



VOLUMAX™ FUEL PUMP BY HOLLEY® P/N 12-751

REPAIR KIT INSTALLATION INSTRUCTIONS

WARNING: To preserve warranty, these instructions must be read and followed completely before and during installation.

INTRODUCTION:

Congratulations on your purchase of this quality product. Holley Performance Products has written this instruction sheet for the installation of the **VOLUMAX™ Repair** kit. It is our intent to provide the best possible products for our customer; products that perform properly and satisfy your expectations. Should you need information or parts assistance, please do not return the unit to the store without first contacting our technical service department at 1-270-781-9741, Monday through Friday, 8 a.m. to 5 p.m. CST. By using this number, you may obtain any information and/or parts assistance that you may require. Please have the part number on hand of the product you purchased when you call technical service.

These instructions are designed for use with both the VOLUMAX™ 160 GPH & 250 GPH fuel pumps. The seals used in this kit are compatible with alcohol fuels. Refer to **Figure 1** during the installation.

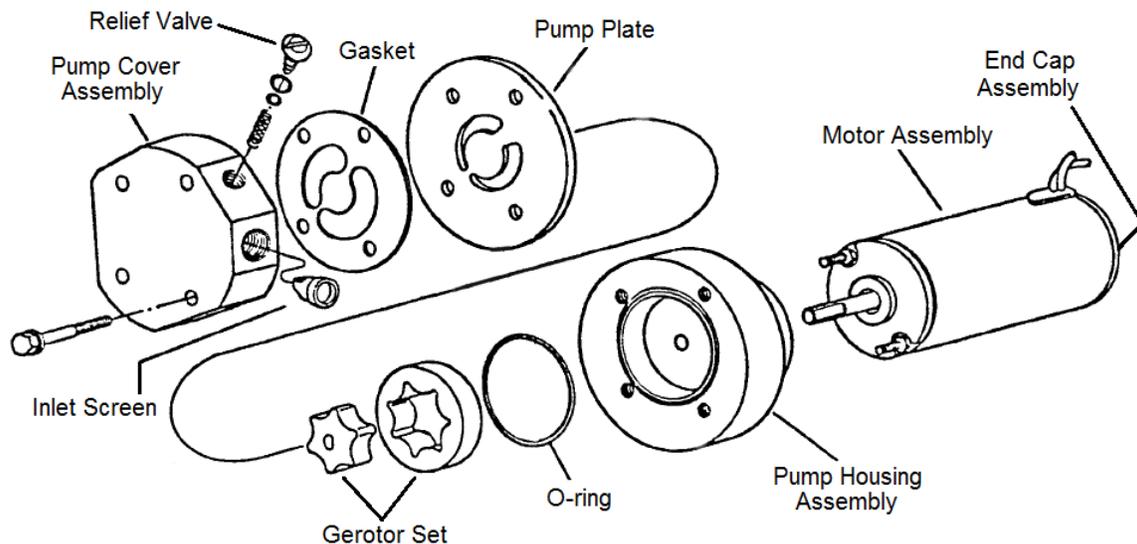


Figure 1

1. Remove the pump from the vehicle.
2. Remove the inlet, outlet, and return line fittings from the pump housing assembly along with the inlet filter screens.
3. To remove the motor assembly, take the nuts off the end of the through bolts located at the pump housing assembly. The motor assembly can now be pulled from the pump housing assembly. **NOTE:** The brushes are serviceable by replacing the brush and end cap assembly.
4. Turn the pump upside down, remove the four bolts, and carefully lift the pump cover assembly off followed by the gasket, pump plate, and O-ring.

5. Very carefully remove the gerotor assembly (both parts) from the pump housing assembly. **CAUTION:** Keep the gerotor assembly together as a matched set. This assembly **MUST** be reassembled the same way it was disassembled. The top of each part must remain toward the top of the pump.
6. Remove the relief valve plug along with the O-ring and shim. Remove the spring and relief valve piston.
NOTE: Not all pumps use a shim.
7. Clean the pump housing assembly, pump plate, and pump cover assembly with any good quality spray-type carburetor cleaner. Make sure the gasket surfaces are clean. Blow all parts dry with compressed air. Clean any loose PTFE tape, etc. from the inlet and outlet ports.
8. Inspect the gerotor assembly and its corresponding contact surfaces for damage such as pits, gouges, or deep scratches. Damage and wear of this nature can greatly affect pump performance and suspect components should be replaced.
9. Reassemble the pump in reverse order of disassembly using the new parts supplied with the kit. Lubricate all friction surfaces during assembly with WD-40® or equivalent.
10. Insert the relief valve piston into the pump cover assembly. The rubber end goes in first followed by the spring. Replace the relief valve plug using the new O-ring provided in the kit. Make sure to replace the small brass shim on the end if used on your pump.
11. Insert the gerotor assembly into your pump housing assembly. **CAUTION:** Make sure the gerotor assembly is replaced in the same orientation as when it was disassembled. Keep the same sides up.
12. Set the new O-ring in place on the pump housing assembly along with the pump plate, new gasket, and the pump cover assembly. These parts can only be positioned one way in order for the bolt holes to align. Insert the bolts and washers and tighten to 50-60 in./lbs. of torque. **WARNING!** Due to the extremely close tolerances engineered in this pump, these bolts **MUST** be torqued **ONLY** to 50-60 in./lbs.
13. Reassemble the motor assembly to the pump assembly. Install the new inlet filter screens along with the fuel fittings. PTFE paste can be used on the fittings and they should be torqued to 15 ft./lbs. **CAUTION:** Overtightening can cause the pump base to crack.
14. Reinstall the pump in the vehicle.

Technical Support: 1-866-464-6553

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