



INSTALLATION INSTRUCTIONS

ACCEL/DFI Electric Fuel Pump

840#/HR at 60 PSI, 1680 H/P N/A, 1400 HP Forced Induction

Part No. 75710

NOTE: DO NOT RUN THIS PUMP DRY WITHOUT FUEL (EXCEPT FOR BRIEF PERIODS WHILE PRIMING).

PARTS INCLUDED IN THIS KIT:

- 1 Electric Fuel Pump
- 2 Fittings, 3/4-16 x #8 AN Flare
- 2 O-rings, Nitrile 0.644ID x 0.087THK

SPECIFICATIONS:

Maximum recommended operating pressure:

60 PSI continuous, 100 PSI intermittent

Fuel pump thread sizes: Inlet/outlet, 3/4-16 (#8AN)

Recommended fuel line size: 1/2" (or #8AN)

Current draw: 14 AMP Typical

Fuel pump over current protection: 25 AMP fuse

Fuel application: Gasoline or Alcohol

GENERAL INFORMATION

The Electric Fuel Pump is a high pressure fuel pump designed for fuel injection applications. In all cases, this fuel pump **must** be used with a return style (bypass) fuel pressure regulator. Using the pump with any other type of regulator (or no regulator) will result in severe fuel pump damage. We recommend the following return style fuel pressure regulators:

30–100 PSI Part No. 74567 (gasoline or alcohol)

You must install a fuel return line between the fuel return port of the regulator and the fuel tank. We recommend at minimum a #8 AN (1/2") fuel line, supply line and Min - 6 (3/8") return line.

Be sure to install a suitable fuel filter (max. 100 micron wire mesh style) between the fuel tank and the fuel pump, such as the Mallory COMP FILTER® Series Part Nos. 3140, 3500, or 3175. This prevents debris from becoming wedged in the fuel pump's gears and locking it.

An additional fuel filter (maximum 10 micron paper style, such as the COMP FILTER® 160 Series Part No. 3160) must be installed between the fuel pump and the injectors. This prevents debris from clogging the injectors.

This pump is assembled with the inlet port on the right and the outlet on the left. However, by loosening the bolt on the clamp portion of the coupler housing, the lower pump housing can be rotated so that the inlet is on the opposite side (see Figure 3).

MOUNTING PROCEDURE

Step 1

Mount the pump as close as possible to the fuel tank (at or below the level of the fuel tank pickup) in a well ventilated area with minimal exposure to road debris. Avoid exposing the pump and fuel lines to moving parts and hot surfaces, such as the exhaust system. **NOTE: Increasing distance between the pump and tank will decrease pump efficiency.**

Step 2

Using the pump mounting bracket as a template, locate mounting holes on a solid member, such as the vehicle chassis. Drill clearance holes for 5/16" bolts. **NOTE: Pump may be mounted at any angle.**

Step 3

Connect #8AN (or 1/2") or larger fuel, supply and Min - 6 (3/8") return lines as shown in Figure 1.

Step 4

Your system must have a Return Style Fuel Pressure Regulator near the injection system. For maximum efficiency, mount the pressure regulator as close as possible to the injection system. See instructions packaged with the regulator. The regulator may be installed just after the fuel injection.

FIGURE 1

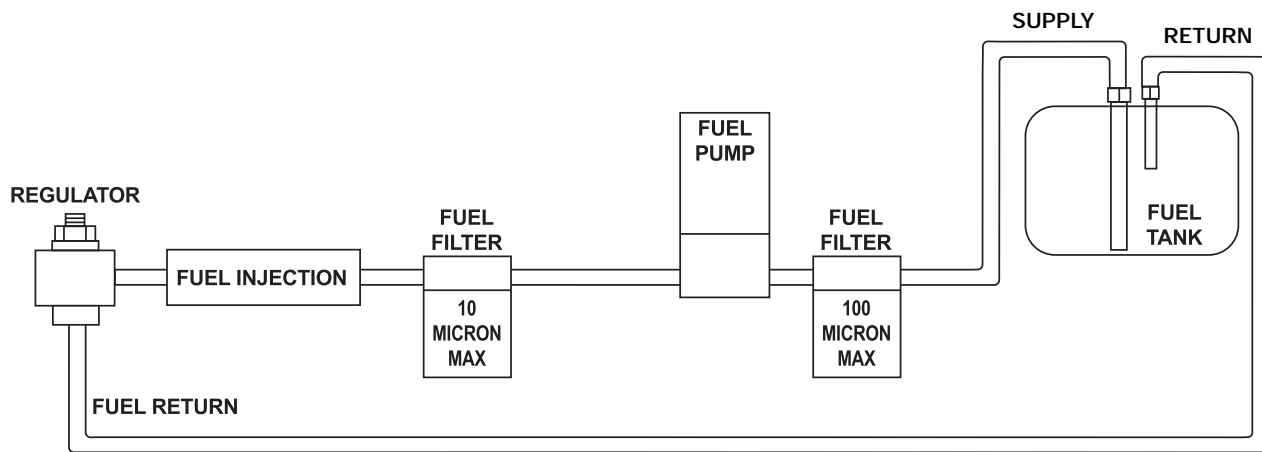


FIGURE 2

The pump may also be wired directly to the ignition "ON" terminal and grounded to the frame or battery. Refer to Figure 3 when connecting the pump to the Ignition switch "ON" terminal.

If using ACCEL/DFI GEN 7, connect the red/black wire to the pumps red wire (+).

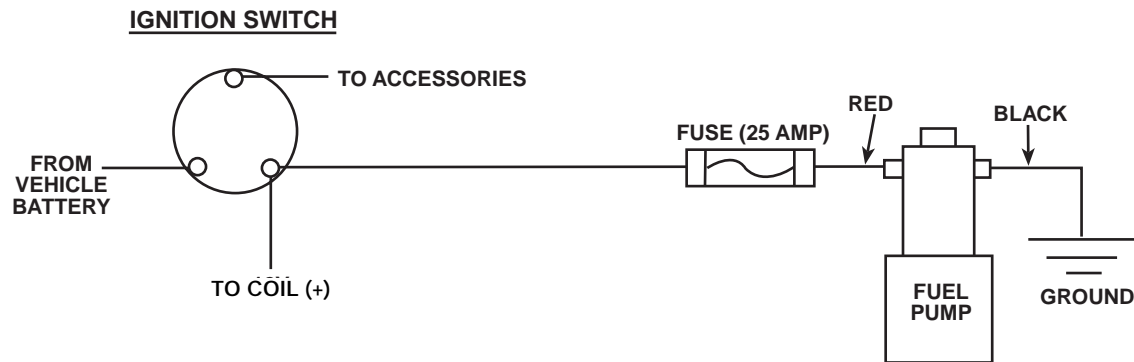
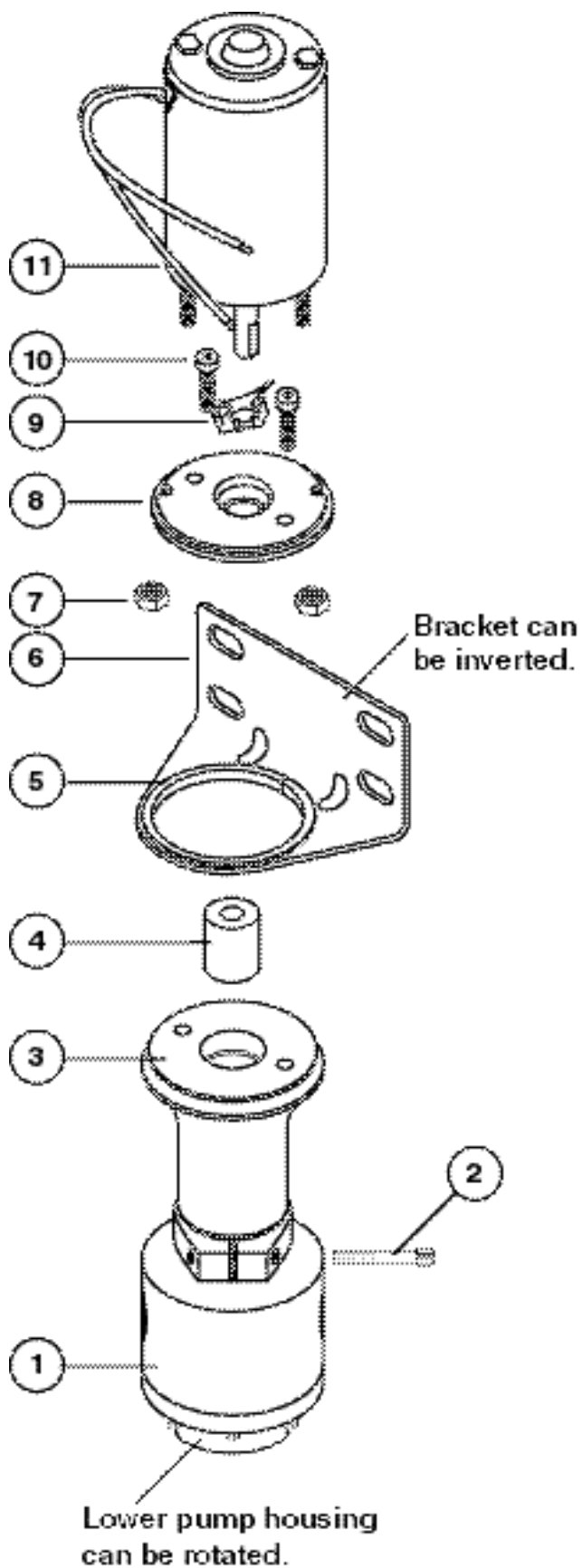


FIGURE 3



**ITEM
NO.**

DESCRIPTION

1. Lower Pump Housing
2. Clamp Bolt
3. Coupler Housing
4. Coupler
5. Gasket, Bracket Vibration
6. Bracket
7. Nut, Motor Housing (2)
8. Adapter, Motor
9. Washer, Spring
10. Screw, Motor Adapter (2)
11. Motor



MR. GASKET PERFORMANCE GROUP
29387 LORIE LANE, WIXOM, MI 48393
TECHNICAL SUPPORT 248.380.2780

FAX 248.380.4906

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