

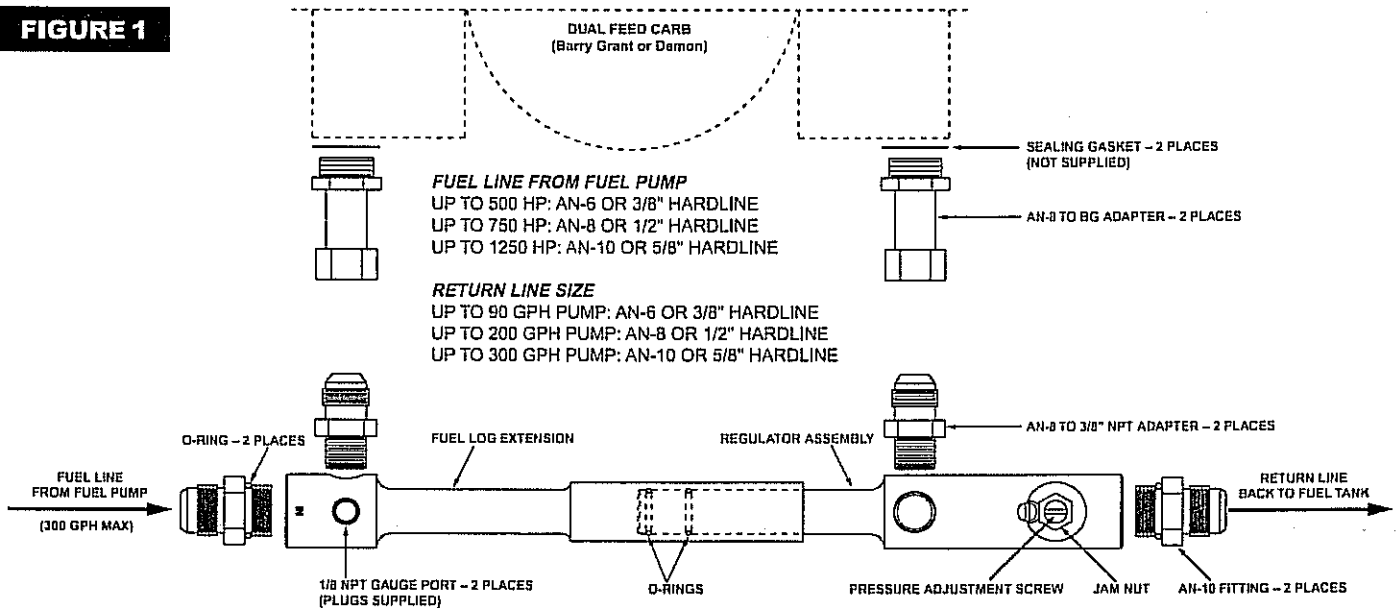


INSTALLATION INSTRUCTIONS AND TECHNICAL INFORMATION

RETURN LOG

PART NO. 4304M

FIGURE 1



- Mallory's fuel return log features a built-in adjustable return regulator. The pressure can be adjusted while the engine is running. There are no shims to change and the fittings do not need to be loosened to adjust the pressure. The pressure is adjusted by loosening the jam nut and turning the adjustment screw.
- Fuel pressure is adjustable between about 3 PSI and 12 PSI. Exact range depends on the size of the fuel pump and return line size.
- All fittings are included. The center-to-center distance of the outlets is adjustable to allow use on most BG carbs.
- Thread sealant may be necessary on the 3/8" NPT fittings and on the 1/8" NPT gauge ports.
- Repair kits are available and include all necessary O-rings. These kits can be used for repair, or to convert from gasoline to alcohol or from alcohol to gasoline.
- If AN-8 (or 1/2" hardline) fuel lines are used, the AN-10 fitting(s) can be replaced with AN-8 fittings (such as Earl's PN 985081).
- Assembly is shown with the inlet at the rear of the carb. Assembly can be flipped over so that the inlet is near the front.

IMPORTANT NOTES:

This fuel log is assembled with o-rings for use with gasoline. O-rings are also included for use with alcohol fuel. If you use alcohol fuel, disassemble the Mallory Return Log and replace the installed o-rings with those supplied.

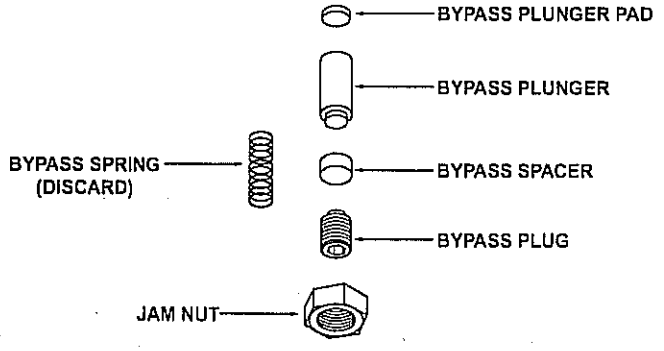
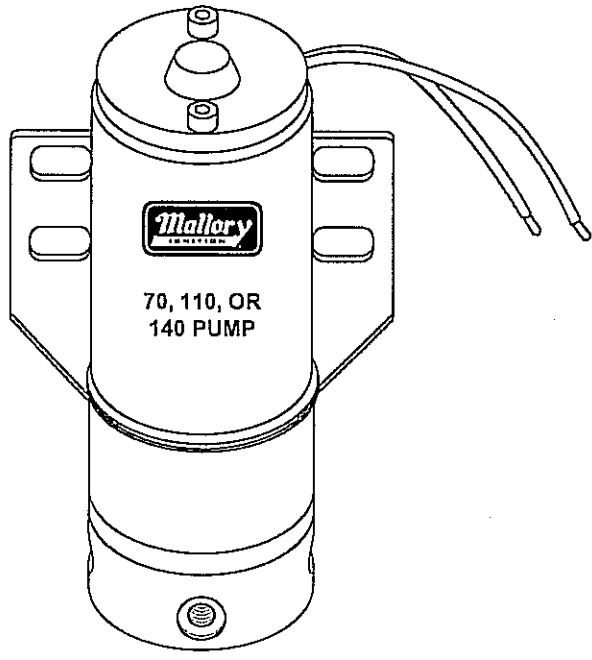
THIS FUEL LOG IS DESIGNED FOR USE WITH PUMPS UP TO 300 GPH.

Use Kit #3173 for gasoline applications.

Use Kit #3174 for alcohol applications.

Lubricate O-rings prior to assembly.

FIGURE 2



9. Because Mallory's Return Log is a return-style regulator, the bypass at the pump must be disabled. If you are using a pump with an external bypass (such as Mallory 250), place a plug in the bypass outlet.

If you are using a Mallory 70, 110, or 140 pump, the bypass spring must be replaced with the bypass spacer included with this Fuel Log (See Figure 2). Replace the spring with the spacer. Apply thread sealant to the bypass plug and tighten the plug until snug. Do not overtighten. Replace and tighten the jam nut (See Figure 2).

If you are using a non-Mallory pump, contact the manufacturer for information on how to disable the bypass.



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