QFT™ 230 HOT ROD FUEL SYSTEM
P/N 30-230

The QFT™ 230 Hot Rod Series pump is to be used with the included diaphragm bypass regulator (P/N 30-1900). Do not attempt to use this pump with a non-bypassing pressure regulator. **READ THE INSTRUCTIONS THOROUGHLY** and follow them to ensure maximum performance from your pump.

PUMP INSTALLATION:

Mounting

The best location for mounting your QFT™ 230 Hot Rod Series fuel pump is 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 the chassis, in a vertical position; motor to the top. A mounting bracket comes with the fuel pump. Do not allow the motor housing to touch any metal parts on the vehicle as 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 high flow QFT™ 5000 (P/N 30-7007) stainless steel fuel filter should be installed before the pump as it will prolong pump life and does not restrict pump flow.

Outlet

The outlet side of the pump (to the engine) should be a single #8 or equivalent line.

Diaphragm Bypass

The bypass should be mounted as close as possible to the carburetor (Figure 2). The return line should be plumbed with a single #10 line. All fuel tanks and cells should have fuel cell foam installed to prevent fuel slosh.

WARNING: DO NOT BLOCK THE RETURN, VENT, OR PUMP FEED. MAKE SURE THAT THE SYSTEM IS LEAK FREE AT ALL CONNECTIONS TO ENSURE ADEQUATE SAFETY.

REGULATOR ADJUSTMENT:

To set the regulator pressure, loosen the lock nut and turn the pressure adjustment stud. Turning the stud clockwise will increase fuel pressure. Turning the stud counter-clockwise will decrease pressure. Always remember to tighten the lock nut after the desired pressure has been set. Most gasoline engines will operate best between 5 psi and 8 psi. Additional pressure adjustments may be necessary at the track to tune your system for optimal performance.

Wiring

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

Your QFT™ 230 fuel pump should be connected to a fully charged 12 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 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 are 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!!**

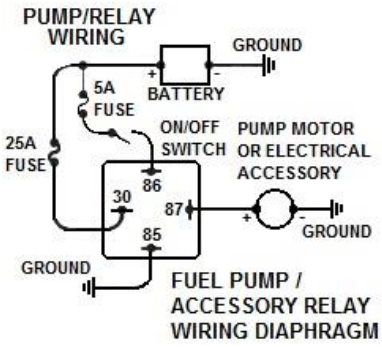

Figure 1

CAUTION! Be sure the tank is full and fuel is at the pump inlet before attempting to run the pump. The pump should not be operated dry.

MAINTENANCE:

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. You can also drain the system and lubricate the pump with a light oil spray.

Rebuild Kits are available for the QFT™ 230 pump:

- P/N 30-7300 – QFT™ 230/260 Pump Rebuild Kit
- P/N 30-7305 – QFT™ 230 Pump Body & Seal Assembly

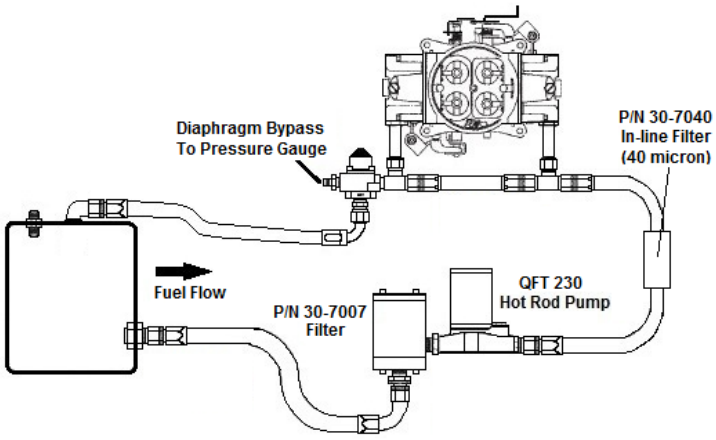

Figure 2

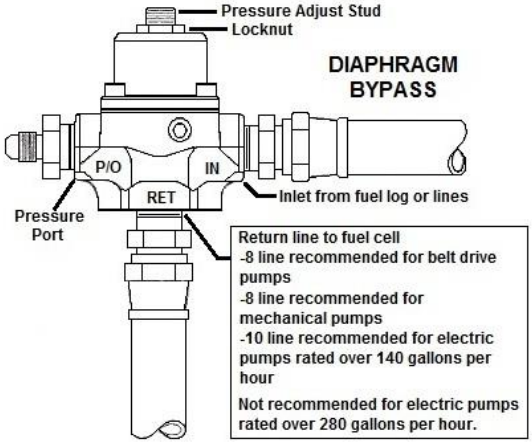

Figure 3

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

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

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