



PUMP MOUNTING

In most applications the fuel pump mount bolts to the right hand side (passenger side) of the water pump using the (2) water pump bolts. New water pump bolts and the correct spacers are furnished in the kit. Make sure the bolt hole spot face area on the water pump is flat where the spacers seat. This mount is designed to keep the pump low and compact. With this mount you can use either a 28th or a 32th pulley with the same length belt. Place a protractor on the face of the balancer and make sure the mount is on the same angle as the balancer face.



DRIVE MANDREL S/B CHEVROLET

Make sure the balancer bore is free from burrs and the mandrel will slide in and out easily. Install the mandrel in the balancer using anti-seize in the balancer bore. There is a shoulder on the mandrel and it must seat against the balancer. Install the drive gear and space it to line up with pump pulley using mandrel spacers. The pump pulley is also adjustable in and out. When installing the gear and spacers always use anti-seize. If it is a wet sump engine then the spacing on the mandrel is already set. Use a small amount of Loc-tite on the balancer bolt and torque to 60-65 lbs. If for some reason your application requires a longer or shorter mandrel we can furnish the correct length.

DRIVE MANDREL B/B CHEVROLET

The big block drive mandrel fits in the counter bore of the harmonic balancer and this counter bore must be concentric. If you are using an aftermarket balancer such as an ATI the counter bore is concentric and requires no machining. The mandrel is furnished with (2) 1/8" roll pins that must be installed in the balancer if you are driving a dry sump pump. If you are driving only the fuel pump and not a dry sump pump then you will not need the drive pins. To locate the drive pins install the mandrel in the balancer and drill two holes through the mandrel with a 1/8" drill bit. Install the drive pins in the balancer. Use anti-seize in the balancer counterbore when installing the mandrel. When installing the mandrel bolt use a small amount of Loc-tite. Use the same procedure as the small block to install the drive gear. Torque the balancer bolt to specified torque.

CHRYSLER MANDREL

We only furnish one mandrel for the Chrysler engine and the 1.000" portion is 4.000" long. You can use as is by adding spacers or you can machine to the length you want. Crank bolt not included.

BELT INSTALLATION

Install the pump pulley using anti-seize on the pump shaft. Align the pump pulley with the crank pulley. Use a small amount of Loc-Tite and tighten the set screw over the key way first. Install the remaining set screw using a small amount of Loc-Tite. Install the belt and adjust the belt to 1/8" to 1/4" deflection. Do not over tighten the belt. The end of the pump shaft has 1/4 x 28 female threads. It is a good safe guard to install a large washer and bolt here. If for some reason the pulley got loose then the washer would contain the pulley.

FUEL LINE FITTING LOCATION

We have incorporated a design in this fuel pump to enable you to rotate the pump arm in relation to the body. The arm can be rotated in 22 degree increments or a total of 16 different positions. This will allow you to position the pump on the engine for the best possible fuel line inlet and outlet location. The mounting position can be changed with the pump on or off the engine.



1. **Remove the pump from the engine then lay the pump on its back with the shaft pointing upwards.**
2. **Remove the (7) front Allen head bolts using a 9/64" Allen wrench.**
3. **Hold main body and rotate the arm until you have the desired position. Install and tighten the bolts.**

CAUTION: Do Not pull the pump sections apart with screws out.

FUEL LINE ROUTING

It is very important to keep the fuel line from the tank to the pump as low as possible. After you route the line over the rear end housing then route the line as low as possible to the pump. DO NOT route the line along the top frame rail and never route the line higher than the fuel pump.

FUEL CELL

Make sure the fuel cell is vented with a -8AN line, nothing smaller. If you are using foam in your fuel cell you will need to use some sort of screen to keep the foam away from the suction line. The suction from the pump can pull the foam into the line causing a loss of pressure.

DRAG RACE FUEL CELLS

We recommend using a front mounted tank if your 60 foot times are quicker than 1.20. On a rear tank mount make sure your fuel cell is mounted as high as possible.