



Model Number 49442
In-Tank Electric Fuel Pump

Operating and Installation Instructions

CAUTION!

This product is to be installed only by persons knowledgeable in the repair and modification of vehicle fuel systems and general vehicle systems modification. Only a qualified technician or mechanic who is aware of applicable safety procedures and fabrication skills should perform the installation of this product.

GASOLINE AND OTHER FUELS ARE FLAMMABLE AND CAN BE EXPLOSIVE!

Perform the installation in a well ventilated location only to minimize the build up of fuel vapors. **NO** open flames, smoking or other sources of ignition are to be present during installation, to prevent fire or explosion that can cause serious injury or death. Grinding, cutting, and drilling must be performed with care to prevent ignition. Draining and removal of all fuel and ventilation of vapors in vehicle and fuel system is recommended when performing such procedures. Proper eye and personal protection is required at all times during installation.

WARNING!

The Vehicle's fuel system may be under pressure! Do not loosen any fuel connections until relieving all fuel system pressure. Consult an applicable service manual for instructions to relieve fuel system pressure safely.

This product is intended for racing, off-road, or marine use only. This fuel system component may not be legal for sale or use on emission controlled motor vehicles; consult local, state and national laws.

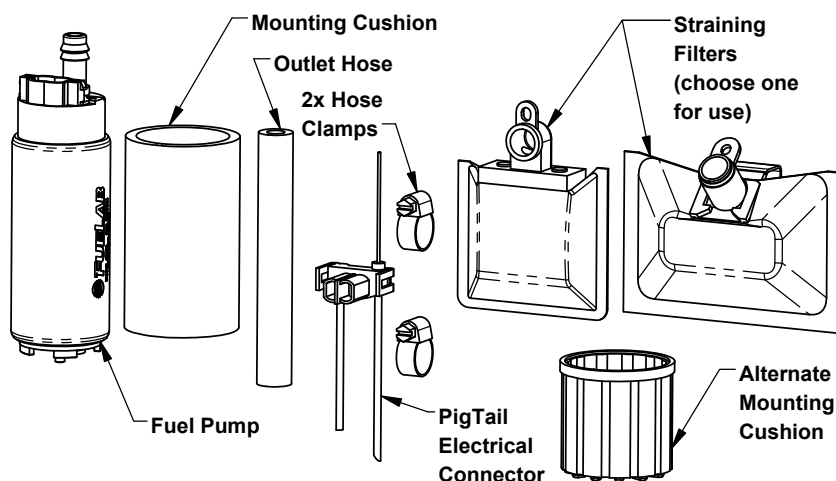
This Fuel Pump is compatible only with Pump or Racing Gasolines, E85 or all Ethanol blends. This Fuel Pump is **NOT** compatible or covered under warranty with use of Diesel or Methanol Fuels

Product Contents:

Check the diagram and list of components (right) to ensure that no components are missing from box. Contact your Fuelab distributor immediately for replacement.

49442 Features and Performance Ratings:

Inlet Port Size	11mm
Outlet Port Size	5/16" Nipple
Rated Flow Rate	90 GPH @ 45 PSI, 13.8V (340 LPH @ 3 Bar)
Maximum Pressure	85 PSI (5.9 Bar)
Operating Voltage	8-18 Volts



WARNING! This fuel pump has a high capacity flow output, and also consumes a larger than normal electrical current draw. The vehicle's fuel pump wiring may be insufficient to power this fuel pump safely as well as voltage drops through its use will dramatically affect flow output. Use of an aftermarket, high current relay electrical system is highly recommended.

Before Installation, Plan Entire Fuel System:

A complete design plan of entire fuel system must be created for the specific application. These instructions are a guide to help design this plan with respects to integrating this model of fuel pump only. Consult other sources of information and manufacturers instructions for the various components of the fuel system. These instructions are limited to general topics of fuel pump installation and may not include specific information pertaining to your specific application. These instructions are written assuming the use of direct replacement of vehicle's fuel pump. This fuel pump may be integrated in some general carbureted systems using a bypass system. Additional information including advanced troubleshooting, any special alerts and FAQ's pertaining to this and other products is also available. A good design plan for the fuel system must contain consideration for: Pressure and flow rate through various components, quality of components, operating environment (temperature, vibration, shock, general exposure to elements) and local area laws. Begin installation of fuel pump only after a complete plan is established to help avoid fuel system component failure, costly rework, and excessive installation time.

This fuel pump is for internal use (In-Tank) or mounting only! Although this fuel pump may be used for custom or modified tank or reservoir uses, this fuel pump is sized and configured for OEM replacement of certain vehicles (go to fuelab.com for details). When used with E85 or high percentage Ethanol content fuel, consider replacement of OEM fuel lines with PTFE based fuel line for compatibility. Typical OEM fuel filters may not be compatible with Ethanol. Replacement of OEM filter with Fuelab 818xx Series Fuel Filter using 6 micron micro-fiberglass fuel filter element is recommended (fuel line replacement and/or adapter use may be required). Replacement of fuel filter is highly recommended as a high flow aftermarket filter will take advantage of this Fuelab Pump's performance. A high capacity fuel pressure regulator with larger return line size may also be required for use due to the high capacity of this fuel pump. Monitor fuel pressure to ensure that excessive fuel pressure is not present. Excessive fuel pressure is an indication of an inadequate pressure control/relief system. Please contact Fuelab for any questions regarding compatibility of this product with the vehicle.

Electrical Planning Notes:

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1. Disconnect the ground terminal from battery and allow the vehicle's engine and exhaust system to cool. Relieve fuel system pressure per applicable service manual. Follow all Warnings, Cautions and Instructions written on previous pages of these instructions.
2. Drain or remove fuel from the fuel tank. If fuel tank requires removal for fuel tank replacement, be sure to drain or remove as much fuel as possible, to minimize weight and reduce possible spillage. Typical use for the fuel pump include removal of OEM fuel pump through removal a fuel pump hanger or mounting assembly from fuel tank. Remove pump mounting assembly from fuel tank, and inspect for damage, including the main tank seal or module. Typically, replacement parts for the mounting assembly are available through OEM dealers and auto parts stores or distributors. Inspect for cracking or broken components.
3. Remove fuel pump from mounting assembly and compare this Fuelab Pump with the original pump, comparing for similar size, geometry and straining filter size. Place Cushion over outer sleeve of Fuelab Pump and attach Straining Filter to inlet. This system includes two different sized inlet straining filters, choose the closest size that will work or replace with OE style straining filter appropriate for application. Attach Fuelab Fuel Pump in same location and manner as original, while keeping the replacement hose section in place (note: Hose Segment provided may require trimming or alternate hose segment may be required for use).
4. Use provided Pigtail Electrical Connector for powering Fuelab Fuel Pump. Ensure proper polarity, and use crimp style butt connectors to splice wiring. Use of Solder is recommended as well for better connection if crimp is not proper. **WARNING:** This Fuelab Fuel Pump is rated for high flow rates and therefore high current draw. OEM electrical fuel pump circuit may be insufficient to operate the fuel pump safely. It is highly recommended that an aftermarket 25 to 30 Amp relay system wired directly to the vehicle's battery be used.

5. Inspect fuel system for any contact of fuel lines or wires with other components that can cause chafing or rubbing. Secure all components and fuel lines. Ensure that moving components of vehicle are clear.
6. Connect the vehicle's battery. Perform initial priming: The Fuel Pump may require priming during initial operation and for moment after depletion of fuel from fuel tank or cell. This action can be accomplished by removing fuel line from fuel rail (downstream of fuel pump and filters), allowing the fuel line to empty fluid into fuel safe container. Operate fuel pump until fuel exits fuel line. Attach fuel line back to the fuel rail after priming fuel pump. After tightening connection, verify leak-free operation while checking fuel rail pressure. If fuel pressure is not high enough, repeat priming procedure to ensure that fuel pump is receiving fuel from tank. Turn on fuel pump (typically by bypassing fuel pump relay) without engine operating. ECU or engine management computer may be controlling the relay. The ECU may only operate pump for a few seconds each time ignition switch is set to on. The pump will have to operate several seconds (30+) to prime and drive air out of the fuel system. Reattach fuel rail line. Start fuel system and inspect for leaks. Inspect vehicle for any leaks. Turn off fuel system and repair any leaks that may be present before continuing.

Fuel System Maintenance Notes:

Periodic inspection and general maintenance is required for longevity and reliability of the fuel system. This action directly affects the fuel pump's performance and reliability. Included with that are periodic inspection and/or filter element replacement. Straining Filters (upstream of pump) should be checked and cleaned at least every 50,000 miles (more often for off-road operating conditions). Replace or clean downstream filters (after pump) every year or 15,000 miles (more often for off-road operating conditions). Dirty fuel filters can block flow and adversely effect fuel system performance as well as can directly damage the fuel pump.

Special alert for E85 or Methanol Users: **DO NOT** use cellulose (paper) based filter elements! Water can contaminate the fuel and break down the element, creating debris that can damage injectors and fuel pump.

Troubleshooting Notes:

Problem (Symptom)	Possible Causes	Possible Solutions
Not operating.	- Faulty fuel pump relay. - Faulty, dirty or corroded electrical connections or improperly sized wire. - Debris from tank or plumbing lodged inside pump.	Check voltage to Fuel Pump, at power terminals. If voltage is steady and consistent (within 1/2 Volt of battery) then contact Fuelab for assistance or repair. If voltage is inconsistent as described, repair or replace electrical components as required.
Not building up fuel pressure.	- Incorrect fuel system initial priming procedure. - Improperly mounted fuel pump or low fuel level.	Repeat procedure for proper priming, check fuel level as well as fuel pump voltage. If condition continues, remove fuel module and check fuel pump mounting and fuel pump wiring.
Loss of fuel pressure or erratic pressure pulsation after several minutes of operation.	Cavitation (vapor lock) due to overheating or restricted inlet.	Check temperature of return line right after failure. If return line is hot to touch (cannot leave hand on pump due to it being too hot, or above 120°F), then look for sources of heat such as exhaust or fuel rail mountings that could be conducting too much heat. If return line is not hot to the touch, check for inlet restrictions such as improperly vented tank or inspect module and straining filter. Contact Fuelab, as pump may be damaged due to improper operating condition for repair or consultation.