

*****CAUTION*****

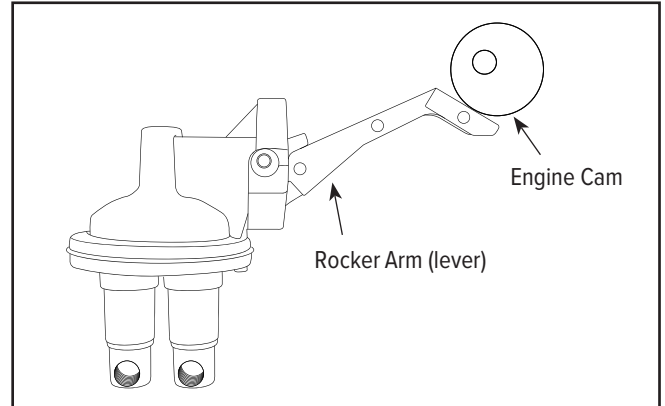
When working with inflammable chemicals, work in a well-ventilated area away from sparks and open flames. To eliminate the risk of fire and personal injury, the fuel lines should be plugged or capped upon removal. Have a class «B» fire extinguisher nearby. This fuel pump is intended for automotive use only. Not suitable for aircraft or marine use. The new fuel pump appearance may differ slightly from the original fuel pump on the vehicle. These minor modifications will not alter or change operation once mounted to the engine.

REMOVAL:

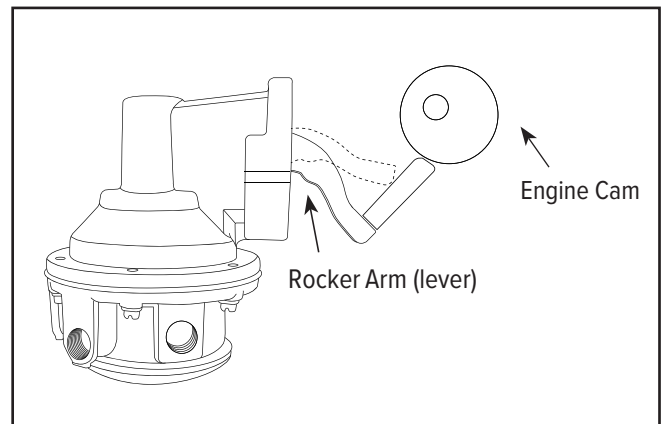
1. Mark the position of the hoses on the old pump before removal from the engine.
2. Replace all fuel lines that show signs of swelling, cracks, aging or leaks.
3. Remove fuel pump mounting bolts and properly dispose of pump.
4. Remove the old mounting gasket from the engine block and clean the surface.
5. Inspect spacer for cracks (if required) between pump and engine block.
6. Some models may use a push rod to activate the pump. Clean and inspect the push rod for wear or replace as needed.

INSTALLATION:

7. To ensure proper installation, align the fuel pump lever with the cam in the engine. Misalignment may cause damage to the new pump.
8. On models with a push rod, apply grease or petroleum jelly to hold rod in the retracted position.
9. Install gasket, spacer (if required), and mount fuel pump to the engine. A misaligned pump lever to push rod may damage the pump or the push rod.
10. Install the mounting bolts and tighten them alternately until seated.
11. Torque the bolts to the manufacturers recommended specification.
12. Install the hoses or lines and securely tighten clamps or nuts properly.
13. Start the engine and inspect for engine oil and fuel leaks. If leaks occur, immediately stop the engine and repair all leaks.

**PUSH ROD DRIVEN STYLE PUMP**

Make sure that the pump lever is properly positioned on the push rod or damage may result. It may be necessary to rotate the engine to be in low cam position so push rod will fully retract and facilitate pump mounting.

**NON PUSH ROD STYLE PUMP**

Make sure that pump lever is properly aligned on cam actuator or pump damage may occur. It may be necessary to rotate the engine to position the pump lever on lower cam position to facilitate installation.

*****CAUTION*****

If the old pump had a ruptured diaphragm, fuel may have leaked into the crankcase (oil pan). Inspect and change oil as necessary to prevent engine damage.