

FUEL PUMP INSTRUCTIONS

ULTRA 350
COMP 400
SS 250

1. Fuel pump must be mounted equal to or below fuel tank/cell bottom.
2. High flow fuel filter must be installed between fuel tank/cell and the fuel pump inlet or pump damage will occur
3. The fuel pump must be plumbed with a minimum of #10an line from the tank to the pump and from the pump to the regulator. #8 AN line must be used for the bypass return to the tank.
4. A 30 amp fuse and relay along with a minimum of #12 gauge wire if under a 6 foot length and #10 if over 6 foot must be used with this pump for safety and proper operation.
5. If there are new hoses installed in the fuel system, before running the pump or the car, the system needs to be flushed. The flushing process starts by unhooking the connection at the regulator inlet, while holding the line into a fuel safe container .Have a friend turn on the pump and run it until there is no more debris in the system. Next step is to reconnect the inlet to the regulator and unhook the lines at the carburetor and repeat the flushing process.
6. Setting by-pass pressure is achieved by adjusting the brass screw that is next to the outlet side of the pump. Turning the screw clockwise raises the pressure and likewise counterclockwise lowers the pressure. Pressure is checked by having a gauge installed in the 1/8 NPT port on the pump. Pressure is adjusted while car is running and should be set between 15-25 PSI for the Ultra 350 and Comp 400 depending on HP and length of line from pump to regulator the SS 250 should be set between 10-16 PSI.
7. Any questions please call us @ 727-347-9915 M-F 8:00 AM – 7:00 PM EST