



110/130 FUEL PUMPS

Part #1711, 1712, 1713, 1715, 1716, 1718, 1720, 1721, 1722, 1723, 1724, 1725, 1726

INSTALLATION INSTRUCTIONS

IMPORTANT NOTE: Proper installation is the responsibility of the installer. Improper installation will void your warranty and may result in poor performance and engine or vehicle damage.

DESCRIPTION: Edelbrock Fuel Pumps are for high performance street or street/strip use where there is a demand for high volume fuel delivery. These pumps are compatible with GASOLINE FUELS ONLY. They have been thoroughly tested and proven to have flow capacity significantly greater than other popular mechanical fuel pumps used for street and street/strip applications. Edelbrock 110/130 Fuel Pumps fit the following applications:

110 FUEL PUMPS

AMC V8.....	#1716
Small-Block Chevrolet.....	#1721
Big-Block Chevrolet.....	#1722
Small-Block Chrysler.....	#1720
Big-Block Chrysler.....	#1723
289-351W Ford.....	#1725
390-428 FE Ford.....	#1724
429/460 Ford.....	#1726
Pontiac V8.....	#1713

130 FUEL PUMPS

Small-Block Chevrolet.....	#1711
Big-Block Chevrolet.....	#1712
289-352W Ford.....	#1715
429/460 Ford.....	#1718

INSTALLATION PROCEDURE

NOTE: Installation of the mechanical fuel pump is the same as for OEM pumps. If uncertain of the procedure to follow for your particular vehicle, consult the appropriate repair manual for your model vehicle. Note that the fuel inlet and outlet of the Edelbrock Street Performance Fuel Pump is much bigger than original equipment (3/8" NPT). See next page for instructions on re-positioning the pump body for fuel line clearance.

IMPORTANT NOTES:

- Pump inlet and outlet ports are tapped to 3/8" NPT.
- For off-road or race applications, we recommend the use of a dust-shield between fuel pump and the nearest wheel, to prevent dirt or debris from plugging the pump vent hole.
- **110 GPH** Fuel Pump output fuel pressure is set at 6 psi. An external fuel pressure regulator is **NOT REQUIRED** in most cases.
- **130 GPH** Fuel Pump output fuel pressure is set at 10 psi. An external fuel pressure regulator **IS REQUIRED** in most cases. Edelbrock recommends the use of our regulators # 1727, or 8192. See our catalog or website for more details.
- On some 351-W Ford engines there may be casting flash on the front cover which will interfere with proper seating of your new fuel pump. File this area flat for proper gasket seating.
- When installing fittings, we recommend a liquid teflon thread sealant be used. This will help prevent the fitting from galling and ensure a proper seal. **DO NOT** use teflon tape. **DO NOT over tighten the fitting as this can crack the housing and void the warranty.**

WARNING: Any galling or cracking of the fuel pump housing due to over tightening will void the manufacturer's warranty.

RE-POSITIONING THE LOWER PUMP BODY

NOTE: The lower pump body may be re-positioned as needed to allow better alignment of the fittings for specific applications.

WARNING: Personal protection must be given careful consideration. The pump body itself is spring loaded with a heavy diaphragm spring. If the unit is taken apart for adjustment or re-positioning of the lower pump body, extreme caution should be taken when assembling and disassembling the upper pump body to and from the lower pump body. Upon installation of the fuel pump on the engine, care should be taken to ensure that all fuel lines and fittings are properly installed, tight, and not leaking fuel.

1. Remove the six (6) screws from the perimeter of the pump pulsator cover and separate lower fuel pump body from upper fuel pump body.
2. Rotate lower pump body to desired new position and start but do not fully tighten the six (6) retaining screws. Please note that the inlet and outlet must be rotated together, or the pump will not operate properly.
3. Before fully tightening these screws, the rocker arm must be actuated to and held in the “full stroke” position. This is done to ensure that the diaphragm will be pulled to and held in its maximum working (flexed) position while the retaining screws are torqued tight (25-30 in/lbs.). This procedure will ensure against premature diaphragm wear and subsequent failure due to over-stretching of the diaphragm material when in the full stroke position. Another by-product of an improperly set diaphragm is erratic fuel flow and pressure.

NOTE: *This procedure can be assisted by holding the fuel pump in a vise or appropriate fixture, and holding the rocker arm down with a pipe or similar tool.*

4. The retaining screws should then be torqued to their 25-30 in/lbs. specification in a criss-cross or “star” pattern, to ensure even, progressive tightening.

CAUTION: Do not over-torque the retaining screws or serious pump diaphragm damage will occur.

5. **After installing the fuel pump, run the engine and check for fuel leaks and proper operation. If leaks exist, stop engine immediately and correct any leaks BEFORE any further engine operation.**

