlet to the fuel rail. The pump end of the fuel line must be a 3/8-inch double flare fitting. At the other end of the steel fuel line leave an open section to install a section of high-pressure fuel hose between the injector rail and the steel fuel line. O.E. fuel injection hoses and fittings are recommended. (See plumbing diagram.)
7. Loosely mount the pump brackets, with 5/16 bolts, to vehicle spacing them about 1 inch apart. Slide the isolator sleeve onto the pump. Install the pump into the brackets. Tighten bolts and connect the pump and filter to fuel lines/hoses.
8. Locate a good ground to attach the black wire of the connector. Run the red wire to the factory fuel pump relay. If not utilizing the factory relay & wiring harness, it is recommended to use minimum 16 gauge wire, no larger than a 20 amp fuse, oil pressure shut off switch, and switch the fuel pump through a relay.
9. After installation is complete, check all connections for fuel leakage and repair as necessary. Fuel leaks are both dangerous and can cause poor pump performance.



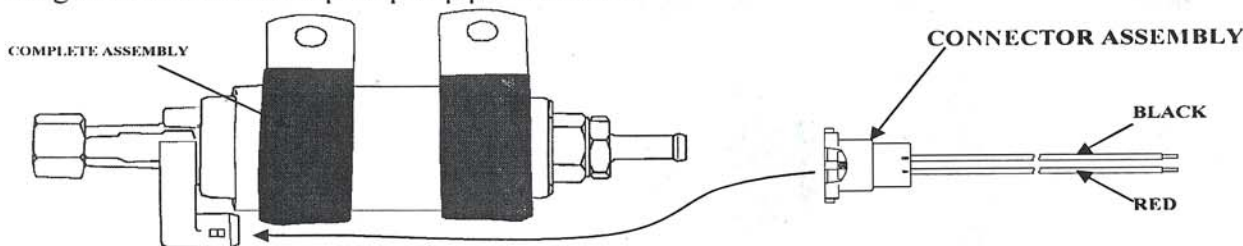
INLET O-RING/FITTING



BRACKET (2)



ISOLATOR SLEEVE



COMPLETE ASSEMBLY

CONNECTOR ASSEMBLY

BLACK

RED

## WARNING

NOT FOR USE IN AIRCRAFT OR OTHER NON-AUTOMOTIVE USE. THE USE OF A PUMP FOR OTHER THAN THE APPLICATION LISTED WILL VOID THE WARRANTY AND COULD DO SEVERE ENGINE DAMAGE.

## WARNING

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