



OEM Tank Hanger Instructions

12-370	67-69 Camaro/Firebird
12-371	70-73 Camaro/Firebird
12-372	65-67 Chevelle/Malibu/Station Wagon
12-373	68-72 Chevelle/El Camino/Sprint; 70-72 Monte Carlo
12-374	74-81 Camaro/Firebird
12-376	78-88 GM G Body
12-377	70-86 CJ Jeep
12-378	73-86 GM CK Truck
12-379	55-57 Chevy Exc. Wagon
12-381	68-74 Corvette
12-382	75-77 Corvette
12-383	78-81 Corvette
12-384	68-70 Mopar B Body
12-385	62-65 Nova / Chevy II
12-386	66-67 Nova / Chevy II
12-387	61-64 Impala, Biscayne, Bel Air
12-388	70-74 Cuda / Challenger
12-389	64-76 Mopar A Body

Tools Needed: Philips Head Screwdriver & In-Lb Torque Wrench

1. Install supplied HydraMat onto the pump using the alignment dowel to locate. Press firmly to seat.
2. Remove the two screws holding the fuel level sender onto the assembly. *Note: 12-382 does not require the fuel level sender to be removed.*

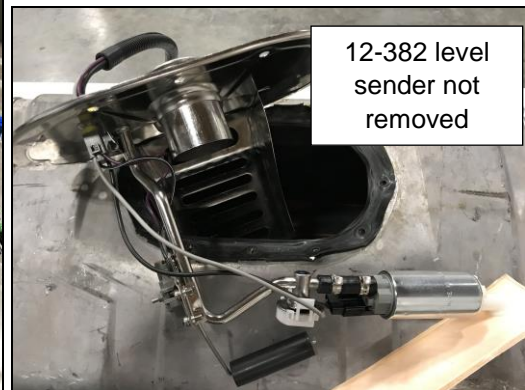
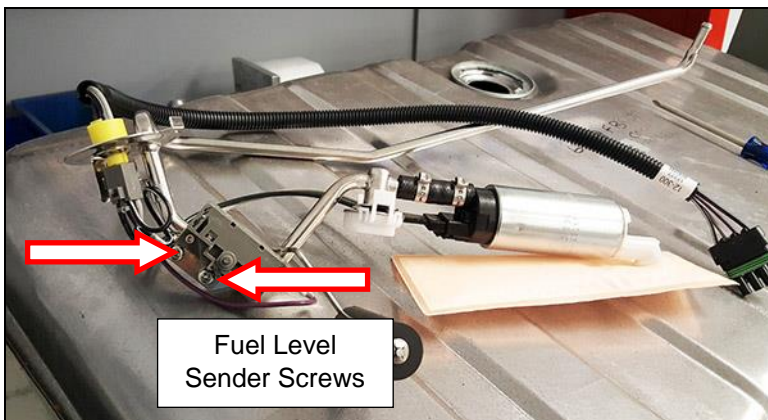


Figure 1

3. Insert the HydraMat and Pump assembly into the tank leaving the fuel level sender exposed. Be sure to insert the long end of the HydraMat into the tank first when you get to the two screw holes for the level sender then insert the sender into the tank starting with the float and secure with mounting screws. Torque to 23 ± 3 in-lbs. *Note: 12-382 does not require the fuel level sender to be removed.*

NOTE: Be sure not to tear the HydraMat as it is being inserted into the tank.

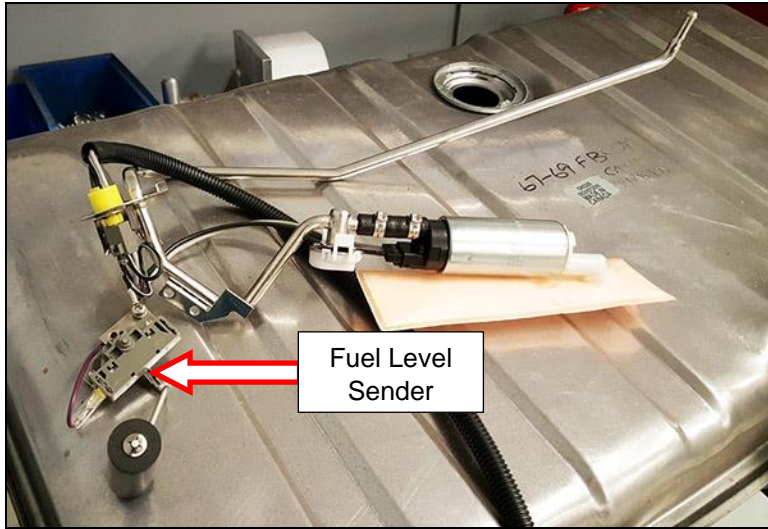


Figure 2



Figure 3



Figure 4

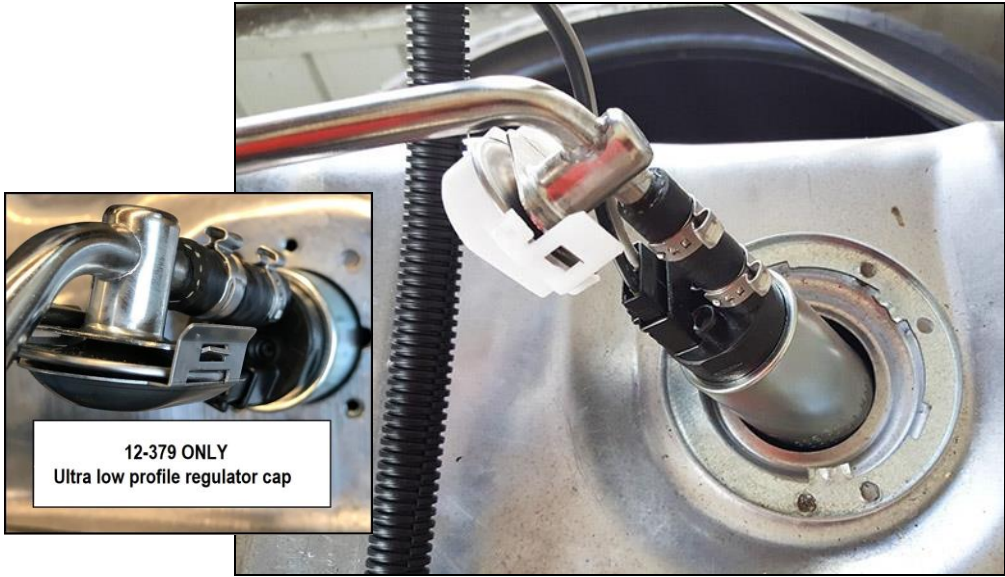


Figure 5



Figure 6

4. Run the supplied O-ring gasket over the supply tube and wires and stretch around the bulkhead plate (**Figure 7**).
Note: 12-382 and 12-383 may have the gasket installed before the fuel level sender.



Figure 7

5. Seat bulkhead plate on gasket and secure with locking ring (**Figure 8**). *Note: 12-379, 12-382 and 12-383 utilize bolts in place of the locking ring. (bolts torqued to 33 ± 1 in-lbs.)*



Figure 8

WIRING:

WARNING! USE A MINIMUM OF 12 GAUGE WIRE. BE SURE TO CRIMP OR SOLDER ALL CONNECTORS SECURELY AND CLEAN ANY AREA WHERE GROUND LEADS WILL BE FASTENED. FAILURE TO USE THE MINIMUM WIRE GAUGE COULD RESULT IN PUMP MALFUNCTION AND/OR ELECTRICAL FIRE, RESULTING IN PROPERTY DAMAGE, SERIOUS INJURY, AND/OR DEATH.

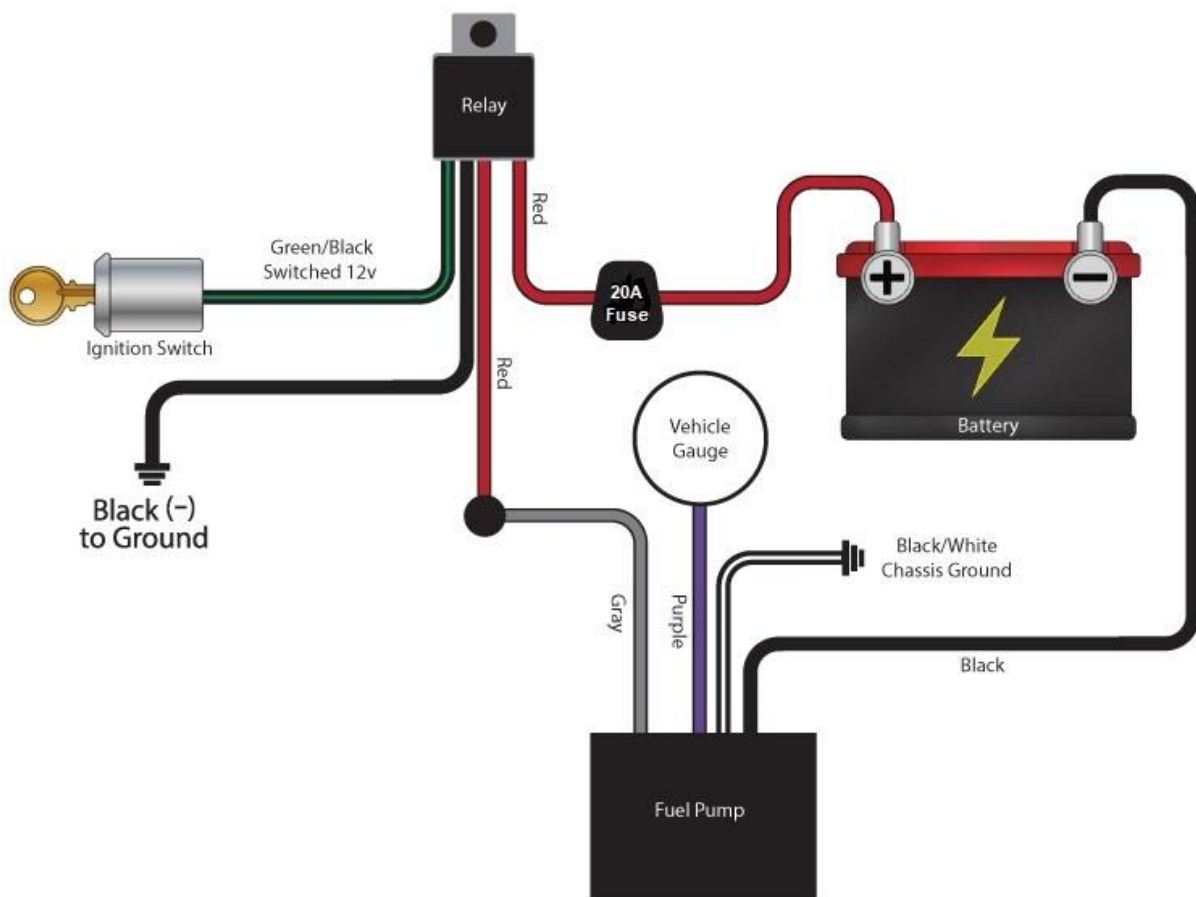
1. Disconnect the cables from the battery.
2. Mount relay/relays in convenient location away from exhaust heat.
3. A 20A fuse must be run between the red wire that runs between the battery and the relay harness.

NOTE: Wire colors correspond to Holley P/N 12-753. The 12-753 comes with a 30A fuse. The 20A fuse must be purchased separately.

4. Plug the fuel pump relay harness into the relay, until it locks into place.
5. Connect the black wire of the harness to ground.

NOTE: Be sure to route all electrical wires clear of any moving suspension or drivetrain components and any exhaust components! Protect wires from abrasion and road obstructions or debris.

WARNING! IT IS IMPERATIVE THAT A 20A FUSE BE INSTALLED ON THE WIRE THAT GOES BETWEEN THE RELAY WIRING HARNESS AND THE BATTERY. FAILURE TO INSTALL THIS 20A FUSE COULD RESULT IN A PUMP MALFUNCTION AND/OR ELECTRICAL FIRE, RESULTING IN PROPERTY DAMAGE, SERIOUS INJURY, AND/OR DEATH.



Plumbing Note:

If connecting to factory vehicle fuel hard lines make sure that any rubber hose and clamps used are rated for EFI pressures.

Technical Support: 1-866-464-6553

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