



Force Fuel (#50004) Installation Instructions

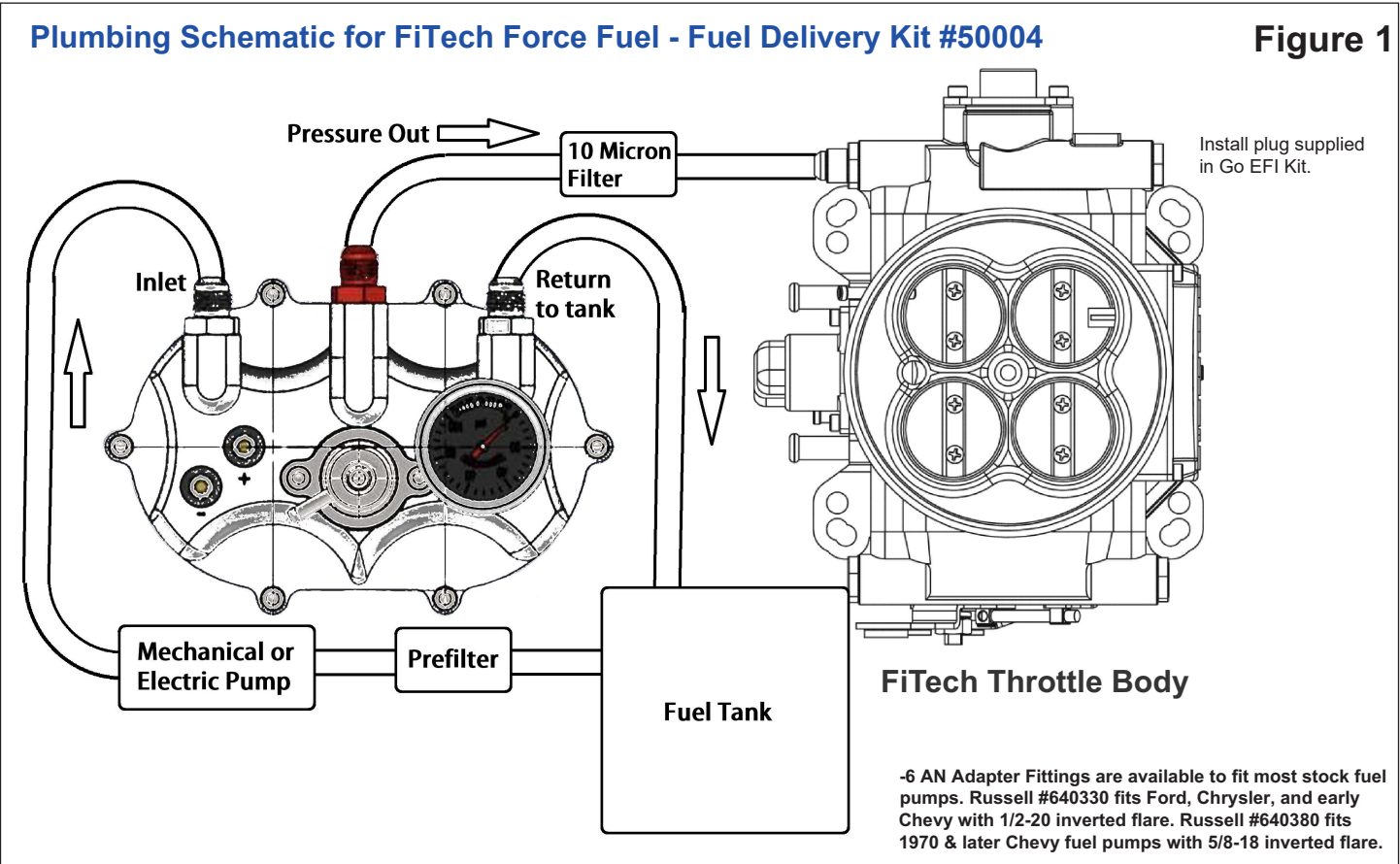
The Force Fuel can be used in conjunction with any EFI system. These instructions are focused on pairing it with a FiTech EFI system but can also be easily adapted to suit other EFI systems.

The FiTech Force Fuel is the ultimate in a fuel delivery system. It not only is the most efficient way to supply fuel to your Fitech EFI system, it also greatly simplifies the installation process. It uses your stock fuel tank, stock carburetor fuel pump, and stock inlet fuel lines. You simply disconnect the fuel line that runs from your pump to your carburetor and replace it from the pump to the Force Fuel which can be mounted in the engine compartment. The only additional plumbing required is to run a line from the Force Fuel to the inlet port on the FiTech Go EFI System. The second line you will need to plumb would be a return line from the Force Fuel to your existing fuel tank.

Most necessary hose, hose ends, and fittings are supplied. The Force Fuel contains a **2 liters (0.5 Gallon)** reservoir of fuel at all times to prevent starvation. A 340 LPH high pressure fuel pump is submerged in the fuel in the sump tank. A submerged pump runs quieter, cooler, and lasts longer than external fuel pumps. The Force Fuel is capable of providing enough fuel for engines producing up to 800 horsepower but is still suitable to be used on engines making as little as 200 horsepower.

- 50004 Kit Contents**
- (1) Force Fuel Module
 - (6) Hose fitting, -6AN barbed straight, black
 - (3) Hose fitting, -6AN barbed 45°, black
 - (1) Fuel tank return fitting kit
 - (1) 5' -6 push lock fuel hose
 - (1) 10 Micron filter, with barbed fittings
 - (2) Ring terminal, insulated crimp #10
 - (9) Hose clamps

NOTE: Any fuel pump can transfer fuel to the Force Fuel. Please see manufacturers instructions on proper installation of this pump.



Installing the FiTech Force Fuel

Locate a suitable spot to install the Force Fuel module. It can be mounted on the core support, inner fender or down on the frame if you have room. Five feet of high pressure fuel hose is supplied with this kit so the module needs to be within five feet of the throttle body. Make sure you choose a position where the fuel hose can be routed without getting too close to the exhaust manifolds or any moving parts. The supplied 10 micron filter will be installed in the fuel line that runs from the Force Fuel to the EFI throttle body. Plan the routing of the fuel hose so there is a convenient place to install the filter for easy servicing. You should also use this time to replace the prefilter between the fuel tank and the transfer pump (mechanical pump) to avoid dirt particles from entering the pump and module. The Force Fuel can be mounted vertically or horizontally. If mounted horizontally the return fitting **MUST** be located in the highest position. We recommend a vertical mounting for best performance to eliminate any possible fuel starvation. Mounting of the Force Fuel can be done using the mounting plate to the bottom or by removing the plate and mounting on the back side of the module. Determine your necessary hose lengths. You will need three hose lengths. One will run from the stock (transfer) fuel pump to the Force Fuel. A second will run from the Force Fuel to the Go EFI throttle body. The third is the return line that runs from the Force Fuel back to the fuel tank. Cut the ends of the hose with a very sharp blade and make sure the end cut is square and clean. To install the hose ends, simply thread fitting onto the -6AN fitting port on the Force Fuel or Go EFI throttle body, slide the clamp onto the hose, and push the hose onto the barb fitting until it bottoms out. Tighten clamp just behind the single barb of the fitting.

Hose and Hose Ends Usage

We recommend the following configuration of the hose ends. You may find that your particular installation may require a different configuration. If you need additional hose or hose ends they can be ordered directly from FiTech. There are many different ways to plumb the Force Fuel. The following is an example of one way to run the hoses. The hose that goes from the Force Fuel to the fuel filter should be a straight hose end on both the Force Fuel and 10 micron fuel filter side. The hose that runs from the filter to the Go EFI throttle body should also have a straight hose end on the filter end. On the throttle body side apply the 45° hose fitting. The hose that goes from the stock fuel pump to the Force Fuel should be a straight hose end on the fuel pump end and a 45° on the end that feeds the Force Fuel. Like previously stated this is just a suggested starting point. Carefully plan your plumbing and fitting requirements. The Go EFI throttle body has three inlet ports so pick the one that best suits your layout. Also remove the supplied return fitting and plug the return port on the throttle body with the supplied port plug. See figure 2.

Fuel Tank Return Line

The return line is a critical part of the Force Fuel installation and these instructions must be followed for the safe and proper operation of the system. When installing the Force Fuel a fuel rated hose or hard line must be routed from the return fitting back to the fuel tank. Many vehicles are equipped with a vent line to the tank. You can use an existing line if your vehicle is so equipped as long as it is in good condition. Otherwise you can use the Fuel Tank Return Fitting to connect the return line to the fuel tank and run a fuel rated line back to the return fitting.

IMPORTANT

DO NOT run a return line from the Force Fuel near exhaust or other hot components. Proper routing of a return line is not an option. It is a mandatory part of the installation.

Installing the Fuel Tank Return Fitting

The Fuel Tank Return Fitting provides a threaded hole in the fuel tank without having to reach inside the tank. Please read the instructions thoroughly and follow every step. Disregarding these instructions may result in a breach of the warranty and could cause serious bodily harm or death.

Before starting this installation, please be sure that the fuel tank is clean and contains no fuel vapors.

DISREGARDING THIS CAN RESULT IN SEVERE PROPERTY DAMAGE, BODILY HARM, OR DEATH.

Start by drilling a 1/2" hole with a step drill in your fuel tank that is clean of all fuel vapors. The hole can be drilled anywhere towards the top of the tank. Avoid drilling hole in line with fuel pickup. Once the hole is drilled, clean any drilling debris off the tank and make sure the hole is free of burrs. Next, slide the bung with the gasket in the hole, and screw the bolt with a washer into the bung. While holding the bung flat against the tank and with a 1" wrench, rotate the bolt to cause the bung to collapse and press against the inside of the tank. When the bung is seated (the screw gets hard to turn), unscrew the bolt and washer and remove. Install the -6 ORB return fitting by holding the bung with the 1" wrench and the fitting with a 9/16" wrench and continue with the installation.

Determining Inlet Port On The Throttle Body

The Force Fuel is a returnless system from the EFI system. On your FiTech Go EFI throttle body there are four fuel ports, (see figure 2). Plug the port marked "Return" with the plug supplied in the Go EFI kit. Select any one of the remaining three ports as your inlet port. Install the supplied -6AN fittings in the port that you have selected to use and install the supplied plugs in the other two ports. You will have one -6AN fitting left over. (This fitting is required when using inline (pt#50001) or intank (pt#50015) fuel pumps.)

Grounding the Force Fuel

Run a ground wire from the negative (-) terminal on the Force Fuel to a heavy metal grounded part of the vehicle. If your battery is close to the Force Fuel you can attach the wire directly to the battery ground cable. Without a good ground the pump will not run. Make sure any paint is removed so the ground wire makes contact with bare metal.

Wiring the Force Fuel

Your FiTech Go EFI system has a large orange wire that is part of the group of wires from the ECU. This wire has to be connected to the positive (+) terminal on the Force Fuel. **Do not connect this wire to the Force Fuel at this time. The Force Fuel system must be primed before this wire is connected otherwise you risk damaging the pump.** Place some tape over the exposed end of the wire to avoid accidental contact with a metal surface.

Plumbing Stock Fuel Pump to the Force Fuel

Some stock mechanical pumps have a steel tube as the pump outlet. If your pump is configured this way you can slip one end of the supplied -6 hose over the tube and secure it with a hose clamp. Other style pumps have a threaded port for the outlet. If the port has a fitting that has a barbed end where a stock fuel hose is clamped to it, you can use that fitting. If your pump has a hard line coming from the outlet port of the pump, remove the threaded fitting and replace it with a steel adapter fitting with male threads to fit one of the supplied -6AN hose fittings. Adapter fittings are available from any fitting supplier such as Russell or Aeroquip. Ford, Chrysler and pre-1970 Chevy pumps have 1/2-20 threads. Chevy's, 1970 and later pumps have 5/8-18 threads. If your pump has an outlet port with 3/8-NPT or 1/2-NPT threads you will need to acquire an adapter with those threads. Edelbrock pumps may require a special adapter fitting available from Russell Performance.

Plumbing the Force Fuel to the Throttle Body

You have previously determined the lengths required for the hose from the Force Fuel to the fuel filter and from the filter to the throttle body. Install those hoses. The supplied fuel filter is light enough that it's weight can be supported by the fuel hose. However, you can secure it with an Adel clamp or a tie wrap is desired. (Clamps or tie wraps are not included in this kit.)

1. Be sure to install a carburetor style fuel filter between the stock fuel pump and the Force Fuel.
2. Do not connect orange wire until Force Fuel has been primed. CAUTION - LIVE WIRE!
3. Check all connections for leaks.

Fuel Pressure Regulator Supercharger or Turbocharger.

The Force Fuel has a built-in fuel pressure regulator mounted to the top. This regulator is not adjustable but is pre-set to provide 58 psi of fuel pressure to the EFI system. The regulator also has a vacuum nipple on it. When used with a FiTech Go EFI System, this nipple is recommended to be tee'd into the vacuum hose on regulator of the Go EFI system. Though not required for proper operation this is recommended to prevent fuel leaks if by chance the regulator fails. This is a requirement if using the Force Fuel on the engine with a blow through supercharger or turbocharger. The Force Fuel can be used with any fuel injection system. Depending on the design of the unit being used, different connections need to be made to the vacuum nipple on the regulator. If the throttle body in the system you are using has the injectors under the throttle blades, you need to connect a vacuum hose to a ported nipple on the throttle body. If the injectors are above the throttle blades, the nipple does not need to go to vacuum. However we recommend running a vacuum hose down to the bottom of the engine compartment. On a port injection system where the injectors are in the manifold, connect a vacuum line to a ported nipple on the throttle body. On an engine with a roots supercharger, a vacuum connection should be made between the regulator and the throttle body if the injectors are under the throttle blades. If the injectors are above the throttle blades (which includes FiTech EFI Systems) then the nipple port on the regulator does not need to go to vacuum. Note that 43.5psi (3 BAR) regulators (pt#60025) are available from FiTech when the Force Fuel is used with other after-market EFI systems that require this type of regulator.

Fuel Pressure Gauge on Sump Tank

The outlet gauge will show the fuel pressure being supplied to the EFI which will be in the 58 psi range.

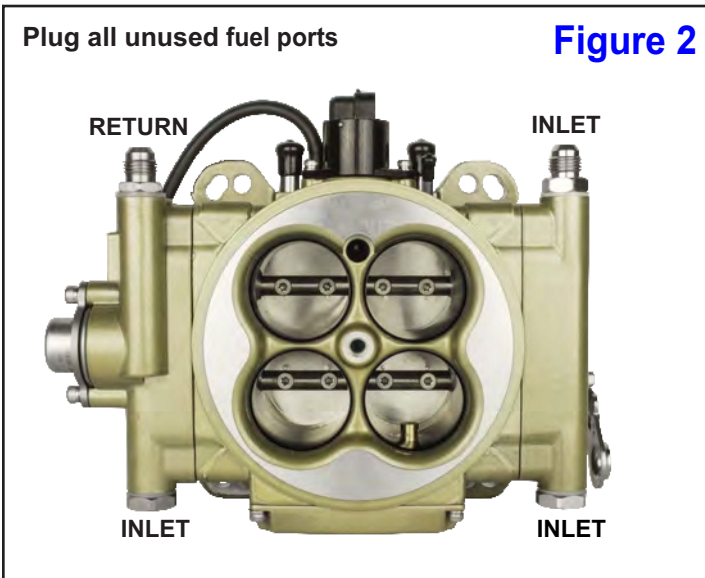
Priming the Force Fuel

Reconnect the negative battery cable. **Do not connect the Force Fuel to GO EFI systems orange wire at this time.** This is to avoid having the engine start during the priming procedure. If using a mechanical pump as the transfer pump then turn the ignition key to the

"ON" position and crank for ten seconds. Turn key to the "OFF" position and wait 30 seconds. Repeat this procedure second time to fill the sump tank. If using an electric pump as the transfer pump then turn the ignition key to the "ON" position for ten seconds. Turn key to the "OFF" position and wait 30 seconds. This procedure allows your stock fuel pump to pump fuel to the Force Fuel without running the pump in the Force Fuel.

Check entire fuel system for any leaks before attempting to start the engine

Complete Force Fuel #50004 shown



The FiTech Go EFI Throttle Body has (3) Inlet Ports and (1) Return Port. The Return Port is plugged when using the Force Fuel.



IMPORTANT NOTE: The fuel tank on your vehicle must be vented to avoid pressure building up inside the tank. Do not attempt to install and operate an EFI system without a properly vented fuel tank.



Insert fitting with gasket, screw and washer.



Twist bolt to collapse and set bung.



Bung installed.



Install ORB fitting.



Finished installation.