

## FUEL PUMP INSTALLATION & DIAGNOSIS:

Before you start on this project, check and make sure you have the correct polarity pump. Verify this by looking at the battery post marked with + (positive) or – (negative) symbols. The ground cable (the one that goes to the battery cut off switch by the bumper) will be attached to either positive or negative post of the battery. This will determine whether you have a positive ground car, needing a positive ground fuel pump or vice versa.

If the previous owner/mechanic installed a non factory pump and modified the plumbing to do so, you'll need to put everything back to original specs. The stud holding the pump to the bracket (A) is a BSF thread stud, we can provide them if you need them.

The metal fuel line, if it has been cut should be replaced with 5/8" metal line. You can section in a replacement, by use of the double ended fuel line connector, FUL-018. You'll need to solder FUL-014 to the end of the metal line so it can mate up to the fuel pump banjo bolt adapter (FUL-044A).

Make sure your pump is grounded properly—use a test light, connect it to any source of electricity, touch the pump with the probe, if the light comes on, you are good. Check the wiring connections, particularly the white wire connection. Make sure that is not corroded/dirty. If you have good connection, you should measure 12 plus volts coming into the pump when the ignition is on.

If you have intermittent fuel problem, check for rust particles coming out of the gas tank or the fuel line. Start with the fuel pump, make sure there is good flow going into and coming out of the pump. Then proceed to the carb end, disconnect the fuel line and stick it into a glass bottle (so you are not dripping fuel into the engine bay), turn the ignition back on and check the flow. If everything is fine at that point, check the fuel bowls of the carbs. Frequently, we find junk at the bottom of the bowl. Clean that out and install a filter between the petroflex and the carb.

If you hear a non-stop rapid clicking of the pump, chances are you have a vacuum leak somewhere in the system.. Go over all your connections and tighten as needed. If you are getting no fuel at all, it is air bound, you need to bleed the system to get fuel flowing.