



INSTALLATION INSTRUCTIONS

MSD Fuel Pump Booster PN 2350

Parts Included

1 - Fuel Pump Boost Control
1 - MSD Relay, PN 8861
1 - Red 18 Gauge Wire
1 - Black 18 Gauge Wire

1 - Red 12 Gauge Wire
2 - Female Faston Terminals
2 - Butt Splice 12 Gauge Terminals
1 - Butt Splice 18 Gauge Terminal
4 - Mounting Screws

A length of 1/8" ID hose is required to connect from an intake port to the MSD Control.

WARNING: Disconnect the battery during installation. When disconnecting the battery, always remove the negative cable first and install it last.

The MSD Fuel Pump Booster must be wired with the factory fuel pump relay. The factory relay has safety features built in such as an inertia switch and high pressure shut-off which must be retained. It is recommended to have the Service Manual for your vehicle to identify the original wiring and fuel pump relay.

The Fuel Pump Booster will increase the voltage to the factory fuel pump in proportion to manifold boost pressure. The maximum voltage output is 22 volts with 30 psi (potentiometer at full CW position) while the minimum output (full CCW position) will be 1.5 volts over the battery voltage with 5 psi. The following chart shows the voltage output range.

Position	Manifold PSI	Output Volt/Amps	Input Volt/Amp
CW	5 PSI	15.7 Volts/7.5A	13 Volts/7.5A
CCW	5 PSI	14.4 Volts/ 6.9A	13 Volts/6.9A
CW	30 PSI	22 Volts/10.5A	13 Volts/21.9A
CCW	30 PSI	16.3 Volts/7.7A	13 Volts/11.2

Maximum power output is 230 watts continuous. Max input power is 275 watts continuous.

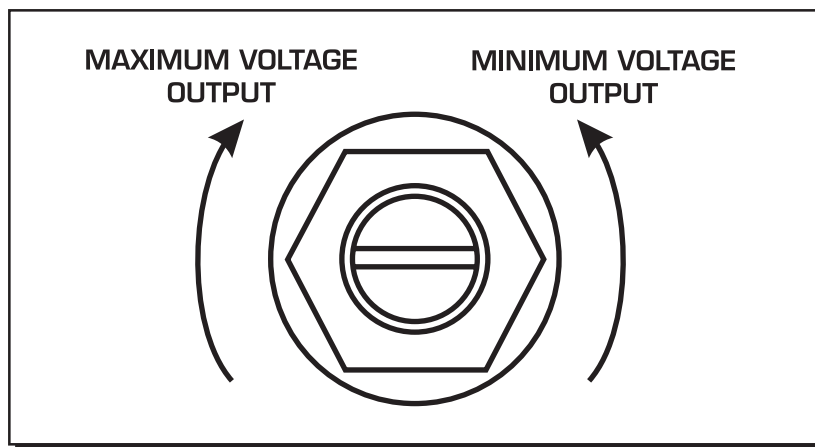


Figure 1 Adjustable Potentiometer for Voltage Output.

WIRING

Orange w/ 30 Amp Fuse	To the MSD Relay, terminal #30.
Short Black	Connect to the battery negative (-) terminal.
Red Jumper	Connects to the battery positive (+) terminal and MSD Relay.
Long Red, 12 Gauge	To positive (+) lead of the fuel pump.
Long Black, 12 Gauge	To negative (-) lead of the fuel pump.

Note: The long power leads of the MSD must be routed to within a foot of the fuel pump. Factory wiring will not carry the increased voltage and current that the MSD Booster produces.

INSTALLATION

The MSD Fuel Pump Booster can be mounted in any position and is completely potted with a polyurethane compound for vibration resistance. Keep the unit away from direct engine heat sources and make sure all of the wiring reaches their connections. Also, allow access to the adjustable potentiometer. Use the unit as a template and mark the mounting holes. Remove the unit and drill the holes using a 3/16" bit. Mount the unit with the supplied screws. With the unit mounted, route the wiring to their connections. Also connect the boost pressure line to the Control and intake manifold.

Before starting the engine, position the potentiometer in the full CCW position (Figure 1). Testing and tuning is the best way to dial in the fuel pressure to meet your engine's demands. Having a fuel pressure and boost gauge are highly recommended.

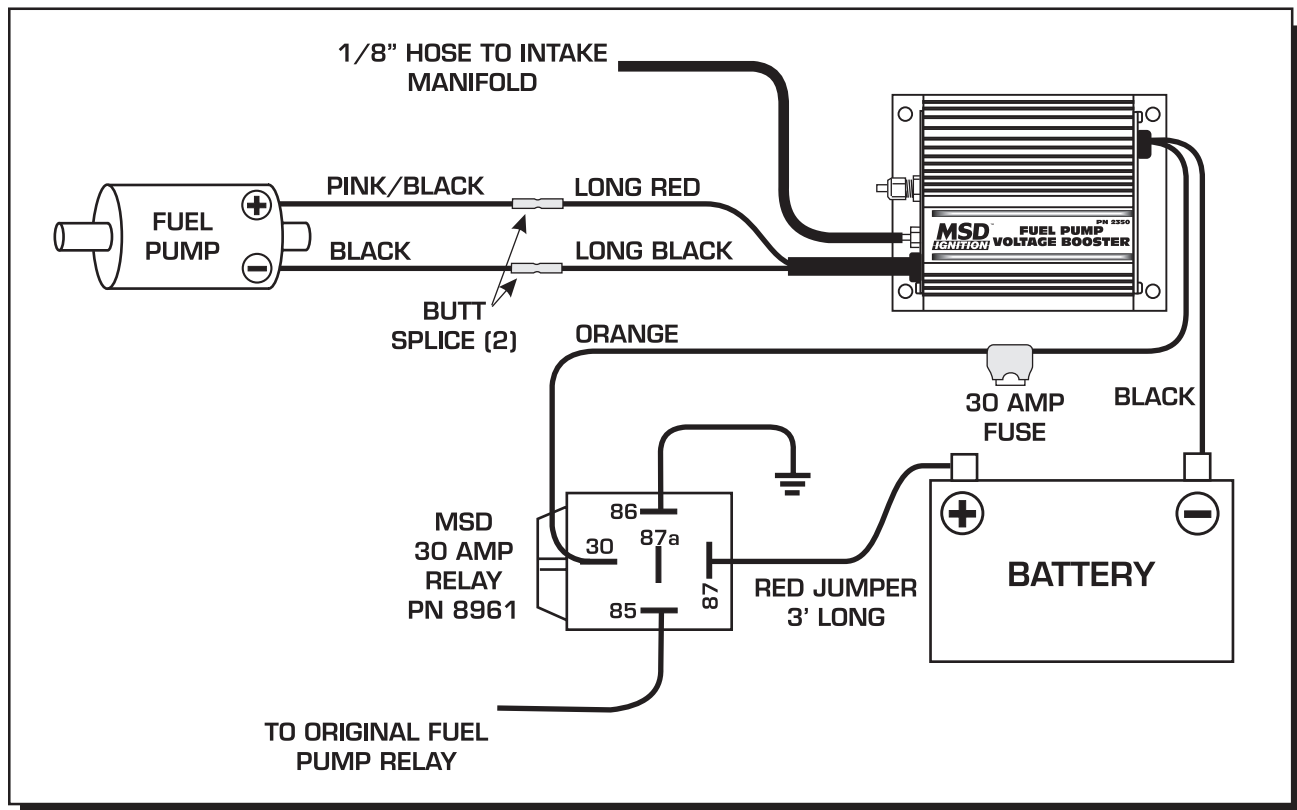


Figure 2 General Wiring of the Fuel Pump Booster.

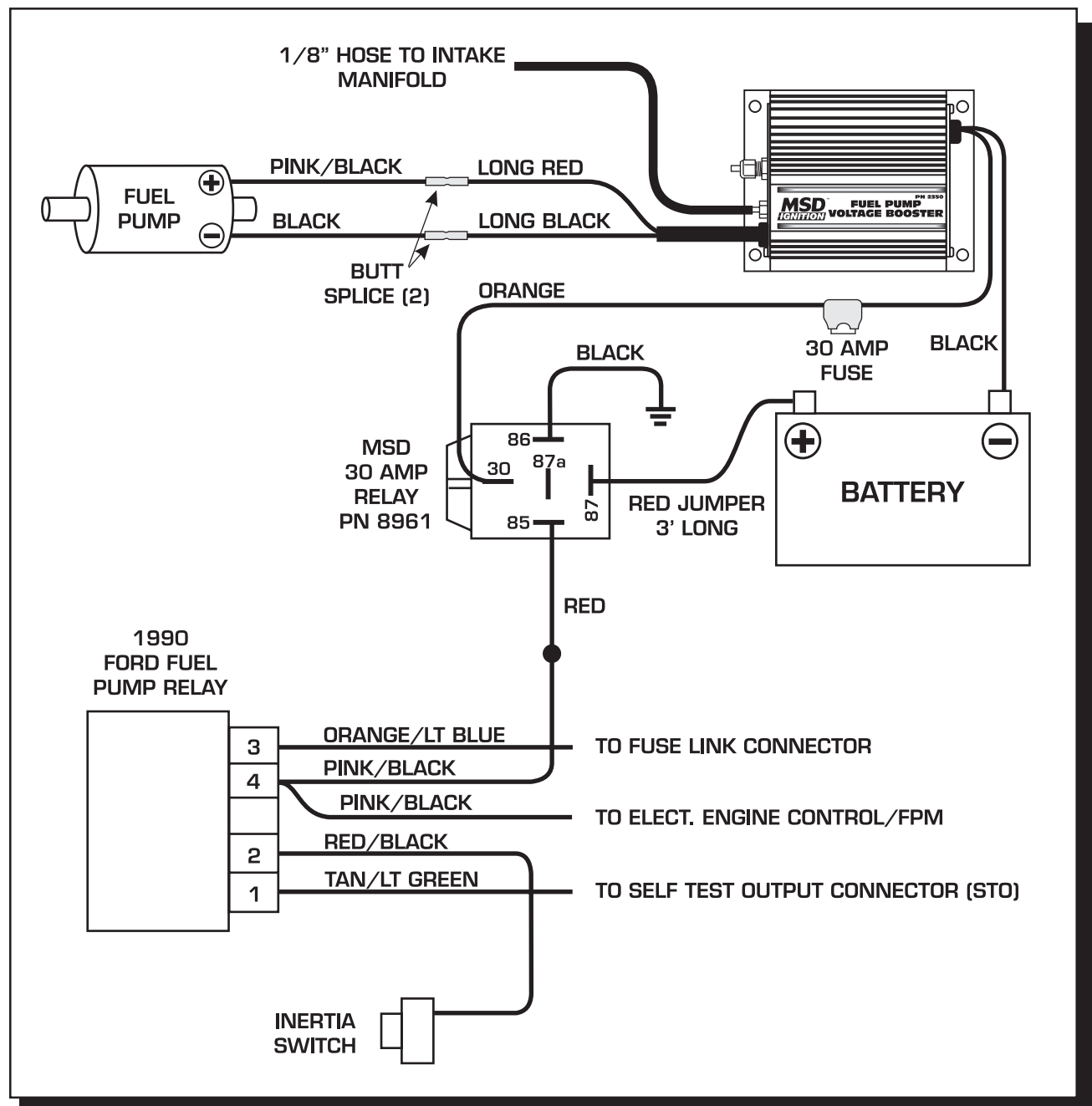


Figure 3 Wiring the Booster to a 1990 Mustang.

TUNING

It is recommended to have a boost gauge and a fuel pressure gauge when testing and tuning with the Fuel Pump Booster. The fuel pressure should hold steady under full boost. Use your boost pressure as a starting reference point. If your max boost is 4-5 psi, start with the potentiometer closer to full CCW. If max boost is 15 psi or higher, start with the potentiometer near full CW position.



This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and extend across the width of the page. There are no margins, text, or other markings on the paper.

The repaired unit will be returned as soon as possible after receipt, COD for any charges. (Ground shipping is covered by warranty). All units are returned regular UPS unless otherwise noted. For more information, call the MSD Customer Service Line (915) 855-7123. MSD technicians are available from 8:00 a.m. to 5:00 p.m. Monday - Friday (mountain time).

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