

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.

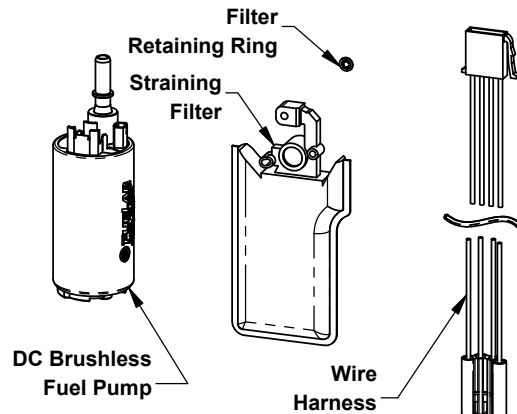
This product is intended for racing, off-road, or marine use only. This fuel system component may not be legal for sale or use on emission controlled motor vehicles; consult local, state and national laws.

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.

49615 Features and Performance Ratings:

Inlet Port Size	Siphon Style Inlet
Outlet Port Size	5/16" SAE Fitting End
Rated Flow Rate	132 GPH @ 45 PSI, 13.5V (500 LPH @ 3 Bar)
Maximum Pressure	125 PSI (8.6 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 (plus Brown Static Ground Wire) 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 can operate this model of fuel pump. **DO NOT** Apply DC electrical power or Ground 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) 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 are 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.

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 (Motor Phase Wires: 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. If Controller has 4-Wires, a ground wire may be employed. **DO NOT** wire Ground or Vehicle Power to **ANY** of the other three wires (Motor Phase Wires). 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 is not important regarding these three motor phase 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. The Fabricator or Installer of the fuel pump **MUST** take responsibility in feedthru wiring from external controller to inside the fuel tank. Fuelab Model 74101 Bulkhead Feedthru can be used to pass the three Motor Phase Wiring into the fuel tank. Be sure to check proper Fuel Pump delivery direction before committing to permanently attaching the motor phase 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. Drain or remove fuel from the fuel tank. If fuel tank requires removal for fuel tank replacement, be sure to drain or remove as much fuel as possible, to minimize weight and reduce possible spillage. Typical use for the fuel pump includes removal of OEM fuel pump through removal of a fuel pump hanger, mounting assembly, or fuel module from the fuel tank. Remove pump mounting assembly from fuel tank, and inspect for damage, including the main tank seal or module. Typically, replacement parts for the mounting assembly are available through OEM dealers and auto parts stores or distributors. Inspect for cracking or broken components.
3. Remove fuel pump from mounting assembly and compare this Fuelab Pump with the original pump, comparing for similar size, geometry, and straining filter size. Attach Straining Filter to inlet, use supplied Retaining Ring (push onto pin). Attach Fuelab Fuel Pump in same location and manner as original. Replacement outlet PTFE fuel line is recommended.
4. Use provided Electrical Harness for powering Fuelab Fuel Pump. Use crimp style butt connectors to splice wiring if required (Harness may plug directly into OE Application). Use of Solder is recommended as well for better connection if crimp is not proper. **WARNING:** This Fuelab Fuel Pump is rated for high flow rates and therefore high current draw. Use of Fuelab Model 74101 Bulkhead Feedthru is recommended for a sealed method of passing the three Motor Phase Wires into the fuel tank or cell (if not for OE Application). Fuel Module may be modified (drilled) to use Bulkhead Feedthru. Brown Wire on Harness is for static ground (not a part of the other three Motor Phase Wiring).
5. If vehicle is not originally equipped with a DC Brushless Fuel Pump Controller (original fuel pump is DC Brushless), then a Controller is required. Fuelab Model 720xx Series Controllers are compatible and recommended for use. Install controller as required to vehicle (outside of fuel tank or fuel cell is required for Fuelab Model 720xx Series Controllers).
6. 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.
7. 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.

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 affect 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"> • Improper motor phase wiring order. 	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"> • Faulty fuel pump relay. • Faulty, dirty, or corroded terminals or improperly sized wire. • Debris from tank or plumbing lodged inside pump. • Poor wiring quality or poor connections between pump and controller (motor phase wiring). 	<p>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.</p> <p>Check all motor phase wiring connections. DC Brushless Fuel Pump wiring is especially sensitive to resistance.</p>
Not building up fuel pressure.	<ul style="list-style-type: none"> • Incorrect fuel system initial priming procedure. • Return Line too close to pump inlet (letting in air). 	Repeat procedure for proper priming. If condition continues, check all plumbing upstream (on inlet side) of fuel pump. Inspect for possible air entering pump and reroute return line accordingly.
Loss of fuel pressure or erratic pressure pulsation after several minutes of operation.	<ul style="list-style-type: none"> • Cavitation (vapor lock) due to overheating or restricted inlet. 	<p>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.</p> <p>Consider speed control scheme to allow pump to operate at reduced speeds during long periods of operation under low demand. Contact Fuelab for more details.</p>

LIMITED LIFETIME 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 Lifetime Warranty

Manufacturer warrants that the Products sold hereunder will be free from defects in material and workmanship from the date of purchase for so long as the original purchaser owns the Products. This Limited Lifetime Warranty does not extend to any subsequent owner or transferee of the Products. If the Products do not conform to this Limited Lifetime Warranty during the warranty period (as herein above specified), Buyer shall notify Manufacturer in writing of the claimed defects and demonstrate to Manufacturer's satisfaction that said defects are covered by this Limited Lifetime 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 Limited Lifetime Warranty, Manufacturer shall, at its option and own expense, furnish replacement Products or replacement parts for the defective Products or refund the purchase price. Removal of Products from vehicle, shipping to Manufacturer and installation of the replacement Products or replacement parts shall be at purchaser's expense. (*Vehicle means any automotive, bike or marine transportation device powered by an internal combustion engine to which the Product is attached. This Product is **NOT** intended or designed for use on aircraft, experimental or otherwise.*)

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. This Limited Lifetime Warranty does not cover any damage due to: (a) transportation; (b) storage; (c) improper use; (d) failure to follow instructions for the Products or to perform any preventive maintenance; (e) modification; (f) unauthorized repair; (g) normal wear and tear; or (h) external causes such as accidents, abuse, or other actions beyond Manufacturer's reasonable control. This Limited Lifetime 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. This Limited Lifetime Warranty is not extended if we repair or replace the Products.

3. Exclusive Obligation

THIS LIMITED LIFETIME WARRANTY IS EXCLUSIVE. The sole and exclusive obligation of Manufacturer shall at its option be to repair or replace the defective Products in the manner and for the period provided above or to refund the purchase price. 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.

4. Other Statements

ORAL OR OTHER WRITTEN STATEMENTS BY MANUFACTURER'S EMPLOYEES, REPRESENTATIVES AND/OR RESELLERS DO NOT CONSTITUTE WARRANTIES, SHALL NOT BE RELIED UPON BY BUYER, AND ARE NOT A PART OF THE CONTRACT FOR SALE OR THIS LIMITED LIFETIME WARRANTY.

5. Entire Obligation

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

6. Warranty Service

How Do You Get Service?

If something goes wrong with your Product, contact FUELAB at 618-344-3300, or send an e-mail with proof of purchase to: info@fuelab.com for a Return Authorization Number (RMA). After receiving your RMA send the product 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 three business days 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 Lifetime Warranty, Manufacturer will repair or replace the Product and return it to you at no cost or refund the purchase price. 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 three business days. If we find no issues with the returned product and it meets all performance specifications, there will be a \$25 charge to cover technician labor and inspection time. Additional return shipping charges will apply. We will return the repaired Product to you COD, or prepaid via credit card, within three business days.

Limitation of Liability

THE REMEDIES DESCRIBED ABOVE ARE YOUR SOLE AND EXCLUSIVE REMEDIES AND OUR ENTIRE LIABILITY FOR ANY BREACH OF THIS LIMITED LIFETIME WARRANTY, OUR LIABILITY SHALL UNDER NO CIRCUMSTANCES EXCEED THE ACTUAL AMOUNT PAID BY YOU FOR THE DEFECTIVE PRODUCT, NOR SHALL WE UNDER ANY CIRCUMSTANCES BE LIABLE FOR ANY CONSEQUENTIAL, INCIDENTAL, SPECIAL OR PUNITIVE DAMAGES OR LOSSES, WHETHER DIRECT OR INDIRECT.

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.