



Billet 88-97 Chevy C/K 1500, 2500, 3500 Pickup/Suburban Tank Hanger

P/N 12-353

NOTE: Please read all instructions before proceeding with the installation of your new drop in fuel cell pump hanger. Failure to follow these instructions may result in poor performance, vehicle damage, personal injury, or death. If these instructions are not fully understood an installation should not be attempted. In this case please contact Holley's tech service department or a qualified mechanic.

| Parts Included: | |
|------------------------|---------------------------|
| Qty. | Description |
| 1 | Fuel Pump Hanger Assembly |
| 1 | Fuel Pump Inlet Filter |
| 1 | Tank Lock Ring and Gasket |
| 2 | Inlet/Outlet Fittings |
| 2 | Fill Vent Fittings |

Parts Required for Installation:

- Post Pump Filter: Holley HP billet filter or equivalent. EFI systems should have a 10 micron or finer filter while carburetors should have a 40 micron or finer filter.
- Relay Kit (30amp min) – **Holley P/N 12-753** or equivalent
 - Additional wire and connectors may be necessary
- Bypass Fuel Regulator such as **Holley P/N 12-886 (EFI) or 12-887 (Carburetor)**
- Minimum Fuel Line Requirements;
 - AN-06 Feed and Return
- Fitting suggestions for flange:
 - -6 AN → **Supplied**
 - -8 AN → **Earls P/N AT949086ERL (Fitment may vary)**
- Fittings to connect to factory fuel lines:
 - Supply: **AT991955ERL**
 - Return: **AT991954ERL**
- Evap Line
 - If you wish to maintain the EVAP system, the following parts will need to be purchased: **AT984204ERL** and **12-874**. Thread sealant with PTFE will also be needed, and Earls sell's this under **P/N D024ERL**.

Evap Barb and Rollover Valve Install:

1. Remove the installed 1/8 NPT plug from evap port on the flange using a 3/16" hex key.
2. Apply PTFE thread sealant to the threads of the **AT984204ERL** fitting and install it into the top side of the flange.
3. Apply PTFE thread sealant to the threads of the **12-874** and install it directly under the evap port.
4. Press the evap hose onto the barb in the top of the flange.
 - a. **NOTE: this step will be completed upon reinstalling the tank.**

Installing the Pump Hanger:

1. Disconnect the negative battery terminal and slowly release any pressure from the fuel lines.
2. Carefully remove the fuel tank from the vehicle being sure to disconnect any fuel lines and electrical components that are connected to the tank. **NOTE: In some cases, a section of the exhaust may need to be removed in order to remove the fuel tank. NOTE: Drain the tank (if possible) before removal.**
3. Remove the OEM fuel unit from the tank. Note its orientation.
4. Press the included filter onto the inlet of the pump.
5. Install the O-ring gasket that comes with the lock ring into the groove in the tank.

6. Install the Holley unit into the tank so that the pump is in the same location as factory and both it and the level sensor arm are in the tank baffle. It should look like this when installed:



7. Lock the unit in the tank with the included lock ring.
8. Wire the Holley unit using a fuel pump relay such as: **Holley P/N 12-753**.
 - a. Holley module wire colors

| | | |
|-------|---------------------|----------------------------|
| Red | Fuel Pump +12V | Connect to Relay Pin 87 |
| Black | Fuel Pump Ground | Connect to Chassis Ground |
| White | Level Sensor Signal | Connect to Purple OEM wire |
| Green | Level Sensor Ground | Connect to Chassis Ground |

Note: It is recommended to trigger the relay with the factory Gray wire. This will ensure that any factory fuel shutoff safeties are retained with the Holley unit.

9. Set up fuel line and fill vent connections and re-install the tank in the reverse order of how it was removed. **NOTE: Ensure neither fuel lines nor wires are pinched before tightening tank straps.**
10. Once all fuel line connections have been made, re-connect the battery, fill the tank with gas, energize the unit, and check for fuel leaks. If any leaks are found immediately de-energize the unit and repair them. **NOTE: Do not attempt to start the car at this point.**
11. When all leaks have been repaired, cycle the key between the on and off positions a few times to build system pressure. At this point, ensure that the regulator is set to the desired pressure. If not, set the pressure regulator to the desired pressure.
12. Check for leaks once again. If none are found, start the vehicle and take it for a test drive.
13. Check for leaks one last time and correct any if found. If none are found, the installation is complete.

CAUTION: Any fuel that is spilled during any part of this installation should be immediately soaked up with shop towels/rags and removed from the vicinity of the vehicle.

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