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NOTE: Both the Fuel Pump and the Check Valve have directional arrows etched on their sides. Make sure that the arrows are pointed toward the engine (away from the fuel tank).

I. Getting Started:

First, relieve the fuel system pressure. This is done by starting the engine and then removing the fuel pump relay and/or fuse. Allow the engine to run until it quits. Turn the ignition switch off and remove the battery ground (-) cable.

II. Preparing the Fuel Pump

Examine the pump and determine the direction of flow using the arrow on the side and note the polarity for the electrical connections.

Slip the provided isolator sleeve over the body of the pump. Using the brass seal rings, install the inlet and outlet fittings as shown in one of the example configurations, being careful to establish leak free connections. **MAKE SURE THAT THE CHECK VALVE IS DOWNSTREAM (engine side) OF THE RUBBER HOSE.** This will insure that the hose is not subjected to excessive pressure when the system is not in operation.

III. Electrical Connections

Observing proper polarity, securely attach the ring terminals to the pump terminals with the supplied nuts. Do not over tighten. **Do not remove the nuts or the plastic isolators attached to the pump as delivered from the factory.**

This fuel pump must be installed in a fused circuit.

If a pressure sensor is being used it should be placed downstream (engine side) of the pump and the check valve.

IV. Final assembly

After securely mounting the pump, re-install the fuel pump relay/fuse and connect the battery ground. Start the vehicle and check for leaks.

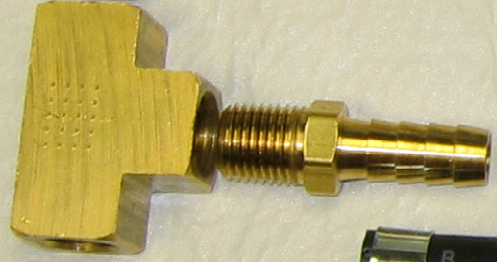
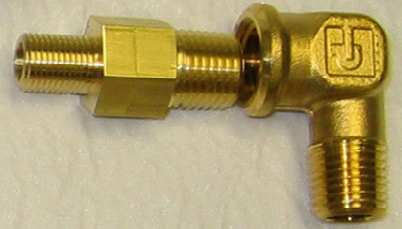
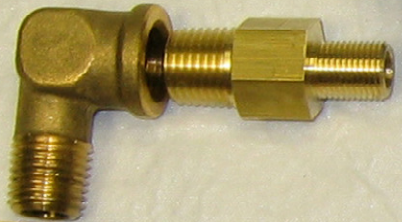
Seal ring →



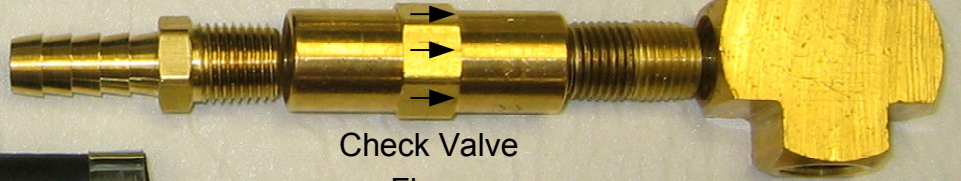
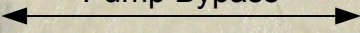
Inlet (from fuel tank) →



Outlet (to engine) →



Pump Bypass



Check Valve

Flow →

