

## 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.

This fuel pump utilizes an electronic DC motor system that is not typical of conventional fuel pumps, and therefore extra precautions must be adhered to as contained in instructions herein

### **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.

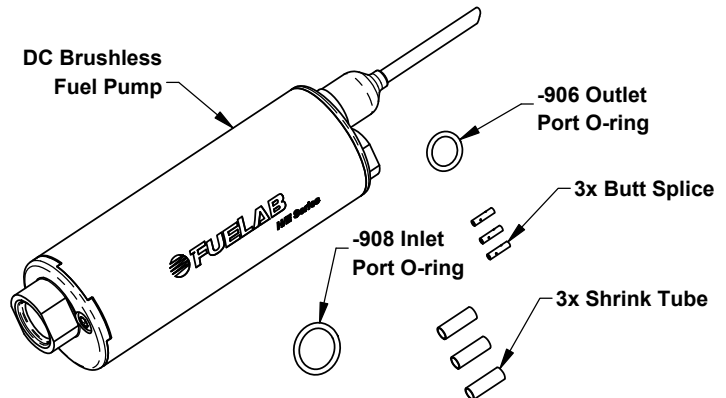
This product is intended for racing, off-road, or marine use only. This fuel system component may not be legal for sale or use on emission controlled motor vehicles; consult local, state and national laws.

#### **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.

#### **48401 Features and Performance Ratings:**

Inlet Port Size	-8AN Military Port
Outlet Port Size	-6AN Military Port
Rated Flow Rate	66 GPH @ 45 PSI, 13.5V (250 LPH @ 3 Bar)
Maximum Pressure	125 PSI (8.5 Bar)
Component Requirement	DC Brushless Motor Controller Required!



**WARNING!** This Fuel Pump is operated by using 3-Phase DC Brushless motor techniques utilizing sensorless drive. Instead of having only two wires exiting fuel pump for constant DC electrical power to be applied, this fuel pump has three exiting wires that are directly attached to the motor's stator windings. This makes an external electronic DC brushless controller **REQUIRED** for operation. Fuelab Model 720xx Series Controllers are capable of operating this model of fuel pump. **DO NOT** Apply DC electrical power to any of these stator wires that exit the Fuel Pump!

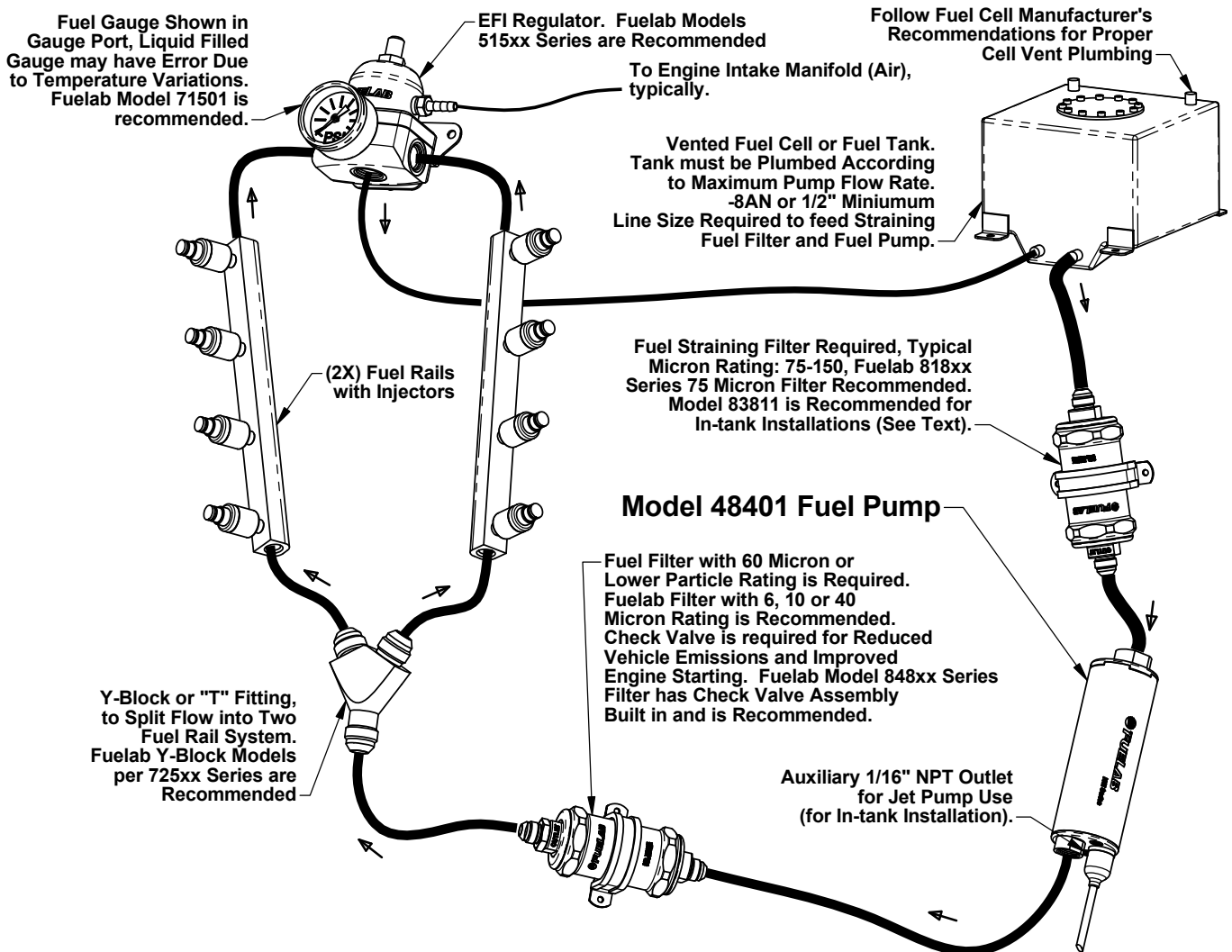
#### **Before Installation, Plan Entire Fuel System:**

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 Multi-Point Electronic Fuel Injection using a standard return (bypass) style fuel pressure regulator. This fuel pump may be integrated in some general carbureted systems using a bypass system. Visit our company website ([www.fuelab.com](http://www.fuelab.com)) for specific details pertaining to example fuel systems and other solution ideas. 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.

**Plumbing Planning Notes:**

Fuel Pump may be mounted inside a fuel tank or cell. An inlet straining filter is required, Fuelab Model 83811 is recommended. Adequate structural mounting and support is the responsibility of the fabricator / installer. Sealed electrical connections for all three motor phase wires are required for installation. Fuelab Model 74101 is recommended to serve as a bulkhead feedthru for sealed wiring. For external mounting, mount the fuel pump as low as possible without it being vulnerable to road hazards or debris. Minimize the length of the fuel line feeding fuel pump. Do not use "cross drilled" style 90° elbow fittings, check valves or other restrictions (other than high flow fuel filter or shut-off valve) before fuel pump. Minimize plumbing restrictions between fuel tank and fuel pump and regulator for peak performance, use -8AN (1/2") to -10AN (5/8") line for feeding the fuel pump. Typically -6AN (3/8") to -8AN (1/2") line is required for the rest of the fuel system. Note regulator manufacturer's line size recommendations for the rest of the fuel system. Use of a strainer filter upstream of fuel pump is required to protect fuel pump from damage. All fuel line used must handle high pressure. The use of fuel line such as stainless steel braided line and "AN" style fitting connections is recommended. The fuel ports (one -8AN Inlet Port and one -6AN Outlet Port) use "AN" or "military" style fittings. This plumbing standard is commonly used with racing and high performance applications. See step 4 on page 3, for additional information on this port standard. A fuel filter with a 60 micron or finer particle rating is required to be used upstream of regulator and downstream from fuel pump to protect it and the fuel injectors from foreign object damage. Reference the Schematic Diagram below for filter locations. Fuel tank must have a modification of an additional sump, or use aftermarket fuel cell as indicated. Use of a "pick-up" tube system for feeding fuel to pump is not recommended. If a "pick-up" tube system is employed, use **ONLY** -8AN (1/2") sized line or larger! Use of a liquid filled gauge exposed to engine compartment heat is not recommended as the liquid inside the gauge may exert measurement errors. **DO NOT** plumb to any gauge mounted inside the vehicle or in passenger compartment. A line burst can spill fuel inside passenger compartment and on occupants, possibly causing serious injury or death. An electric gauge or pressure transducer system is recommended for readings in a passenger compartment.

**Typical EFI V-8 Fuel System Plumbing Schematic Diagram:**



**Special Note: Use in carbureted systems require a bypass return or relief valve. Do not "Dead Head" Fuel Pump.**

## Electrical Planning Notes:

**SPECIAL NOTE:** This Fuel Pump requires the use of an external DC Brushless Motor Controller. Fuelab Model 720xx Series DC Brushless Fuel Pump Controller is compatible with this model of fuel pump. The three wires coming from the fuel pump (Red, Yellow and Black 16 gage stranded wires with Teflon insulation) come directly from the motor's stator internal windings. The color and order of these three wires determines the rotational direction of the fuel pump. During initial operation, direction of motor (and therefore direction of flow) requires it to be determined. If pump is determined to be operating in reverse, swap positions of two of the three wires with each other to reverse direction of flow. The color of the wires are not important regarding these three motor phase wires. Reversing the direction of the pump flow direction can be done by changing any two of the three wires. **DO NOT** reverse the polarity of the input DC voltage to the controller operating the fuel pump. This may result in damage to the controller. Supplied Butt Splices and Shrink Tubes can be used to facilitate splicing of wiring to either a Feedthru or directly to the Controller. These Butt Splices and Shrink Tubes are intended for one time use, not for rework. Be sure to check proper Fuel Pump delivery direction before committing to permanently attaching the wiring.

## Installation Steps:

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. Modify, remove or replace other fuel system components as required per established build plan (reference notes on previous pages and above).
3. Choose a location for the fuel pump that minimizes exposure to road hazards and debris, away from engine exhaust pipes, near fuel tank or cell (keep pump as low as possible to help "draw" fuel in). Note position and plumbing requirements as stated earlier in these instructions. All plumbing must be in accordance to instructions herein, particularly with all upstream plumbing (between fuel tank and fuel pump)! Excessive restrictions upstream of the fuel pump will permanently damage the fuel pump. Fuel pump does not include mounting brackets. Outside dimension of fuel pump is approximately 2 inches (50.4mm) for reference. Installer is responsible for all fabrication necessary to mount the fuel pump either in-tank or external locations.
4. Install the fuel fittings (not supplied). The threads used on these Fuel Ports are not tapered or pipe threads. Do not use Teflon® thread tape or thread sealant on these threads, as this can cause leakage or introduce debris into the fuel system. Fittings to be used with these style of ports require use of the enclosed -908 and -906 O-rings for proper sealing. Use light oil to lubricate the O-rings just prior to installation. Install the O-rings onto the fuel fitting first. Position the O-ring in the thread relief of the fitting. Thread fitting into fuel pump and tighten between 5 and 15 ft-lbs of torque.
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.
7. When adjusting pressure, be sure that fuel pump is operating to monitor pressure. Fuelab recommends to use a "baseline" pressure reference when adjusting the pressure (adjusting the pressure with engine off or Pressure Reference Line unhooked). The vehicle's engine may not produce consistent vacuum during idle to have repeatable readings.
8. After final adjustment of fuel pressure, tighten Jam Nut. Road test vehicle, and retest pressure upon return to ensure accurate adjustment. After installation of this fuel pump, verify flow capacity to ensure safe levels of flow, particularly with reduced levels of pump speed. Having insufficient flow capacity can result in an engine lean-out condition that can cause severe engine damage. Collecting a given amount of fuel (as measured by weight or volume) over a measured amount of time can be used to determine capacity. Collect fuel flow from the return line to measure the amount of fuel capacity at a given operating pressure. A 20+ ampere capacity battery charger may be used to simulate the charging system of the vehicle while engine is off. If using an adjustable fuel pressure regulator, for boosted applications, simulate boost by raising the fuel pressure by the amount of expected maximum boost pressure. Performing these tests will give greater accuracy for capacity tests.

**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 15,000 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. E85, Methanol and other oxygenated fuels can absorb water. Long term storage of this fuel within the fuel tank of vehicle is not recommended and can contribute to rusting of the fuel pump's tool steel components. Draining the fuel tank and replacement with small amount of Gasoline or Kerosene (along with operating the fuel system for a small period of time) is recommended for long term storage of the vehicle.

**Troubleshooting Notes:**

Problem (Symptom)	Possible Causes	Possible Solutions
Fuel Pump operating in reverse flow direction.	<ul style="list-style-type: none"> <li>• Improper motor phase wiring order.</li> </ul>	Swap two of the three motor phase wires with each other (leave the third wire connected). Any two of the three wires can be swapped, color does not matter.
Not operating or slight "clicking" sound when turned on.	<ul style="list-style-type: none"> <li>• Faulty fuel pump relay.</li> <li>• Faulty, dirty or corroded terminals or improperly sized wire.</li> <li>• Debris from tank or plumbing lodged inside pump.</li> </ul>	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.	<ul style="list-style-type: none"> <li>• Incorrect fuel system initial priming procedure.</li> <li>• Loose inlet fuel fittings or leaking plumbing on inlet side (letting in air).</li> </ul>	Repeat procedure for proper priming. If condition continues, check all plumbing upstream (on inlet side) of fuel pump.
Leakage of fuel at inlet or outlet fuel ports.	<ul style="list-style-type: none"> <li>• Improper type of fitting used.</li> </ul>	If leakage is occurring between the end caps and sleeve or controller base of pump, contact Fuelab immediately for repair or replacement. If leakage occurs at fitting, be sure that the proper fitting style is used (AN o-ring seal type ONLY!). Pipe Threaded style fittings are NOT to be used. If proper style of fittings are being used, be sure that o-ring is being used on fitting or replace o-ring.
Loss of fuel pressure or erratic pressure pulsation after several minutes of operation.	<ul style="list-style-type: none"> <li>• Cavitation (vapor lock) due to overheating or restricted inlet.</li> </ul>	Check temperature of pump right after failure. If pump 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 pump is not hot to the touch, check for inlet restrictions such as improperly vented tank, kinks in the fuel line, or too small of plumbing for application. Contact Fuelab, as pump may be damaged due to improper operating condition for repair or consultation.

Please do not return this product to your retailer. If you experience any performance, reliability or problems during installation or use of this product, please contact Fuelab immediately!

For more tips, advice or troubleshooting please visit our website at [www.fuelab.com](http://www.fuelab.com), e-mail message to [info@fuelab.com](mailto:info@fuelab.com) or call our tech department at 618-344-3300 between 8am and 5pm Central Standard Time.



[www.fuelab.com](http://www.fuelab.com)  
1605 Eastport Plaza Drive, Suite 125, Collinsville, IL 62234  
618-344-3300

## LIMITED WARRANTY

**FUELAB, a division of FCP, Inc.**, having its principal place of business at **1605 Eastport Plaza Drive, Suite 125, Collinsville, IL 62234, USA** ("Manufacturer") warrants its **FUELAB** products (the "Products") as follows:

### 1. Limited Warranty.

Manufacturer warrants that the Products sold hereunder will be free from defects in material and workmanship for a period of 2 Years from the date of purchase to the original purchaser. If the Products do not conform to this Limited Warranty during the warranty period (as herein above specified), Buyer shall notify Manufacturer in writing, or by phone, of the claimed defects and demonstrate to Manufacturer satisfaction that said defects are covered by this Limited Warranty. If the defects are properly reported to Manufacturer within the warranty period, and the defects are of such type and nature as to be covered by this warranty, Manufacturer shall, at its own expense, furnish replacement Products or, at Manufacturer's option, replacement parts for the defective Products. Removal of Products from vehicle (*Vehicle means any automotive, bike or marine transportation powered by an internal combustion engine. This product is **NOT** intended or designed for use on aircraft, experimental or otherwise.*), shipping to Manufacturer and installation of the replacement Products or replacement parts shall be at Buyer's expense.

### 2. Other Limits.

THE FOREGOING IS IN LIEU OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. Manufacturer does not warrant against damages or defects arising out of improper or abnormal use or handling of the Products; against defects or damages arising from improper installation (where installation is by persons other than Manufacturer), against defects in products or components not manufactured by Manufacturer, or against damages resulting from such non-Manufacturer made products or components. Manufacturer passes on to Buyer the warranty it received (if any) from the maker thereof of such non-Manufacturer made products or components. This warranty also does not apply to Products upon which repairs have been effected or attempted by persons other than pursuant to written authorization by Manufacturer.

### 3. Exclusive Obligation.

THIS WARRANTY IS EXCLUSIVE. The sole and exclusive obligation of Manufacturer shall be to repair or replace the defective Products in the manner and for the period provided above. Manufacturer shall not have any other obligation with respect to the Products or any part thereof, whether based on contract, tort, strict liability or otherwise. Under no circumstances, whether based on this Limited Warranty or otherwise, shall Manufacturer be liable for incidental, special, or consequential damages.

### 4. Other Statements.

Manufacturer's employees, representatives' and/or resellers ORAL OR OTHER WRITTEN STATEMENTS DO NOT CONSTITUTE WARRANTIES, shall not be relied upon by Buyer, and are not a part of the contract for sale or this limited warranty.

### 5. Entire Obligation.

This Limited Warranty states the entire obligation of Manufacturer with respect to the Products. If any part of this Limited Warranty is determined to be void or illegal, the remainder shall remain in full force and effect.

### 6. Warranty Service

**What Does This Warranty Not Cover?** Any problem that is caused by abuse, misuse, or an act of God (such as a flood) is not covered. Also, consequential and incidental damages are not recoverable under this warranty. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you.

**How Do You Get Service?** In order to be eligible for service under this warranty you **MUST** return the Warranty Registration card, or register on-line at [www.fuelab.com/warranty-registration](http://www.fuelab.com/warranty-registration) within 30 days of purchasing the Product.

If something goes wrong with your product contact FUELAB at 618-344-3300, or send an e-mail to: [info@fuelab.com](mailto:info@fuelab.com) for a Return Authorization Number (RMA). After receiving your RMA send it postage paid, fully insured, with a brief written description of the problem to:

FUELAB Warranty Department, 1605 Eastport Plaza Drive, Suite 125, Collinsville, IL 62234

We will inspect your Product and contact you within 72 hours of receipt to give the results of our inspection and an estimate of the labor and/or parts charges required to fix the Product, if applicable. If covered under this limited warranty Manufacturer will repair Product and return it to you at no cost. If the Product is NOT covered under this warranty and if you authorize repairs, we will return the repaired Product to you COD, or prepaid via credit card, within 72 hours. There is no charge for inspection. If return product is found to be free of defects a \$25.00 shipping and handling charge will be applied. We will return the repaired Product to you COD, or prepaid via credit card, within 72 hours.