

## 2000 Porsche 911 LS1 Swap Fuel System

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Being a 996.1, the original fuel system has a feed and return line, I am aware that the newer 996.2's do not have the return line, so this walk through only pertains to 996.1

I used the Holley Sniper EFI Fuel rail, mostly due to the want for an AN fitting on my fuel rail/build quality, the OEM LS1 fuel rail is perfectly fine and can use one of the adapters. This might have been a mistake in my build.

Parts needed:

- C5 Fuel Filter/Regulator with AN Fittings
- 6AN SS Braided Hose 10FT
- 6AN 180 Degree Bend, (3)
- 6AN Female hose end (5)
- 8AN to 6AN Reducer\*
- 6AN to 5/16 SAE Bundy Fitting (2)

\*Only needed if you use an aftermarket fuel rail such as Holley EFI Sniper Rail, which this build pertains to.

The Filter:

The C5 Fuel filter/regulator combination sits in the stock fuel filter location. This requires removing the coolant hoses running closest to the engine to be able to access anything.



### The Feed.

The feed line is towards where both hard coolant lines meet near the rubber coupler, this picture shows the Bundy line adapter to AN, no chopping of the original fuel line is required.



### The Return.

The return line was relatively simple, it is the line closest to the fuel filter as shown below. I moved the OEM fuel line towards the front of the car to make everything line up, I only moved it about 6".



To the engine.

The C5 fuel filter has AN fitting with the kit(most do at least), I ran the rest of the fuel line to the front of the engine/rear of the car. I had just enough to finish the fuel system with the 10ft I ordered. I moved the holley fuel feed into the front driver side of the rail, for ease of removal when removing/replacing the engine. The engine bay has multiple clips that you no longer need to attach the fuel line to.

