



## AEROMOTIVE Part # 11102 INSTALLATION INSTRUCTIONS



### CAUTION:

Installation of this product requires detailed knowledge of automotive systems and repair procedures. We recommend that this installation be carried out by a qualified automotive technician.

Installation of this product requires handling of gasoline. Ensure you are working in a well ventilated area with an approved fire extinguisher nearby. Extinguish all open flames, prohibit smoking and eliminate all sources of ignition in the area of the vehicle before proceeding with the installation.

When installing this product, wear eye goggles and other safety apparel as needed to protect yourself from debris and sprayed gasoline.

### WARNING!

The fuel system is under pressure. Do not open [the fuel system](#) until the pressure has been relieved. Refer to the appropriate vehicle service manual for the procedure and precautions for relieving the fuel system pressure.

The enclosed Aeromotive fuel pump utilizes an o-ring sealed AN-12 style inlet and outlet ports; these ports are **NOT PIPE THREAD** and utilize **NO THREAD SEALANT**.

Maximum continuous operating pressure should not exceed 70 psi.

A high capacity fuel filter must be installed between the fuel tank and pump inlet. We recommend an Aeromotive P/N 12302. Call us for info.

To use this pump in your vehicle's fuel system, we strongly recommend the following:

**Gravity feed the pump by mounting it lower than and as close as possible to the fuel tank.**

**If you are using a stock fuel tank, install a reservoir style sump in the bottom-rear of your fuel tank. Exercise extreme caution and follow all manufacturer's recommendations when installing a reservoir style sump.**

**Utilize AN-12 size high pressure fuel lines, fittings and o-rings for all connections from the fuel tank pickup to the fuel rails in the engine compartment.**

Failure to follow the above recommendations may result in fuel leakage, bursting of the fuel lines, poor vehicle performance and/or decreased fuel pump life! Improper installation will void all warranties for this product!

Aeromotive system components are not legal for sale or use on emission controlled motor vehicles.

**Specifications: Model 11102**

**Port Sizes**

**Inlet & Outlet AN-12**

The following steps are typical of most installations:

1. Once the engine has been allowed to cool, relieve the fuel system pressure and disconnect the negative battery cable.
2. Raise the vehicle and support it with jack stands.
3. Referring to the appropriate vehicle service manual for instructions, remove the OEM fuel pump.
4. Install an after-market fuel tank sump kit, per the manufacturer's instructions.

***Note: Failure to mount the pump lower than and close to the fuel tank may cause the pump to run dry, resulting in extreme pump wear! Make sure the pump is located lower than and as close as possible to the fuel tank, so that the pump is always supplied with fuel!***

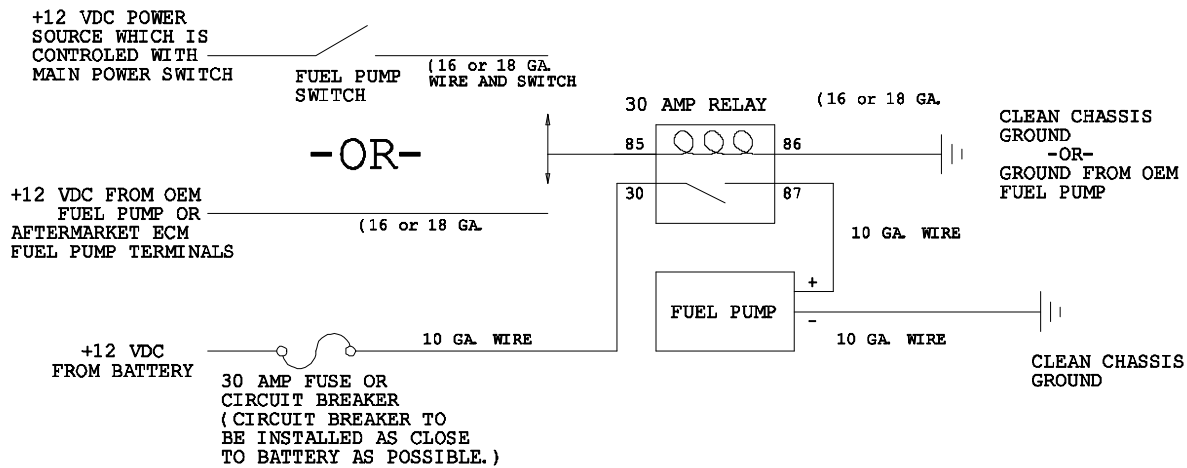
5. Find a suitable place on the vehicle chassis to mount the Aeromotive fuel pump. Make sure the location will accommodate the pump mounting bolts, will position the pump lower than the fuel tank, is clear of the exhaust, is clear of any moving suspension or drivetrain components and will keep the pump clear of road obstructions or debris.
6. Using the pump as a template, mark and drill four mounting holes to accept ¼" bolts. Mount the fuel pump using four ¼" bolts, nuts and lock washers.

***Note: Be sure to route all fuel lines clear of any moving suspension or drivetrain components, and any exhaust components! Protect fuel lines from abrasion and road obstructions or debris.***

7. Connect the fuel tank sump to the fuel filter inlet and the fuel filter outlet to the fuel pump inlet.
8. Connect the fuel pump outlet to the vehicle's fuel rails in the engine compartment. **Make sure you use high pressure (200 psi minimum) fuel line for this connection!**

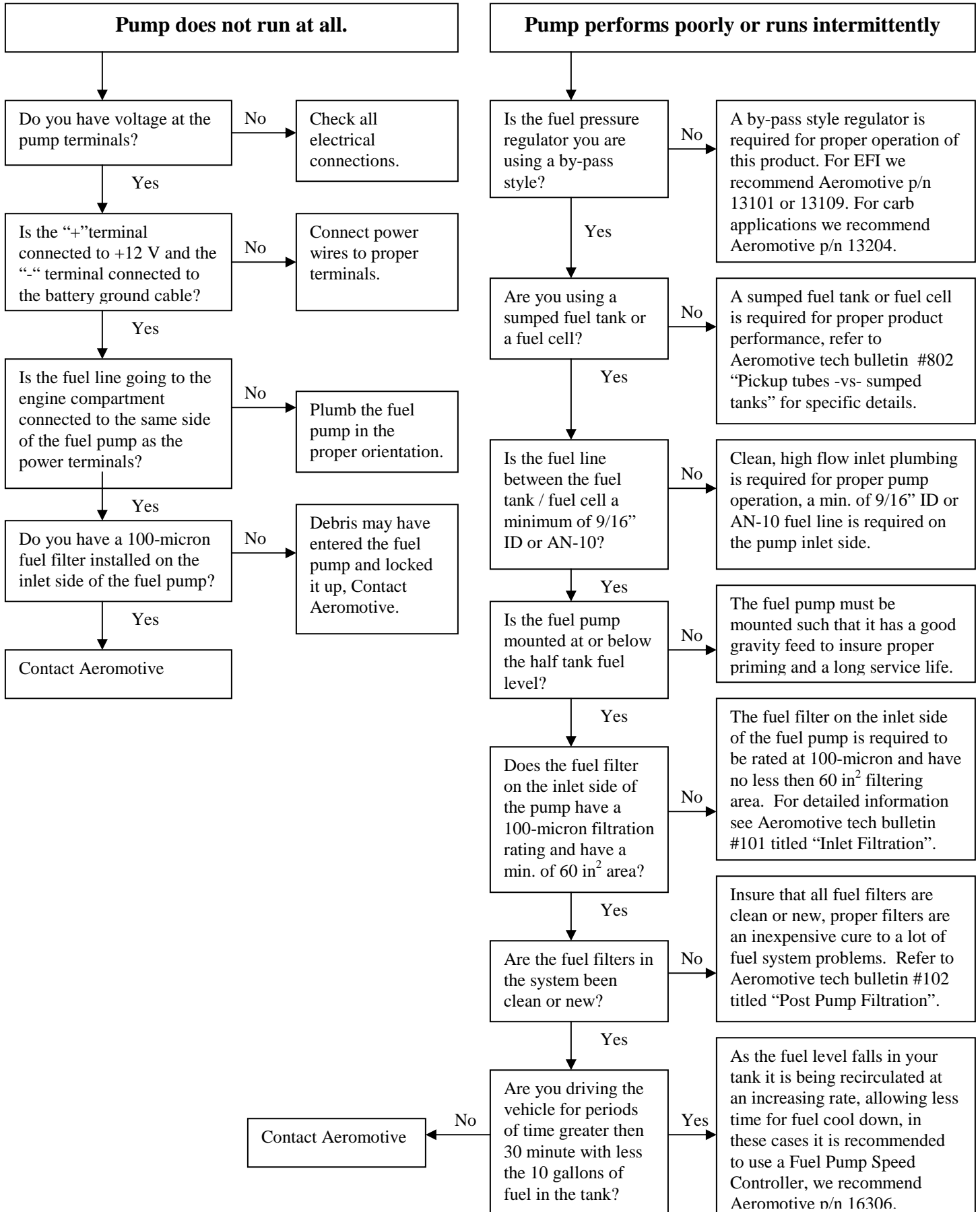
***Note: Be sure to route all electrical wires clear of any moving suspension or drivetrain components and any exhaust components! Protect wires from abrasion and road obstructions or debris.***

9. There are several ways to connect electrical power to the pump, depending on your fuel injection system. Make sure you use stranded, insulated copper wire, in the sizes shown, with matching crimp-type connectors for all connections.
10. Attach the OEM fuel pump wires, the aftermarket ECM fuel pump wires or your fuel pump switch wires as shown in the following diagram.



11. Attach a suitable fuel pressure gauge to the fuel system schrader valve, fuel rail or fuel pressure regulator.
  12. Ensure that any spilled fuel and any fuel soaked shop towels are cleaned up and removed from the vicinity of the vehicle!
- CAUTION: While performing the following steps, if any fuel leaks are detected, immediately turn the ignition to OFF, remove any spilled fuel and repair the leak(s) before proceeding!**
13. Turn the ignition to ON **without starting the engine** , allow the pump to run for several seconds and check the fuel pressure. If there is no pressure, turn the ignition to OFF, wait one minute, then turn the ignition to ON and recheck the pressure. Repeat this ignition OFF and ON procedure until the gauge registers pressure or you detect a fuel leak. If no pressure is registered on the gauge after running the pump for several seconds and you have found no leaks, check all fuel and electrical connections to determine the cause.
  14. Once the fuel pressure gauge registers pressure, start the engine. The fuel pressure gauge should register between 40 and 70 psi. If you have installed an adjustable fuel pressure regulator, adjust it to the desired setting.(For maximum fuel system performance, we recommend using an Aeromotive adjustable fuel pressure regulator; call us for info.)
  15. Shut the engine off. Using suitable clips and other mounting hardware, secure the newly installed fuel lines and electrical wires by attaching them to the vehicle chassis.
  16. Carefully lower the vehicle to the ground.
  17. Test drive the vehicle to insure proper operation and re-check the fuel system for leaks. **If any leaks are found, immediately discontinue use of the vehicle and repair the leak(s)!**

# Fuel System Troubleshooting



# Aeromotive, Inc. Technical Bulletin #101

**From:** Aeromotive Technical Department

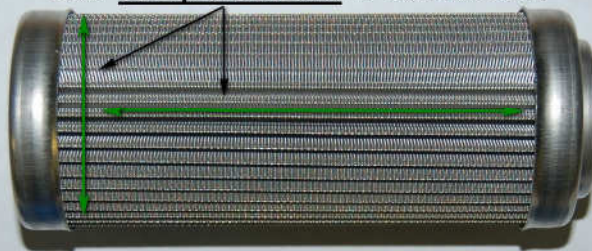
**Date:** 10/10/2011

**Re: Fuel Filtration: Selecting the correct filter to prevent lean-out and pump failure.**

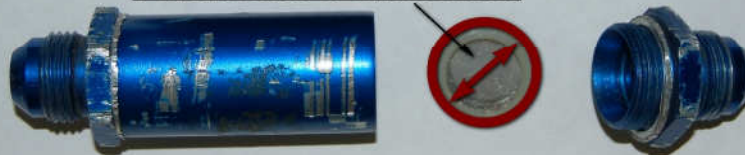
STOP!! If you are selling or installing a fuel filter *on the inlet* of an Aeromotive fuel pump, be certain you do not use a filter that causes more problems than it solves. For pump inlet filtration, use *only* Aeromotive 100-micron P/N #12304, #12302 or an acceptable equivalent (see specifications below). Do not install the Aeromotive P/N #12301 or 12310 filter with 10-micron fabric element *on the inlet* of any Aeromotive fuel pump, they are however perfect for use on the outlet of the pump, and this is the only location for which they are recommended.

**All 100-micron Fuel Filters are "NOT created equal"!**

Aeromotive 100-micron filter cartridge  
Stainless Steel, pleated construction  
Over 60-square inches of surface area



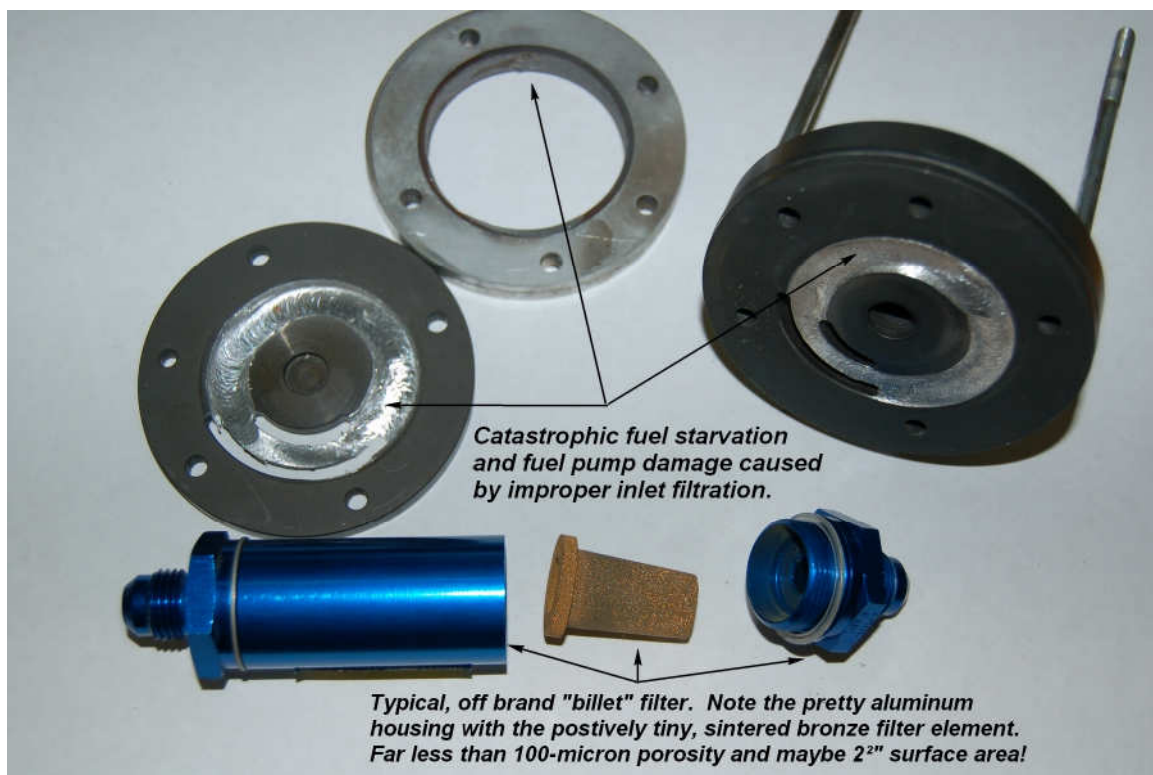
1-square inch of surface area.



Off-brand "100-micron filter", returned with an A1000 pump the customer claimed was defective... is it any mystery why the pump failed to perform? Nope!!

You may run any brand of filter you choose on your car, just be certain that it meets the following requirements: *The filter element used on the inlet side of any Aeromotive fuel pump may be no finer than 100-micron (no number smaller than 100), with a surface area of 60 square inches or more.*

Any filter element not meeting these criteria may fail to flow the full volume of the pump, resulting in both vehicle drivability and pump reliability problems. Aeromotive fuel pumps are engineered to be efficient, and can create both high outlet pressure *and* high inlet vacuum. The boiling temperature of any liquid varies with pressure. For example, the engine's cooling system is purposely designed to pressurize the coolant in order to raise the boiling point. So how does this apply to fuel delivery? When a fuel pump has to pull through a restriction to get fuel from the tank a vacuum develops which lowers the fuel's boiling temperature, cavitating the fuel and turning it from liquid into vapor. ***Bottom line: Inlet restrictions create vacuum, which causes cavitation, which in turn causes vapor-lock and fuel pump damage. Of course, drivability problems and even engine damage can result! Lesson: Don't combine high flow, efficient fuel pumps with poor flowing inlet filters. Don't use fuel lines smaller than the pump ports. Don't use fuel tank pick-ups or tank outlets smaller than the line.***



What about a fine filter? They are also necessary, but *must be installed on the outlet* side of your Aeromotive fuel pump, *never on the inlet*. Options include the Aeromotive 10-micron (replaceable element) fabric filter assemblies P/N #12301 and P/N #12310, and the new, high-flow 40-micron (cleanable element) stainless steel filter assembly P/N #12335. Given the alcohol content found in today's pump gas, it is now necessary to frequently monitor and service any downstream fuel filters in use. Because they cannot be cleaned, keep a spare 10-micron element on hand for immediate service to eliminate engine fuel starvation and drivability problems when they become heavy clogged.