



QFT™ 300 FUEL PUMP P/N 30-300

The **QFT™ 300** is a completely rebuildable electric fuel pump. The **QFT™ 300** features a non-adjustable internal bypass to regulate pump pressure. Before installing your **QFT™ 300** pump, **PLEASE READ THE INSTRUCTIONS THOROUGHLY. This pump is designed for off highway and competition use only. Any usage in street driven vehicles is strictly prohibited.** **QFT™** recommends the use of fuel pressure regulator 30-7025.

PUMP INSTALLATION:

Mounting

Your **QFT™ 300** Fuel Pump should be as close to the fuel tank as possible. The fuel pump inlet should be level or below the fuel pickups if at all possible.

THE PUMP SHOULD NEVER BE MOUNTED IN THE DRIVER'S COMPARTMENT OR NEAR ANY HOT ENGINE COMPONENTS.

It should be mounted on a solid member, such as a chassis, in a vertical position; motor on top. Do not allow the motor housing to touch any metal parts on the vehicle. This will affect the motor and pump performance.

Inlet

The fuel pump should be fed by a single #10 or equivalent line from the tank. This may require rework of your existing fuel cell. A **QFT™ 5000** (P/N 30-7007) fuel filter should be installed before the pump as it will prolong pump life and does not restrict flow.

Outlet

The outlet side of the pump, going to the regulator, should be a single #8 or equivalent line.

WARNING: DO NOT BLOCK THE VENT, RETURN LINE OR PUMP FEED. MAKE SURE THAT THE SYSTEM IS LEAK FREE AT ALL CONNECTIONS...YOUR SAFETY DEPENDS ON IT!

Wiring

BEFORE MAKING ELECTRICAL CONNECTIONS, DISCONNECT THE POSITIVE TERMINAL FROM THE BATTERY.

Your **QFT™ 300** Fuel System should be connected to a fully charged 12 or 16 volt battery. A fuel pump, like any other electrical accessory, will only perform at its best when given adequate voltage. The black wire is a ground (-) and the remaining wire is a switched hot lead from a (+) 12 or 16 volt source. If wired incorrectly, the pump will run backwards and will not pump. A relay **MUST** be used for best performance and lower current draw from the battery. A 12 gauge wire should be used on the pump power supply and a 16 gauge wire from the switch to activate the relay. For best performance, keep all wiring runs as short as possible. Many electrical boxes now being sold will have circuits and fuses wired for smaller twin pumps, which is adequate if a relay is used. Power wiring to the pump should be capable of handling 25 amps as this will take care of the start-up voltage surge.

WARNING: ALL WIRING CIRCUITS SHOULD BE FUSED!!

TUNING AND ADJUSTMENT:

Be sure the tank is full and fuel is at pump inlet before attempting to run the pump. If the pump does not pickup fuel within 30 seconds, **stop** and prime the pump. The pump should not be operated dry for extended periods. The **QFT™ 300** will provide more fuel volume at the carburetor than other fuel pumps, so your jetting requirements may have changed. Re-jet the carburetor either one size richer or leaner until the car shows an increase or decrease in performance. Proceed in the direction that shows the most improvement until the performance falls off. Then return to the jet size that gave you the quickest ET and MPH.

MAINTENANCE:

The following tips should be followed to insure maximum performance from your **QFT™ 300** Fuel Pump:

1. Fuel pressure to the regulator and after the regulator should be checked before every racing event to assure proper fuel system operation.
2. If the vehicle is to be stored for long periods, it is recommended that the pump be operated, with fluid flowing, for several minutes weekly to keep fluid passages clean and the bypass working freely. The system may also be drained and the pump lubricated with a light oil spray to extend life.
3. Rebuild Kits are available – P/N 30-7301 Pump Rebuild Kit and P/N 30-7306 Pump Body & Seal Assembly.

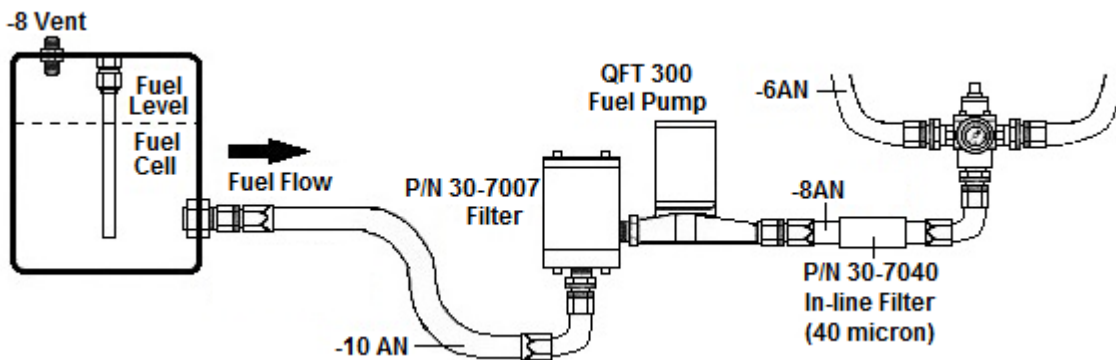


Figure 1

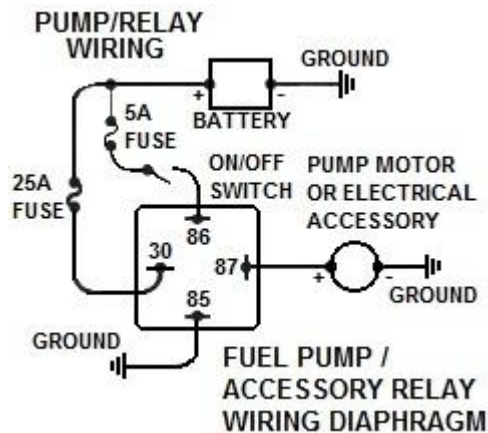


Figure 2

For warranty information, please see our website at www.quickfueltechnology.com.

For further questions, please contact our technical department at 1-270-793-0900.

99-30-300

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