

MOUNTING PROCEDURE

Step 1

Mount the pump as close as possible to the fuel tank in a well ventilated area with minimal exposure to road debris. Avoid exposing the pump and fuel lines to moving parts and hot surfaces, such as the exhaust system.

The pump should be mounted at tank level or below.

Note: Increasing distance between pump and tank will decrease pump efficiency.

Step 2

Using the pump mounting bracket as a template, locate mounting holes on a solid member, such as the vehicle chassis. Drill clearance holes for 5/16" bolts.

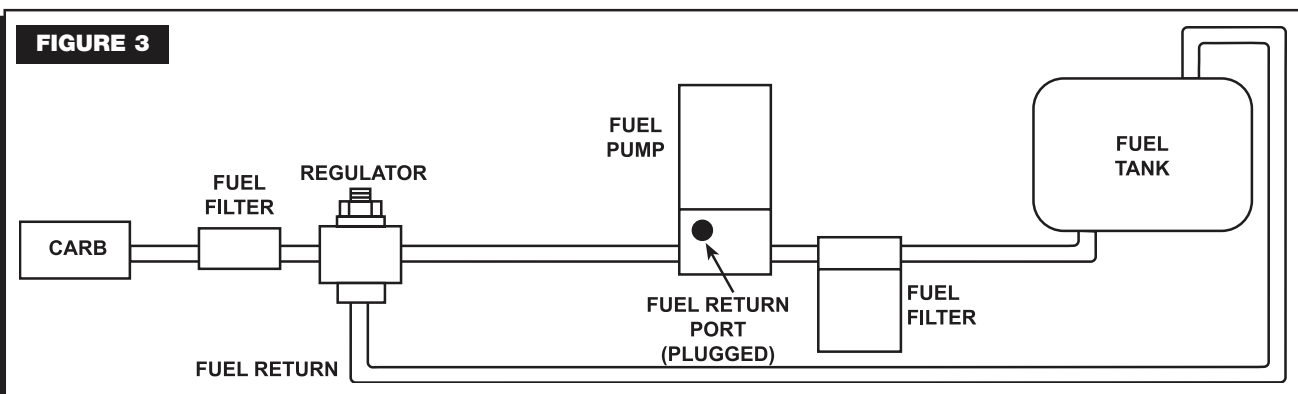
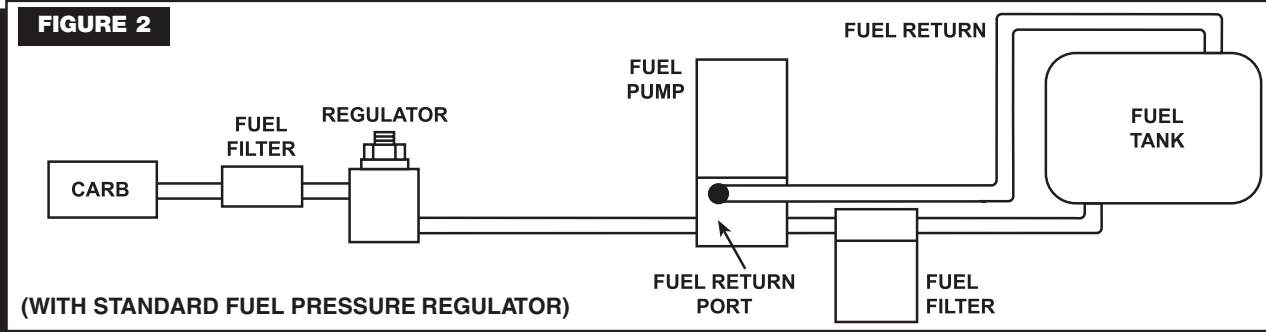
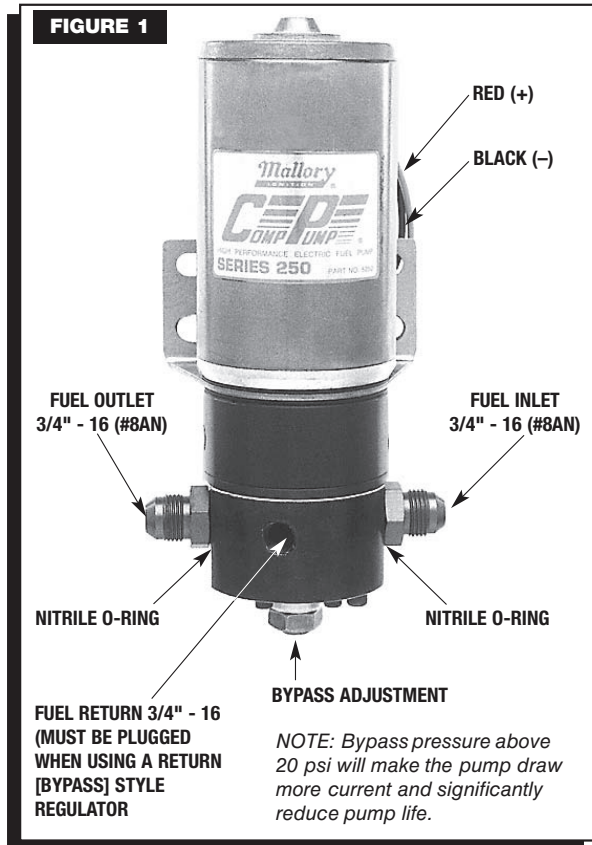
Note: To ensure against a potential fire hazard from pump flooding, mount the pump in a vertical position with the motor on top (Figure 1).

Step 3

To prolong pump life and efficiency, a high volume fuel filter such as the Mallory Fuel Filter Series 500 Fuel Filter (Part No. 3500) must be installed between the pump and fuel tank. Connect #8 AN fuel lines as shown in Figure 2 for Standard Regulator or #10 AN lines as shown in Figure 3 for Return (Bypass) Style Regulator.

Step 4

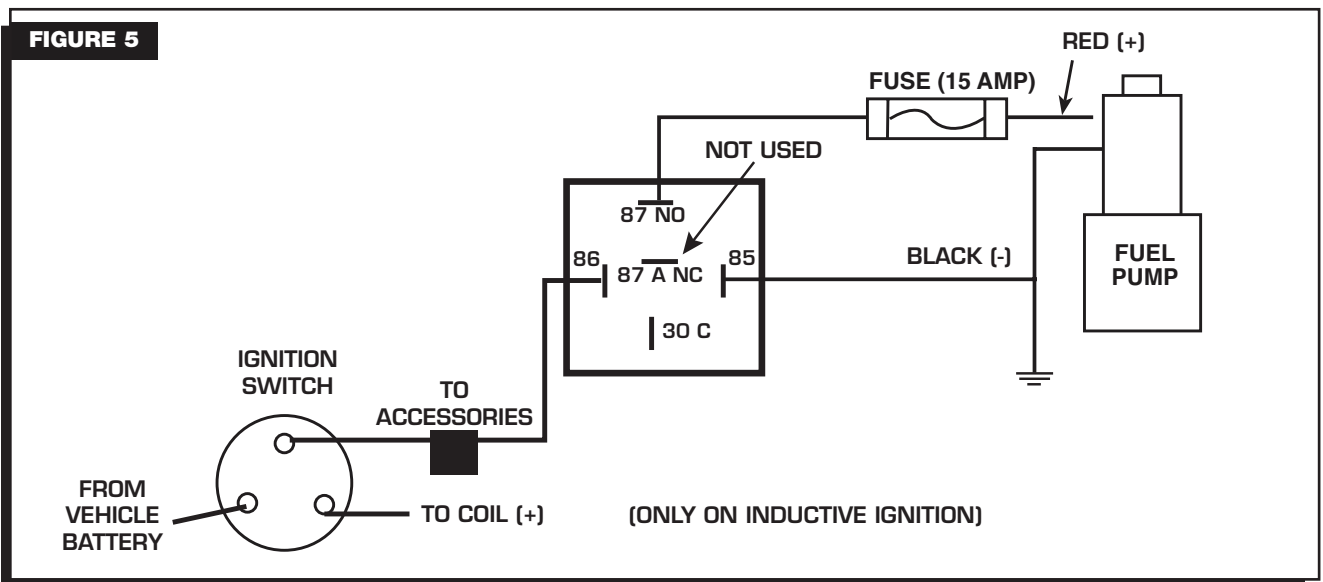
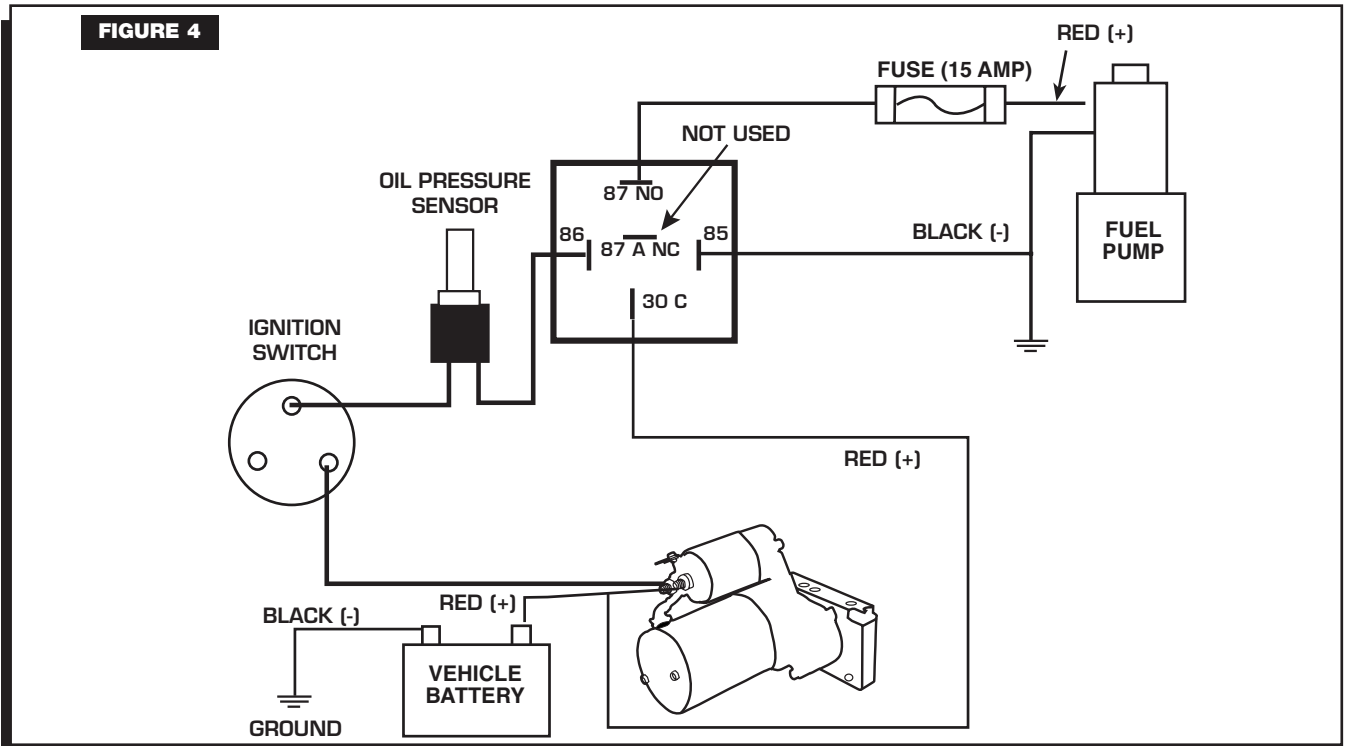
Be sure to install one of the Mallory High Volume Fuel Pressure Regulators between the pump and carburetor. For maximum efficiency, mount the pressure regulator as close as possible to the carburetor. See instructions packaged with the pressure regulator. Make sure all fittings are tight so that air cannot enter the system.



WIRING PROCEDURE

Wiring the pump to an oil pressure switch provides power only when the ignition switch is on and the engine is running. This prevents the pump from running if your engine stalls. Use 12 gauge wire or larger and be sure to disconnect the battery ground cable before wiring the pump. Refer to Figure 4 when connecting the pump to an oil pressure switch.

The pump may be wired directly to the ignition switch "ON" terminal and grounded to the frame or battery. Refer to Figure 5 when connecting the pump to the ignition switch "ON" terminal.



MAINTENANCE – PUMP DISASSEMBLY

If your pump fails to produce adequate pressure or volume, it may require cleaning. Follow the steps below to disassemble and clean your Mallory Electric Fuel Pump. Refer to Figure 6 while performing the following steps.

Step 1

Remove the pump from the vehicle and clean pump exterior. Place the pump on its side on a clean work surface. Scribe or draw a line across the pump housing, port plate and fuel chamber so that you can reassemble the pump correctly.

Step 2

Remove the two fuel chamber screws from the bottom of the pump. Remove fuel chamber and port plate from the pump. NOTE: Do not drop the gerotor from the pump cavity.

Step 3

Place your hand beneath the gerotor and hold the pump in an upright position. The gerotor should slide out of the pump and into your hand.

Step 4

To disassemble the fuel chamber, first remove the lock nut and adjusting screw, then turn the fuel chamber over so that the diaphragm spring falls into your hand. Remove the four screws holding the diaphragm cap to the fuel chamber. Remove the diaphragm cap, diaphragm, and damper spring from the fuel chamber.

Step 5

Clean the gerotor and reinstall it in the pump housing. Inspect the O-ring and gasket, and replace them if necessary. Inspect the diaphragm for any small tears or bubbles in the surface, and replace it if necessary. Inspect the gerotor housing and port plate for wear. If the generator has worn through the plating, return the pump to Mallory for repair.

Step 6

Assemble the pump in the reverse order that you disassembled it. Test bypass pressure. Adjust bypass so that pump is producing between 13 and 20 psi.

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- 1. JAM NUT
- 2. ADJUSTING SCREW
- *3. PRESSURE ADJUSTMENT SPRING
- *4. CAP SCREW (4)
- 5. REGULATOR CAP
- *6. GASOLINE DIAPHRAGM ALCOHOL/
METHANOL DIAPHRAGM
- *7. FUEL CHAMBER SCREW
- *8. DAMPER SPRING
- 9. FUEL CHAMBER
- *10. FUEL CHAMBER GASKET
- 11. PORT PLATE
- 12. GEROTOR
- *13. GEROTOR BUSHING KEY
- *14. GEROTOR BUSHING
- *15. O-RING
- 16. GEROTOR HOUSING
- *17. SEAL
- *18. BRACKET VIBRATION GASKET
- 19. BRACKET
- 20. MOTOR HOUSING NUT (2)
- 21. MOTOR ADAPTER
- 22. SPRING WASHER
- 23. MOTOR ADAPTER SCREW (2)
- 24. MOTOR

* These parts are included in seal/diaphragm kits:
 PN 3171 (gasoline)
 PN 3172 (alcohol)

IMPORTANT: Turn fuel chamber screws by hand until they contact the chamber. Then torque to 24 in./lb.

