

## Installation Instructions 9350RPK Replacement Fuel Pump Kit

This kit replaces the mechanical fuel pump. It installs in the same place as the original fuel pump. This kit is in response to the hobby not having a viable mechanical pump in recent years. The kit is designed to be easy to install and function properly.

### Kit contents

Block off plate, screws & gasket Covers the hole in the side of the engine and provides a convenient mounting surface for the replacement electric fuel pump.

Low pressure electric fuel pump Wires are terminated to for easy installation. Inverted flare adapter is preinstalled on the pump outlet.

Oil pressure safety switch In the even of an oil pressure loss, the electric fuel pump will shut off. This is critical for any electric fuel pump that is going to be used on a continuous basis.

Hard fuel line Custom fuel line to attach new pump to original fuel filter.

Wiring harness Color coded to match the starter and ignition circuit on the starter solenoid.

Pipe bushing Adapts the 1/4" NPT in the engine block to the 1/8" NPT on the oil pressure switch

Vacuum hose Length of hose to connect the two vacuum lines that may have been hooked up on the top of the original mechanical fuel pump.



Start the installation by removing the original fuel pump. Save the 90° fitting and the flexible fuel line to reuse with your new electric pump.

Clean the engine block surface removing the old gasket and any sealant.

Connect the two 1/4" vacuum lines together with the length of vacuum hose.

Install the new gasket, with sealant if you wish, and the aluminum block off plate using the provided low profile socket head screws.

Install the electric fuel pump with the wires and hex fitting facing up. Make sure to hook up the ground wire to one of the attaching bolts.



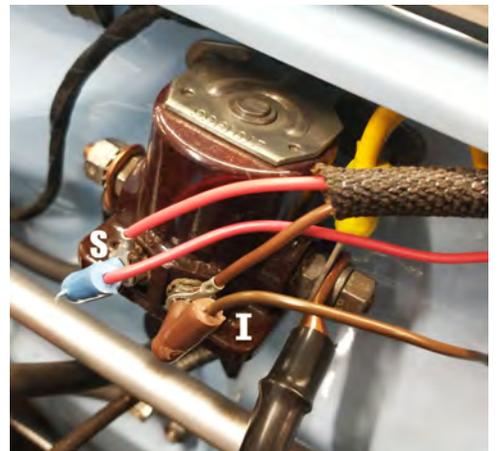
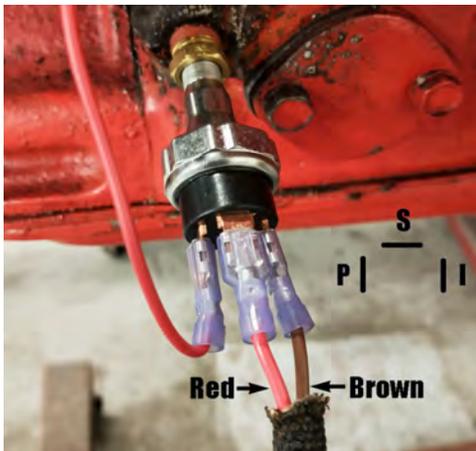
Remove the hex socket head plug in the oil rail located nearest the fuel pump as shown. In the example pictured some heat was required to persuade the plug to let go.

**\*\*\*Be sure you are not using open flame near any exposed or open fuel lines.\*\*\***

Install the 1/4" NPT x 1/8" NPT adapter provided. If you also had to use some heat, this would be a good time to wire brush off the blistered paint and touch up the paint.

Install the oil pressure safety switch in the adapter. Switch should be tight, but don't over tighten.

Note that the terminals of the safety switch are marked with  
"S" for start  
"I" for ignition



"P" for pump

Install the wires as shown.

The terminal on top in the picture is marked "S" and gets the red wire from the wire harness.

The terminal on the right is marked "I" and gets the brown wire from the wire harness.

The terminal on the left in the picture is marked "P" and gets the red wire from the pump.

Route the wiring harness to the LH apron, under the lip of the hood opening, and to the starter solenoid.

Slide the existing S & I terminals off of the starter solenoid and install the wires for the pump under the terminals. Be sure to match the red wire with the red wire and the brown wire with the brown wire.



Install the provided fuel line between the fuel pump and the fuel filter. Do not allow the brass fitting on the fuel pump to turn.

**\*\*\* Be sure to use a “back-up” wrench. Failure to do so can make poorly sealing joints and may break the fuel pump\*\*\***

Finish the installation by installing the 90° fuel fitting in the bottom of the pump and attaching the flexible fuel line between the pump and the fuel line at the frame.

This pump assembly pumps when the engine is cranking and when the engine is running and has oil pressure. When running, the pump runs continuously.

If you have questions or comments about the installation or use of this pump please call the CASCO Tech-help line at 740-622-9700. Please leave a message if there is no answer.

CASCO kit directions are also available 24-7 on our Illustrated Website: [ClassicTBird.com](http://ClassicTBird.com)