

IN-LINE FUEL PUMP

INSTALLATION INSTRUCTIONS

The 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. When using the In-Line Pump to replace a mechanical pump, disconnect lines from the mechanical pump and connect them together in a suitable manner, thus bypassing the pump. Make sure all connections are tight, as they will be under pressure. A leak in this area will result in a dangerous situation. The outlet port of the mechanical fuel pump should be sealed to eliminate excess pressure on the camshaft. If the mechanical fuel pump is removed from the engine, a suitable plate and gasket must be used to block off the opening to prevent an oil leak. This unit must not be used to force fuel through a defective mechanical pump, since fuel leakage and/or crankcase dilution might result.
3. Select a 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). (See Fig. 1). A new filter is supplied with this pump.

4. Remove a section of fuel line using a tubing cutter, taking care not to allow chips or foreign matter to contaminate the fuel lines. Cap lines to prevent fuel leakage and possible fire during installation.

5. Drill a 1/4" hole and loosely mount bracket to vehicle using screw provided. Install the pump on the bracket, making sure the arrow indicating flow direction is pointing toward the carburetor. Tighten screw and connect pump and filter to fuel lines, using the hose and clamps provided.

6. Install insulators provided onto terminals on both wires. Connect the ground wire to the negative (-) terminal on the pump. Connect the other end of the ground wire with the ring terminal to a suitable ground such as the mounting bracket screw. Connect the positive wire to the positive (+) terminal on the pump. Using the connector (wire nut) provided, attach a length of 16 gauge wire, long enough to run the power source or oil pressure switch. (See Fig. 2). A 3 amp in-line fuse should be used at the power connection. When routing the positive wire, be sure to anchor it securely at frequent intervals to prevent damage and protect it from sharp edges and moving parts.

7. 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.

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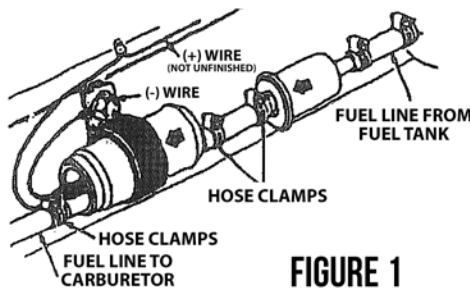


FIGURE 1

NOT APPROVED FOR MARINE OR AIRCRAFT USE.

NOTE: If vehicle has an oil pressure warning light, remove lead from existing pressure switch and connect to "P" terminal of pressure switch.

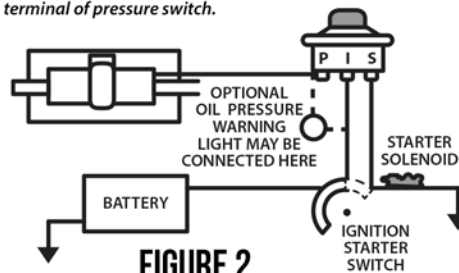


FIGURE 2

I.C.C. MOTOR CARRIER SAFETY REGULATIONS STIPULATE THAT THE FUEL PUMP MUST NOT CONTINUE TO OPERATE AFTER THE ENGINE STOPS.

It is recommended that the Safety Circuit with Oil Pressure Switch be used with all electric fuel pump applications.

Full battery voltage must be available to the pump when the ignition switch is in the **START** or **RUN** position. Do not connect to ignition coil or ballast terminals. The additional safety warnings of "low oil pressure" and "broken oil lines" may also be incorporated. As shown in Figure 2.