



**QFT™ 427 FUEL PUMP  
P/N 30-427  
(This part replaces P/N 30-400)**

You have bought the **QFT™ 427** - the ultimate in state-of-the-art electric fuel pump. It will provide a fuel flow of 427 gallons per hour. This pump is different from the one you are accustomed to, so please **READ THE INSTRUCTIONS THOROUGHLY** and follow them to insure maximum performance from your **QFT™ 427 Fuel Pump**. **THIS PUMP IS DESIGNED FOR COMPETITION USE ONLY. ANY USAGE IN STREET DRIVEN VEHICLES IS STRICTLY PROHIBITED.** **QFT™** recommends this pump be used with the 30-4803 regulator.

**PUMP INSTALLATION:**

**Mounting**

The best location for mounting your **QFT™ 427 Fuel Pump** in the vehicle 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 a chassis, in a vertical position; motor on top. A mounting bracket comes with the fuel pump. 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 #12 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 #10 or equivalent line.

**Bypass**

The return line should be fed with a single #8 or 1/2" line. The return should expel the bypassed fuel into the liquid rather than into the air space of the fuel cell. This will prevent aeration of the fuel. 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...YOUR SAFETY DEPENDS ON IT!**

**Wiring**

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

Your **QFT™ 427 Fuel Pump** 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 not move any fuel. 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:

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 of time. Pressure to the regulator is controlled by the bypass valve screwed into the outlet side of the fuel pump. Loosen the check nut on the bottom and the top barrel will turn clockwise or counter clockwise. Clockwise will increase pressure and counter clockwise will decrease pressure. Pressure can be checked at the pump from the 1/8 NPT tapped hole in the pump body. 18 to 20 PSI is usually sufficient for a hard leaving car plumbed as suggested. Make sure to tighten the check nut after adjusting the fuel pressure. Check for leaks to insure your safety.

**NOTE: BARREL SHOULD NOT BE MORE THAN 4 1/2 TURNS FROM SEATED (CLOCKWISE) POSITION OR LEAKAGE WILL OCCUR.**

The **QFT™ 427** will provide more fuel volume to 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 either 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™ 427** 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.
3. Rebuild Kit is available – P/N 30-7427 Pump Rebuild Kit.

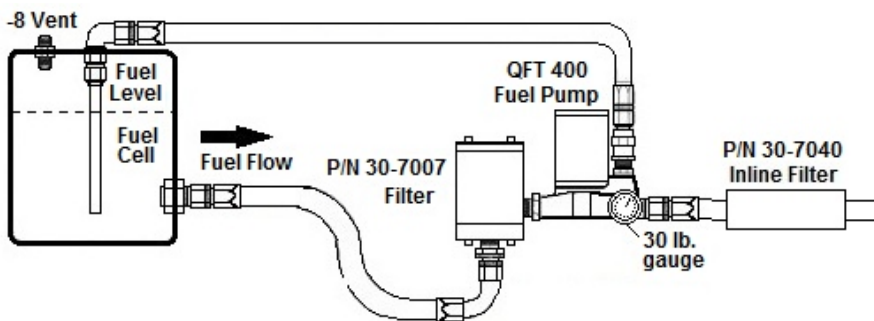


Figure 1

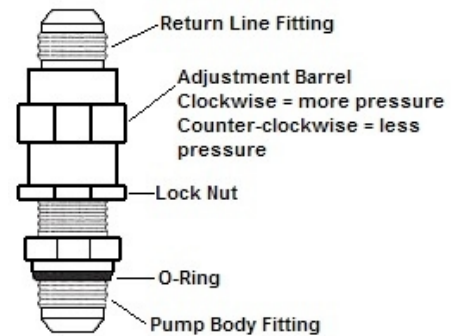


Figure 2

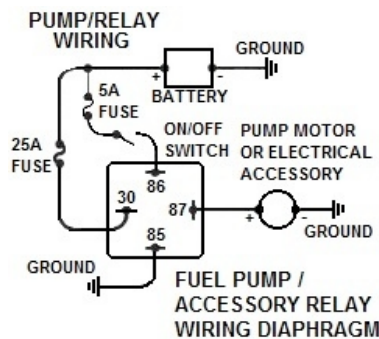


Figure 3

For warranty information, please see our website at [www.quickfueltechnology.com](http://www.quickfueltechnology.com).

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

99-30-427

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