



## Sniper EFI Conversion Fuel Tanks



Congratulations on your purchase of the Sniper EFI Conversion Fuel Tank. The following assembly instructions will assist you in installing the tank, fuel level sender, and the pump hanger assembly to complete your installation.

**WARNING! THESE INSTRUCTIONS MUST BE READ AND FULLY UNDERSTOOD BEFORE BEGINNING INSTALLATION. FAILURE TO FOLLOW THESE INSTRUCTIONS MAY RESULT IN POOR PERFORMANCE, VEHICLE DAMAGE, PERSONAL INJURY, OR DEATH. IF THESE INSTRUCTIONS ARE NOT FULLY UNDERSTOOD, INSTALLATION SHOULD NOT BE ATTEMPTED. PLEASE CONSULT HOLLEY TECH SERVICE OR A QUALIFIED MECHANIC.**

**Kit Includes: fuel tank, filler neck and hose, fuel level sender assembly, and fuel pump and hanger.**

**Please use caution draining and removing your old tank. Gasoline is very flammable. Do not smoke or have any heat sources near your work area.**

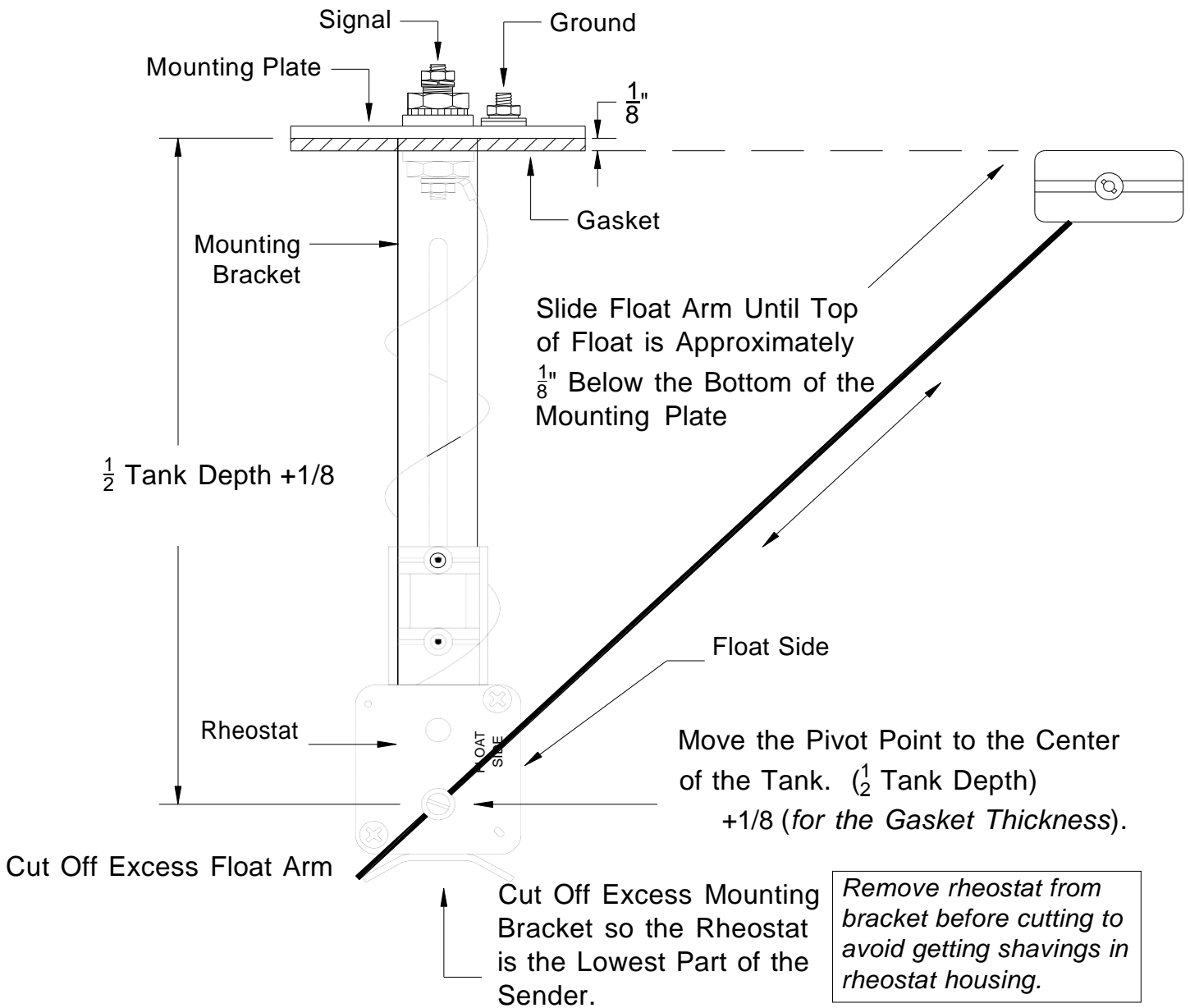


### Fuel Sender Installation

- 1) For tank depths of 6" to 15-1/2", it will be necessary to remove the lower mounting bracket.
  - a. Begin by removing the two screws and nuts from the lower mounting bracket. These will be discarded.
  - b. Remove the two screws from the plastic rheostat housing. Save these screws to use later.
  - c. Remove the plastic rheostat housing from the lower mounting bracket and then discard this portion of the mounting bracket.

d. Reinstall the plastic rheostat housing to the upper mounting bracket and secure using the screws you removed in step "b". (for tank depths 6-7 inches, the top screw is not needed)

2) Adjust the float length and pivot point for the tank's depth. See diagram below.



## 255 LPH Series Pump Instructions

Plan the orientation of your supply and return fittings prior to assembly so they will be facing in the desired direction for your installation. Keep in mind that the filter sock has to be aligned with the reservoir tray.

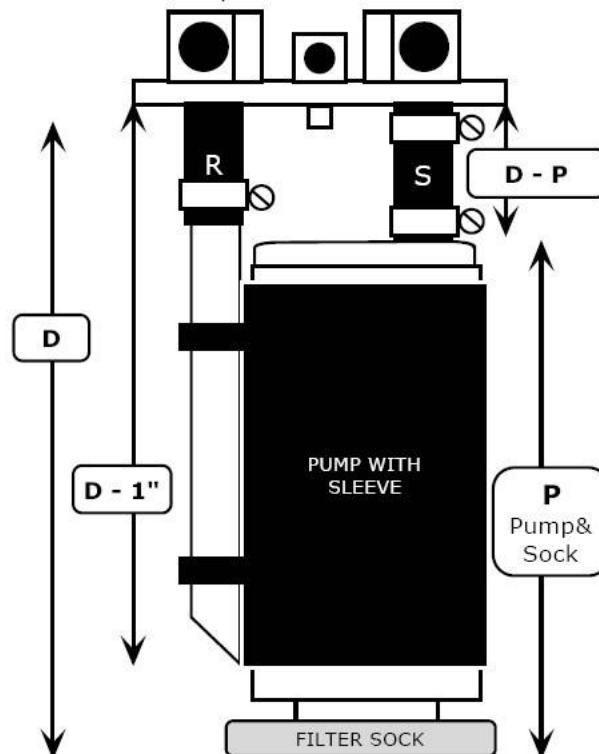
1. Measure the depth of your tank (D) by inserting a ruler down the 2.25" diameter accessory opening on your tank. Determine the length of your supply and return tubes:

D = Depth of tank

S = D - P

D - 1" = Return Line

2. Trim the Return (R) and Supply (S) tubes to the lengths determined in step #1.
3. Slip two hose clamps over the Supply Line (do not tighten)... warm the end of the Supply Line with a heat gun... push the pump outlet-nozzle into the Supply Line, being sure to use a straight motion so you don't stress the outlet nozzle.
4. Rotate the pump until it nestles against the Return Line. Tighten the hose clamps and cable tie the pump to the Return Line with two cable ties.
5. Connect your in-tank wire harness, being careful to route the cable-tie and wires in a safe manner to prevent movement and chaffing. The wires may be wound around the Return Line and/or the Supply Line to take up slack.
6. Never run your pump dry.



7. You should consider installing an access door in the floor above your pump module.
8. For a better seal use Permatex Indian Head Gasket Shellac Compound or Aviation Form-A-Gasket Sealant Liquid on the gasket and screws.

9. For the extra venting necessary for fuel injection we have supplied a vent fitting. This can be connected to a carbon canister or breather.

**WARNING! Think safety at all times. Improper installation of a gas tank can cause the product to malfunction and cause injury or death to the occupants and/or damage to the vehicle.**

- Trial fit your tank before painting or polishing. Do not grind the welds.
- Your tank must be grounded to the frame.
- An in-line fuel filter is recommended.
- Never fill your tank 100% full. Leave room for the cool fuel to expand.
- Always remove your cap slowly. Fuel spray can cause injury.
- Pipe tape is recommended for all threaded accessory fittings, such as pickup tubes and rollover valves. A small dab of Never-Seez, or similar anti-galling compounds should be used to act as a lubricant and to protect the threads.
- Most of our tanks are designed to work with your stock-style vented cap. We have provided an additional vent opening in many of our tanks to help with today's reformulated fuels. If you have changed to a non-vented cap, your installation may require additional venting through the neck or the sending unit to prevent pressurizing the tank.
- If you have an EFI tank with a vent in the recessed area, use the supplied "Y" fitting to plumb together the vent from the tank with the vent from the fuel pump assembly. When installing the "Y" fitting, ensure that the fitting is as high as the top of the tank or higher.