



Solid State Electric Fuel Pump

Installation Instructions

Part# 377-420

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Before You Begin

Carefully read through these instructions before you pick up a tool.

- To prevent damage to your new fuel pump, install only after checking the proper voltage and polarity. The vehicle's polarity can be determined by checking to see which battery terminal has a heavy lead wire connected to the chassis. If the Positive terminal (+) is connected to the chassis, it is positive ground. If the Negative terminal (-) is connected to the chassis, it is negative ground.
- To reduce the possibility of vapor lock, do not mount the fuel pump in the engine compartment, near the exhaust system, or any location that may exceed 140° F (65° C) ambient temperature.
- To ensure a good ground, mount the fuel pump on the vehicle frame whenever possible. The area of the frame to be used should be thoroughly cleaned down to bare metal to obtain a good electrical connection.
- If your vehicle is equipped with a fuel cut-off device, make sure you use that circuit to power the pump. Some vehicles use an oil pressure safety switch which will shut off the fuel pump if the engine stops with the key in the run position.
- If you have anything other than a brand new gas tank in your vehicle, we strongly suggest that you fit a fuel filter between the pump and the tank. Rust particles in the tank will, over time, damage the pump. Since many British Car owners have already fitted a filter, this may be a non-issue for you. We do stock an in-line fuel filter (377-424) that will remove particles to microns. It threads directly into the inlet side of the pump. If you want to pick up a filter locally, look for that specification.
- The pump may make a tapping or clicking noise during operation. To dampen the noise, consider using rubber shock mounts when installing the fuel pump. Although some of our suppliers used to offer these mounts, none are available through Moss at this time. We have been told that generic rubber mounts are available from hardware/home improvement centers. If you do use rubber mounts you must run a separate wire or strap to maintain your electrical connection from the pump body to vehicle frame.
- The gas tank should be near empty. If it isn't, a considerable amount of fuel may spill when the lines are disconnected from the fuel pump. We suggest that you drain the tank into a gas can, capping it and setting it aside for later.
- You are working with gasoline and electricity. If you can do the work outside on a hard level surface, the fuel vapor will disperse. If you are going to do this in a garage, open the doors/windows and set up a fan to blow the fuel vapor outside. We suggest that you have a fire extinguisher (ABC rated) handy.

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Suggested Tools & Hardware

- Electric drill
- 7/32" drill bit
- Tube cutter
- Locking pliers (vice grips)
- 7/16" wrench
- Fuel line plugs
- Hose clamps and a suitable tool for tightening them,
- Wiring connectors, crimper for connectors
- Wire
- 5/16" fuel hose.

The manufacturer suggests using 3 to 5 Amp automotive-type fuse in an in-line fuse holder. If you do not have one, check your local auto parts store

Decide where to mount the pump

Select a location near the existing fuel lines and close to the fuel tank. If the original pump is near the tank, that is a great place for the new pump. Use the vehicle frame when possible. If another location is used, be sure you have a good electrical ground. To avoid priming problems, do not mount the fuel pump more than 12" (30.5 cm) above the bottom level of the fuel tank. If the pump is even or below the bottom of the tank, it will be easier to prime.

NOTE: It is recommended that the outlet of the pump be at least 45° above horizontal. This will allow any vapor buildup to easily pass through the pump. Figure A.

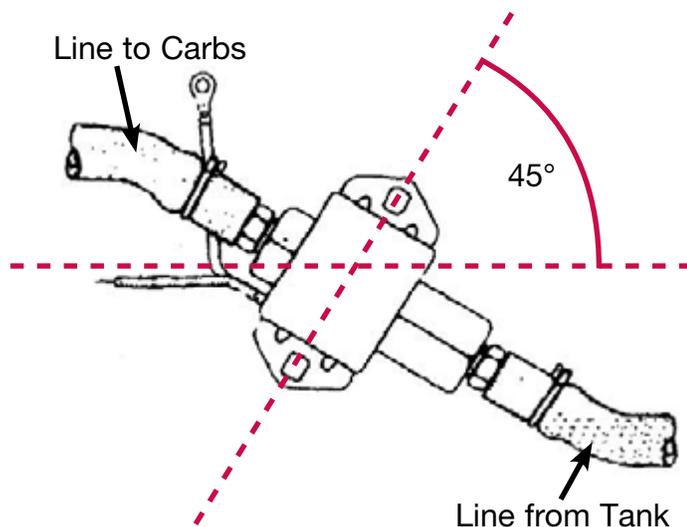


Figure A

Mounting the Pump

- 1) Disconnect ground cable from battery.
- 2) Jack the car up and support it securely with automotive jack stands on a solid level surface. Never work on a car supported only by a jack.
- 3) Using the pump mounting bracket as a template, mark the two holes for the mounting bolts.
- 4) Dimple the metal with a center punch.
- 5) Drill two 7/32" holes through the steel.
- 6) Thoroughly clean the frame surface around the drilled holes to remove any paint, grease, rust, etc., to ensure a good electrical connection through the frame. **THE PUMP MUST BE WELL GROUNDED OR IT WILL NOT OPERATE.**
- 7) Firmly secure the pump to the frame with self-tapping screws. If you choose to mount the pump to a bulkhead where you have access to both ends of the mounting bolts, we suggest you use 1/4" flat washers and 1/4-20 Nyloc nuts to secure the pump mounting bolts. If rubber shock mounts are to be used (normally not required with square solid state pumps), a location must be selected that allows you to tighten the 1/4" nut from the backside. Always use the ground strap (wire) to make the electrical connection from one side of the shock mount to the other.
- 8) Wrap the threads of the hose barbs with Teflon Tape.
- 9) Install the hose barbs in the inlet and outlet ports on the pump. If you bought the fuel filter which threads into the inlet port, it will replace one of the hose barbs. The fuel fittings and/or fuel filter should be tightened with approximately 10-ft-lbs. of torque.
- 10) Bolt the pump in place, at a 45° angle as shown on the previous page. Connect lengths of suitable sized flexible fuel hose to both hose barbs coming out of the pump. Secure the hose with hose clamps. The length of the hose will be based on where you plan on cutting into the fuel line.
- 11) Cut the fuel line near the fuel pump. Connect the fuel line from the tank to the hose connected to the inlet port on the pump. Connect the fuel line that runs to the carburetor to the hose connected to the outlet port on the pump. The flexible hose should extend at least 2 inches over the fuel line. Use suitable sized hose clamps to secure the ends of the hose.

Doing steps 9 & 10 in this order minimizes the time you have the fuel line from the tank open. If you did not drain the tank, this will minimize the amount of fuel lost during the changeover.

Electrical Connections

12) It is suggested that the pump be powered through a 3 to 5 Amp automotive-type fuse. If the fuel pump power circuit in your vehicle is not fused, you can insert an in-line fuse holder with a 3 to 5 Amp fuse in the wire.

Note: Facet's instructions indicate the pump is for negative ground only. This is an error; install the pump as shown in these instructions.

Negative Ground

13a) 1) The black wire with the ¼" ring connector is grounded to the frame. You can use one of the fuel pump mounting bolts if that bolt makes a good ground connection.

2) The red wire is connected to a power source that is hot when the starter is engaged, and when the key is in the run position. Figure 13a.

Negative Ground

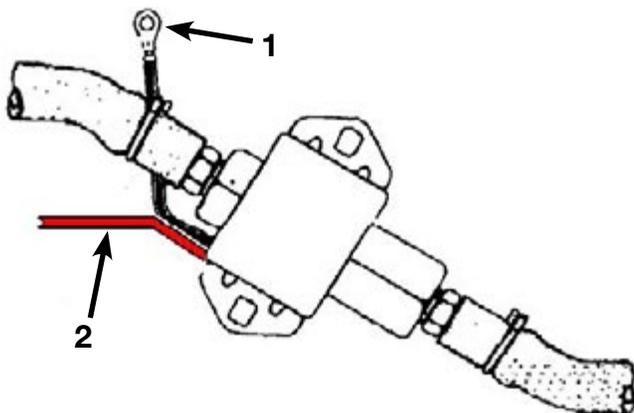


Figure 13a

Positive Ground

13b) 1) The red wire should be stripped and a ¼" ring connector crimped on. It must be connected to the frame using one of the fuel pump mounting bolts; both the wire and the pump body must be in good electrical contact with the chassis. Figure 13b.

2) The black wire is connected to the wire that was connected to the SU pump originally.

Positive Ground

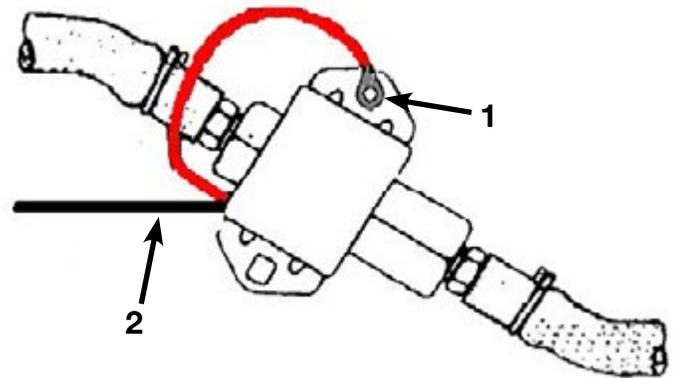


Figure 13b

Priming the pump

Note: If you have an oil pressure cut-off switch installed, the pump will operate only when the starter is cranking the engine over, or when the engine is actually running. When you shut the engine off, the pump will continue to pump for several seconds. This is normal, because it takes that long for the oil pressure to drop far enough to activate the switch. To give the starter an easier time, it is advisable to disconnect the coil electrically and remove the spark plugs from the engine while priming the pump.

- 14) Disconnect the outlet line from the new fuel pump somewhere between the pump and the carburetor. The easiest thing to do is to put a length of fuel hose on the outlet side of the pump, with the end of the hose on a gas can or other suitable receptacle.
- 15) Turn the key to the on (or start) position to prime and bleed air from the lines. Once you have fuel coming out of the hose, turn the key off. If the pump does not prime in 20 to 30 seconds, see "Troubleshooting" further down in these instructions.
- 16) Re-connect the hose going from the pump outlet to the steel line that runs to the carburetor.
- 17) Disconnect the fuel feed at the carburetor(s).
- 18) Place a catch basin or gas can under the open carburetor lines.
- 19) Turn the key to the on (or start) position to prime and bleed air from the lines. Once you have fuel coming out of the hose, turn the key off.

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- 20) Reconnect the fuel feed at the carburetors.
- 21) Before you try and start the car, check that all fuel hose connections are dry and secure. Also check that the electrical connections are secure.
- 22) Reconnect the coil and reinstall the spark plugs and wires if necessary.

Start the car check for leaks

- 23) Start the car and do a thorough inspection of all fuel line connections. They should be dry and tight. If the carbs start to flood, shut the engine off and check the float height and the needle and seat. As long as the engine is running, the pump will be pulsing, even if the car is only idling.

Troubleshooting

- 1) If the pump will not turn on following:
 - Check for good ground connection.
 - Check that you have 12V at the pump with the key in the start and run position.
 - Check to see if the pump will turn on when the engine is cranking and has pressure.
- 2) If the pump is running, but there is no fuel coming out of the hose, check for:
 - Kinks in a fuel line or hose
 - Loose suction line connection between the tank and the pump
 - The outlet end of the fuel hose may be obstructed; if it is hard up against the bottom or side of the gas can/receptacle the hose needs to be repositioned.

Dealing with Vapor Lock

Depending on where the pump is located and the ambient temperature, it may be possible to overheat the pump. The pump will get quite loud, which is an indication that vapor lock is forming. In some instances, it may be severe enough to cause the carbs to run out of gas, and the car will die. If that happens, the pump will not re-prime until it has had a chance to cool down. If this happens, we suggest that you reconsider the location of the pump and the routing of the line and hose from the tank to the pump. One or both is getting too hot (over 140° F). You can check the temperature of the pump with an infrared temperature sensor.

Manufacturer's Specifications

- Output Pressure: 1.5 to 4.0 psi
- Output: 25 gallons per hour
- Red wire: bare wire
- Black Wire: 0.25" ring connector
- Pipe nipples: 3/8" OD, threaded 1/8-27 INT
- Maximum lift: 12 inches above top of gas tank.
- Transient Protection
- State of the art Electronics, sealed
- Reverse Polarity protection
- UL Certified
- ELV Compliant
- 1.6 amp average draw
- Self-priming and self-regulating
- Compact & Light-18 ounces and 3 inches high
- Corrosion Resistant over 100 hours of salt spray

Although every effort has been made to ensure the accuracy and clarity of this information, any suggestions that you may have that will improve the information (especially detailed installation notes and photos) are welcome. These instructions were developed and written by Moss Technical Support. If you have any questions or difficulties with your installation of this product, telephone 800-667-7872 between 7:00 a.m. and 4:00 p.m., Pacific Time for assistance.

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