

WARNING

GASOLINE IS INVOLVED. VENTILATE THE ENGINE COMPARTMENT BEFORE STARTING THE ENGINE. REMOVE NEGATIVE (-) BATTERY CABLE FROM POST. TO REDUCE THE RISK OF FIRE AND PERSONAL INJURY, IT IS NECESSARY TO RELIEVE THE FUEL SYSTEM PRESSURE BEFORE SERVICING FUEL SYSTEM COMPONENTS. HAVE A CLASS 'B' FIRE EXTINGUISHER CLOSE BY AND STORE FUEL IN AN APPROVED CONTAINER.

WARNING**WARNING**

Marine Electric Fuel Pump Installation Instructions

NOTE:

- For safety reasons, it is recommended an A-68301 Pressure Safety Switch be installed. This will prevent engine damage if the engine stops without the ignition switch in the "off" position.
- To prevent fuel pump failure, installation of a high quality fuel filter on the inlet side of the pump is required.
- For quieter operation, an 18-14U Quiet Pack should be installed.

1. Disconnect the negative battery cable.
2. Mount the fuel pump within the engine compartment close to the existing fuel lines, on or within 12 inches of the engine, and as near to the bottom of the fuel tank as possible, but never more than 24 inches above the top of the tank. (Per US Coast Guard requirements: If the top of the fuel tank is above the carburetor fuel inlet, the fuel line must be above the tank top, or have either an electric fuel stop valve or anti-siphon device installed. If the top of the fuel tank is below the carburetor fuel inlet, the fuel line must be metallic or "USCG Type A" hose.)
3. Install the mounting bracket with 3 self-tapping screws or optional #18-14U Quiet Pack (See Fig. A & B).
4. Assemble the fuel pump on the mounting bracket with the outlet towards the engine and the terminals facing downward (See Fig. A & B).
5. Install a quality fuel filter before the fuel pump and assemble the fuel line fittings (See Fig. A). (This pump is equipped with dry-seal fuel fittings. Do not use Teflon tape or pipe sealant, or pump breakage will occur.)
6. Using #14 gauge stranded wire, follow the wiring diagram (See Fig. A & B) and connect the pump to the boat's electrical system. Use #8 gauge stranded wire on the pump ground. If the boat has a pre-existing oil pressure safety switch which operates either a warning light or gauge, it is recommended that a T-adaptor be installed into the engine block and both the O.E. and the A-68301 Pressure Safety Switch used (See Fig. C). (Route wires away from heat and chafing hazards, and attach securely to prevent damage to the insulation. Full battery voltage must be available to the pump when the ignition switch is "on". Pump ground must be the same as the battery ground.)
7. Install the terminal retainer and the two (2) pump terminal wires onto the pump making sure the boots seal around the pump terminals (See Fig. B). Re-connect the negative battery cable, ventilate the engine compartment, and start the engine. Check for fuel leaks and repair before releasing.

WARNING

NOT FOR USE IN AIRCRAFT. THE USE OF A PUMP FOR OTHER THAN THE APPLICATIONS LISTED WILL VOID THE WARRANTY AND WILL DO SEVERE ENGINE DAMAGE.

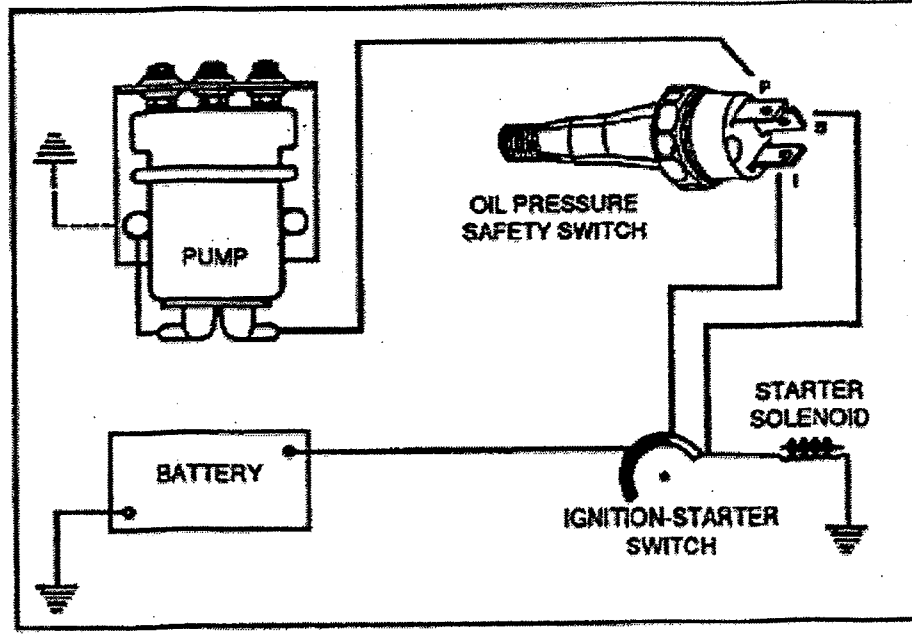
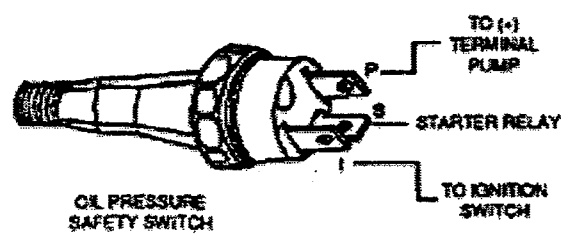
WARNING**WARNING**

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SAFETY INTERLOCK CIRCUIT

The pressure switch should be installed in the engine oil pressure system at a convenient location. In some instances it may be necessary to install a "T" fitting below existing oil gauge sensor or dash light unit.



Wires should be 18 gauge insulated, or heavier and routed so as to protect them from exhaust heat and anchored securely at frequent intervals to prevent chafing.

