Holley®

Electric Fuel Pumps & Fuel Systems
Holley engineers have designed two new pumps that feature improved hot fuel handling capabilities. They were designed to greatly reduce the negative effects of heated fuel now common with many of today’s pump gas blends. They are available for use with pump gas or race gas. If you are using E-85 or diesel, no need to worry, Holley has still got you covered.

HP fuel pumps work well on the street or in racing applications with up to 18.5 volt charging systems and 80 psi.

**PUMP UPDATE**

Holley engineers have designed two new pumps that feature improved hot fuel handling capabilities. They were designed to greatly reduce the negative effects of heated fuel now common with many of today’s pump gas blends. They are available for use with pump gas or race gas. If you are using E-85 or diesel, no need to worry, Holley has still got you covered.

HP fuel pumps work well on the street or in racing applications with up to 18.5 volt charging systems and 80 psi.

**Features**

- Billet aluminum construction for durability & good looks
- 8 AN O-ring inlet/outlet for high flow and superior sealing (12-890)
- 10 AN O-ring inlet/8 AN outlet for high flow and superior sealing (12-600 & 12-800)
- Excellent for use with carbureted or EFI applications
- Fully submersible in-tank for custom applications, space savings and less plumbing
- Compatible with 12v to 18.5v systems for street or race use
- Compact (7.5 long x 3 wide x 2.75 tall) for easy installation on frame rails or other tight areas
- Proven durability beyond 3000 hours
- Improved hot fuel handling capabilities (12-600 & 12-800)
- Pump gas and race gas compatible (12-600 and 12-800)
- Race gas, diesel and E-85 compatible (12-890 only)
- Weighs only 3.1 lbs.
- Current draw at 43 psi and 13.5 vdc is 8.6 amps

**Part Number**  
**Horsepower**  
**Description**  
**Fuel Compatibility**

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Horsepower</th>
<th>Description</th>
<th>Fuel Compatibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>NEW 12-600</td>
<td>Up to 600 EFI Up to 730 Carb</td>
<td>HP™ In-line Fuel Pump</td>
<td>Pump or Race Gas</td>
</tr>
<tr>
<td>NEW 12-800</td>
<td>Up to 800 EFI Up to 900 Carb</td>
<td>HP in-line Fuel Pump</td>
<td>Pump or Race Gas</td>
</tr>
<tr>
<td>12-890</td>
<td>Up to 900 EFI Up to 1050 Carb</td>
<td>HP™ In-line Fuel Pump (Hi-Flow)</td>
<td>Race Gas, Diesel, E-85</td>
</tr>
</tbody>
</table>
Need to feed some serious horsepower? Have a nitrous or forced induction powerplant that also sees street duty? Holley's Dominator™ in-line fuel pumps are the answer! The patent pending twin pump design allows you to use one pump for cruising and both pumps when you activate the nitrous switch or start building boost! By staging the second pump, you eliminate the unnecessary recirculating and heating of extra fuel which can lead to poor performance.

As an added benefit for the hard core enthusiasts that run events like Hot Rod Power Tour and the Baja 1000, the extra pump offers the peace of mind that you will always finish what you start! For hard core race vehicles, both pumps can be wired for full time duty to get maximum performance and are proven with 18.5 volt compatibility at pressures up to 80 psi.

**PUMP UPDATE**

Holley engineers have designed two new pumps that feature improved hot fuel handling capabilities. They were designed to greatly reduce the negative effects of heated fuel now common with many of today's pump gas blends. They are available for use with pump gas or race gas. If you are using E-85 or diesel, no need to worry, Holley has still got you covered. Also new in the Dominator line are dual inlet models that eliminate any potential inlet restrictions which are common when the inlet fuel line has numerous 90° bends.

At only 5.1 lbs, they weigh half a pound less than competitive 1000+ horsepower pumps yet have twice the features!

**KEY FEATURES**

- Billet aluminum construction for durability and good looks
- 10 AN O-ring inlet/outlet for high flow and superior sealing (Dual 10 AN O-ring inlet on -2 models)
- Excellent for use with carbureted or EFI applications
- Fully submersible in-tank for custom applications, space savings and less plumbing
- Compatible with 12v to 18.5v systems for street or race use
- Improved hot fuel handling capabilities (new versions only)
- Pump gas and race gas compatible (12-1200 and 12-1600)
- Race gas, diesel and E-85 compatible (12-1800 only)
- Twin pump design allows the use of both pumps simultaneously or independently - second pump can be activated on demand for power adders such as nitrous or boost
- Current draw at 43.3 PSI and 13.5 VDC is 17.2 Amps
- Patent pending dual pump technology
- Proven durability beyond 3000 hours in gasoline or diesel fuels
- Weighs only 5.1 lbs
- Compact (7.5 Long x 5 Wide x 2.5 Tall) for easy installation on frame rails or other tight areas

---

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Horsepower</th>
<th>Description</th>
<th>Fuel Compatibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>NEW 12-1200</td>
<td>Up to 1200 EFI Up to 1460 Carb</td>
<td>Dominator™ In-line Fuel Pump</td>
<td>Pump or Race Gas</td>
</tr>
<tr>
<td>NEW 12-1200-2</td>
<td>Up to 1200 EFI Up to 1460 Carb</td>
<td>Dominator In-line Fuel Pump (Dual Inlet)</td>
<td>Pump or Race Gas</td>
</tr>
<tr>
<td>NEW 12-1600</td>
<td>Up to 1600 EFI Up to 1800 Carb</td>
<td>Dominator In-line Fuel Pump</td>
<td>Pump or Race Gas</td>
</tr>
<tr>
<td>NEW 12-1600-2</td>
<td>Up to 1600 EFI Up to 1800 Carb</td>
<td>Dominator In-line Fuel Pump (Dual Inlet)</td>
<td>Pump or Race Gas</td>
</tr>
<tr>
<td>12-1800</td>
<td>Up to 1800 EFI Up to 2100 Carb</td>
<td>Dominator In-line Fuel Pump</td>
<td>Race Gas, Diesel, E-85</td>
</tr>
<tr>
<td>NEW 12-1800-2</td>
<td>Up to 1800 EFI Up to 2100 Carb</td>
<td>Dominator In-line Fuel Pump (Dual Inlet)</td>
<td>Race Gas, Diesel, E-85</td>
</tr>
</tbody>
</table>

All trademarks are property of their respective owners.
HP™ CARBURETED BILLET ELECTRIC PUMPS

Looking for a fuel pump that is quiet, stylish, powerful and dependable? Look at the Holley HP 125 and HP 150 series fuel pumps. The exclusive gerotor gearset quietly and efficiently pumps the fuel without the noise of traditional vane pumps. The chrome motor and trick powder coated bracket match the mil-spec hard anodized base for unmatched beauty and durability. While these pumps have the capability to feed stout race engines, they are equally at home on the street due to their design and construction techniques.

Features
- Gerotor design for quiet, smooth operation and durability
- Compatible with gas, alcohol or methanol fuels
- Black Mil-spec nickel PTFE hard anodized billet base
- Show quality chrome 12V motor
- Profiled, black powdercoated mounting bracket
- Laser engraved Holley logo and inlet/outlet designations
- 3/8” NPT inlet and outlet fittings
- Regulator included (12-150 ONLY)
- Both pumps equally at home on the street as well as at the track
- Overall height of 6-1/4
- For use on carbureted applications only

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Horsepower</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>12-125</td>
<td>Stock to 750</td>
<td>125 GPH (110 GPH @ 7 psi) and internally regulated to 7 psi</td>
</tr>
<tr>
<td>12-150</td>
<td>Stock to 900</td>
<td>150 GPH (140 GPH @ 7 psi) and internally regulated at 16 psi - includes 4 1/2-9 psi regulator # 12-803 for applications up to 750 HP. Use 12-843 (available separate) for applications above 750 HP</td>
</tr>
</tbody>
</table>

www.holley.com | Tech: 270-781-9741
These Holley universal, in-line fuel pumps are intended for fuel injection systems. They are designed to work in-line, not inside the tank, so installation is a snap. They’re all rated for continuous duty service and have been tested up to 2500 hours. The high output versions are great for serious performance work. These pumps should be mounted below the fuel level of the tank for a good gravity feed on the inlet side.

**FEATURES**
- OE-proven design
- Lightweight, compact design
- 3/8" barbed fittings included
- Rubber isolator, mounting clamps and electrical hardware is included

**OPTIONAL PARTS & KITS**

<table>
<thead>
<tr>
<th>P/N</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>26-160</td>
<td>-6 AN fittings (pair)</td>
</tr>
<tr>
<td>26-180</td>
<td>-8 AN fittings (pair)</td>
</tr>
</tbody>
</table>

**Approximate Maximum Horsepower**

<table>
<thead>
<tr>
<th>P/N</th>
<th>Throttle Body Injection</th>
<th>Multi-Point Injection</th>
<th>Forced Induction</th>
<th>Flow @ 15 psi (GPH)*</th>
<th>Flow @ 15 psi (PPH)*</th>
<th>Current draw @ 15 psi</th>
<th>Flow @ 45 psi (GPH)*</th>
<th>Flow @ 45 psi (PPH)*</th>
<th>Current draw @ 45 psi</th>
<th>Throttle Body Injection</th>
<th>Multi-Point Naturally Aspirated</th>
<th>Multi-Point Forced Induction</th>
</tr>
</thead>
<tbody>
<tr>
<td>12-920</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>80</td>
<td>480</td>
<td>5 Amps</td>
<td>67</td>
<td>402</td>
<td>8 Amps</td>
<td>800</td>
<td>700</td>
<td>600</td>
</tr>
<tr>
<td>12-927</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>43</td>
<td>258</td>
<td>3.5 Amps</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>400</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

---

**12-920 Fuel Pump Performance**

![Graph showing flow vs. pressure for 12-920 fuel pump performance.]

**12-927 Fuel Pump Performance**

![Graph showing flow vs. pressure for 12-927 fuel pump performance.]

www.holley.com | Tech: 270-781-9741
VANE STYLE CARBURATED ELECTRIC PUMPS

The world famous Red®, Blue® and Black® fuel pumps are the most recognized performance pumps of all times. They have been powering racing legends and street enthusiasts alike since the early 70's. Their time proven rotor/vane design is known to get the job done in an affordable package.

- Tumble polished billet look
- Lower housing casting designed for enhanced fuel flow and quiet operation
- 7 1/2 amp fuse recommended
- Constant fuel flow with no pulsation
- Improved design for street/strip applications
- 3/8" NPT Inlet/Outlet
- Regulator is not required (12-801-1)
- Has externally accessible pressure relief valve
- Rotor/vane pump design is more tolerant of contaminated fuels
- Includes mounting bracket
- Repair kits are readily available
- Can be serviced from the pump end
- Compatible with alcohol or methanol fuels (12-815 only)
- Use of safety shut-off switch, P/N 12-810, strongly recommended
- For use on carbureted applications only

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Flow Rating</th>
<th>Max PSI</th>
<th>Max Amps</th>
<th>Max HP</th>
<th>Fuel Pressure Regulator</th>
</tr>
</thead>
<tbody>
<tr>
<td>12-801-1</td>
<td>Red® Electric Fuel Pump</td>
<td>97 GPH Free-Flow 71 GPH at 4 PSI</td>
<td>7 PSI</td>
<td>2 Amps</td>
<td>425</td>
<td>Not Required</td>
</tr>
<tr>
<td>12-802-1</td>
<td>Blue® Electric Fuel Pump</td>
<td>110 GPH Free-Flow 88 GPH at 9 PSI</td>
<td>14 PSI</td>
<td>3 Amps</td>
<td>550</td>
<td>Includes 12-803</td>
</tr>
<tr>
<td>12-812-1</td>
<td>Blue® Electric Fuel Pump</td>
<td>110 GPH Free-Flow 88 GPH at 9 PSI</td>
<td>14 PSI</td>
<td>3 Amps</td>
<td>550</td>
<td>Required</td>
</tr>
<tr>
<td>12-815-1</td>
<td>Black® Electric Fuel Pump</td>
<td>140 GPH Free-Flow 120 GPH at 9 PSI</td>
<td>14 PSI</td>
<td>4 Amps</td>
<td>750</td>
<td>Required</td>
</tr>
</tbody>
</table>

w w w. h o l l e y . c o m | T e c h : 2 7 0 - 7 8 1 - 9 7 4 1
NEW HOLLEY MIGHTY MITE PUMPS

Holley pumps have fueled more performance engines than all others and the Holley line keeps on growing! Holley is proud to introduce the all new Holley Mighty Mite electric fuel pumps! They’re big on performance, but small in size & price. They’re quiet, easy to install and work with gas, diesel, blended alcohol and E85. On top of that they are made in the USA so it’s easy to see why you should make Holley Mighty Mite pumps part of your fuel system!

- Made in the USA
- 12 volt operation
- 1.5-4 psi operating pressure (12-426)
- 4-7 psi operating pressure (12-427)
- 7-10 psi operating pressure (12-428)
- 25 gal/hr flow (12-426), 32 gal/hr flow (12-427) or 34 gal/hr flow (12-428)
- Good for up to 300HP (12-426) or 400HP (12-427 & 12-428) naturally aspirated
- Reliable solid state design provides longer life
- Compatible with all fuels and fuel additives (gas, diesel, blended alcohol, e-85)
- Simple 2 wire hookup
- Self-priming and regulating
- 12" dry lift capable (12-246 & 12-427) to 50" dry lift capable (12-428)
- Quiet operation 65db
- Great for carbureted trucks, cars, generators and agricultural equipment (also makes a great transfer pump)
- Engineered and matched performance with Holley®, Demon®, Quick Fuel® and Edelbrock® carburetors (all trademarks are property of their respective owners. Edelbrock is a registered trademark of Edelbrock, LLC)
- Comes with fuel filter, fittings and mounting hardware
- Inlet size 1/8" -27

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Flow Rating</th>
<th>Max Amps</th>
<th>Max HP</th>
<th>Fuel Pressure Regulator</th>
</tr>
</thead>
<tbody>
<tr>
<td>12-426</td>
<td>Mighty Mite™ Electric Fuel Pump</td>
<td>25 GPH at 3 PSI</td>
<td>2 Amps</td>
<td>300</td>
<td>Not Required</td>
</tr>
<tr>
<td>12-427</td>
<td>Mighty Mite™ Electric Fuel Pump</td>
<td>32 GPH at 5 PSI</td>
<td>2 Amps</td>
<td>400</td>
<td>Not Required</td>
</tr>
<tr>
<td>12-428</td>
<td>Mighty Mite™ Electric Fuel Pump</td>
<td>34 GPH at 7 PSI</td>
<td>2 Amps</td>
<td>400</td>
<td>Not Required</td>
</tr>
</tbody>
</table>

www.holley.com | Tech: 270-781-9741
Holley® Billet Fuel Pressure Regulators are part of a complete line of fuel system products from Holley. They are precision machined from 6061-T6 billet aluminum for strength and durability. They feature a black bright dip anodized body and a clear bright dip anodized top for corrosion resistance and good looks. Holley Billet Fuel Pressure Regulators are available in a variety of configurations.

**FEATURES**

- Demand and return style regulators available
- CNC machined from 6061-T6 billet aluminum for strength
- Black bright dip anodized body and a clear bright dip anodized top for corrosion resistance and good looks
- All regulators feature a 1/8" NPT gauge port
- Carbureted and EFI versions available
- All regulators include a mounting bracket for easy installation

---

**12-840 HP™ Billet Fuel Pressure Regulator, Carbureted (4.5-9PSI)**

- 3/8" NPT Ports
- Used in systems where a return line is not needed
- Use with electric or mechanical pumps
- Adjustable from 4.5-9 PSI for precise fuel pressure adjustments
- One inlet, two outlets
- Comparable and interchangeable with popular Holley® 12-803 regulator

---

**12-841 HP™ Billet Fuel Pressure Regulator, Carbureted Bypass Style (4.5-9PSI)**

- 3/8" NPT Ports
- Used in systems with a return line back to tank
- Use with electric pumps only
- Adjustable from 4.5-9 PSI for precise fuel pressure adjustments
- One inlet, one outlet, one return (or bypass)
- Comparable and interchangeable with popular Holley® 12-803 regulator

---

**12-842 HP™ Billet Fuel Pressure Regulator, Carbureted Bypass w/ idle bleed (4.5-9PSI)**

- 3/8" NPT Ports
- Used in systems with a return line back to tank
- For use with high flow mechanical or belt drive pumps
- Adjustable from 4.5-9 PSI for precise fuel pressure adjustments
- Utilizes an idle bleed for precise control of idle pressure
- One inlet, one outlet, one return (or bypass)

---

**12-843 HP™ Billet Fuel Pressure Regulator, Carbureted (4.5-9PSI)**

- (1) -10 AN O-ring inlet, (2) -8 AN O-ring outlets
- Used in systems where a return line is not needed
- Use with mechanical or electric fuel pumps
- Adjustable from 4.5-9 PSI for precise fuel pressure adjustments
- Comparable and interchangeable with popular Holley® 12-704 regulator

---

**12-845 HP™ Billet Fuel Pressure Regulator, Carbureted Bypass Style (4.5-9PSI)**

- (1) -8 AN O-ring inlet, (1) -8 AN O-ring outlet, (1) -6 AN O-ring return
- Used in systems with a return line back to tank
- Designed for use with the Holley® HP™ in-line fuel pumps or other high pressure pumps where return line is needed
- Adjustable from 4.5-9 PSI for precise fuel pressure adjustments

---

**12-846 HP™ Billet Fuel Pressure Regulator, EFI Bypass Style (40-70PSI)**

- (1) -8 AN O-ring inlet, (1) -8 AN O-ring outlet, (1) -6 AN O-ring return
- Used in systems with a return line back to tank
- Designed for use with the Holley® HP™ in-line fuel pumps or other high pressure pumps where return line is needed
- Includes fitting for manifold reference
- Adjustable from 40-70 PSI for precise fuel pressure adjustments

---

**12-847 Dominator™ Billet Fuel Pressure Regulator, Carbureted Bypass Style (4.5-9PSI)**

- (1) -10 AN O-ring inlet, (1) -10 AN O-ring outlet, (1) -8 AN O-ring return
- Used in systems with a return line back to tank
- Designed for use with the Holley® Dominator™ in-line fuel pumps or other high pressure pumps where return line is needed
- Includes fitting for manifold reference
- Adjustable from 4.5-9 PSI for precise fuel pressure adjustments

---

**12-848 Dominator™ Billet Fuel Pressure Regulator, EFI Bypass Style (40-70PSI)**

- (1) -10 AN O-ring inlet, (1) -10 AN O-ring outlet, (1) -8 AN O-ring return
- Used in systems with a return line back to tank
- Designed for use with the Holley® Dominator™ in-line fuel pumps or other high pressure pumps where return line is needed
- Includes fitting for manifold reference
- Adjustable from 40-70 PSI for precise fuel pressure adjustments
CARBURETOR FUEL PRESSURE REGULATORS

Cast Aluminum Fuel Pressure Regulator, 
(4.5 to 9 PSI), Shiny finish .............................. Part # 12-803

(1 to 4 PSI) Shiny finish ................................ Part # 12-804

Features
• 3/8 NPT ports
• .220 (7/32) restriction
• Includes mounting bracket
• Low Pressure (1-4 PSI)
• High Pressure (4-1/2-9 PSI)
• Chrome Finish
• Not alcohol compatible

Cast Aluminum Fuel Pressure Regulator, Bypass Style 
(4.5 to 9 PSI), Shiny finish ............................. Part # 12-803BP

Features
• 3/8 NPT ports (1 in, 1 out, 1 bypass or return)
• Used in systems with a return line back to the fuel tank
• Quieter fuel pump operation
• Designed only for carburetor use
• Preset to 7 PSI
• Adjustable from 4-1/2 to 9 PSI
• Electric fuel pumps only

4.5 to 9 PSI, Satin finish ................................. Part # 12-704

Features
• Adjustable fuel regulation from 4-1/2 to 9 psi
• One 1/2” NPT inlet and two 1/2” NPT outlet ports
• .437” (7/16”) restriction
• Includes mounting hardware and an style fittings
• Alcohol compatible

HOLLEY® BILLET FUEL FILTERS

Holley’s new HP™ and Dominator™ Billet Fuel Filters are part of Holley’s complete fuel systems product line. Holley® Billet Fuel Filters are precision CNC machined from 6061-T6 billet aluminum for strength and durability. They feature a black bright dip anodized body and clear bright dip anodized ends for superior corrosion resistance and good looks. Holley® Billet Fuel Filters are available in a variety of configurations in 100, 175, 260 anfd 460 GPH and 10, 40 and 100 micron ratings (Replacement elements available).

Features
• 10 micron filters are recommended for use as a post pump filter in EFI systems
• 40 micron filters are recommended for use as a post pump filter in carbureted systems
• 100 micron filters are recommended as a pre pump filter in both carbureted or EFI systems
• 100 and 40 micron filters feature a stainless steel woven mesh element
• 10 micron filters feature a depth media element
• Black anodized body and clear anodized end caps for corrosion resistance and good looks

Matching billet brackets also available. See them at Holley.com

www.holley.com | Tech: 270-781-9741

<table>
<thead>
<tr>
<th>Description</th>
<th>Part Number</th>
<th>Inlet/Outlet Size</th>
<th>Dimensions</th>
</tr>
</thead>
<tbody>
<tr>
<td>100 GPH Billet HP™</td>
<td>162-550</td>
<td>162-562</td>
<td>162-551</td>
</tr>
<tr>
<td>175 GPH Billet HP™</td>
<td>162-552</td>
<td>162-563</td>
<td>162-553</td>
</tr>
<tr>
<td>175 GPH Billet HP™</td>
<td>162-554</td>
<td>162-555</td>
<td>162-564</td>
</tr>
<tr>
<td>260 GPH Billet Dominator™</td>
<td>162-570</td>
<td>162-571</td>
<td>162-572</td>
</tr>
<tr>
<td>460 GPH Billet Dominator™</td>
<td>162-575</td>
<td>162-576</td>
<td>162-577</td>
</tr>
</tbody>
</table>

REPLACEMENT ELEMENTS

<table>
<thead>
<tr>
<th>Description</th>
<th>Part Number</th>
<th>Inlet/Outlet Size</th>
<th>Dimensions</th>
</tr>
</thead>
<tbody>
<tr>
<td>100 GPH</td>
<td>162-550</td>
<td>162-556</td>
<td>162-565</td>
</tr>
<tr>
<td>175 GPH</td>
<td>162-552</td>
<td>162-558</td>
<td>162-566</td>
</tr>
<tr>
<td>260 GPH</td>
<td>162-567</td>
<td>162-568</td>
<td>162-569</td>
</tr>
<tr>
<td>460 GPH</td>
<td>162-580</td>
<td>162-581</td>
<td>162-582</td>
</tr>
</tbody>
</table>
### Holley Fuel System Selection Chart

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Compatible up to 18.5V</th>
<th>Application</th>
<th>Fuel Compatibility</th>
<th>GPH Flow at Rated PSI and 13.5V</th>
<th>Holley Recommendations for Peak Performance</th>
<th>Pump Fitting Size</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Max HP*</td>
<td>Max Amp</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Naturally Aspirated</td>
<td>Forced Induction</td>
</tr>
<tr>
<td>12-426</td>
<td>No</td>
<td>Street</td>
<td>Gas/Diesel/Alcohol/E-85</td>
<td>25 @ 3 PSI 300</td>
<td>N/A</td>
<td>1/8 -27</td>
</tr>
<tr>
<td>12-427</td>
<td>No</td>
<td>Street</td>
<td>Gas/Diesel/Alcohol/E-85</td>
<td>32 @ 5 PSI 400</td>
<td>N/A</td>
<td>1/8 -27</td>
</tr>
<tr>
<td>12-428</td>
<td>No</td>
<td>Street</td>
<td>Gas/Diesel/Alcohol/E-85</td>
<td>34 @ 7 PSI 400</td>
<td>N/A</td>
<td>1/8 -27</td>
</tr>
</tbody>
</table>

The pumps below have an internal bypass. A demand style or bypass style regulator can be used if required.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Compatible up to 18.5V</th>
<th>Application</th>
<th>Fuel Compatibility</th>
<th>GPH Flow at Rated PSI and 13.5V</th>
<th>Holley Recommendations for Peak Performance</th>
<th>Pump Fitting Size</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Max HP*</td>
<td>Max Amp</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Naturally Aspirated</td>
<td>Forced Induction</td>
</tr>
<tr>
<td>12-801-1</td>
<td>No</td>
<td>Street/Strip</td>
<td>Gasoline</td>
<td>71 @ 4 PSI 425</td>
<td>N/A</td>
<td>3/8 NPT</td>
</tr>
<tr>
<td>12-802-1</td>
<td>No</td>
<td>Street/Strip</td>
<td>Gasoline</td>
<td>95 @ 7PSI 550</td>
<td>N/A</td>
<td>3/8 NPT</td>
</tr>
<tr>
<td>12-812-1</td>
<td>No</td>
<td>Street/Strip</td>
<td>Gasoline</td>
<td>95 @ 7PSI 550</td>
<td>N/A</td>
<td>3/8 NPT</td>
</tr>
<tr>
<td>12-815-1</td>
<td>No</td>
<td>Street/Strip</td>
<td>Gasoline/Methanol</td>
<td>120 @ 9PSI 750</td>
<td>N/A</td>
<td>3/8 NPT</td>
</tr>
<tr>
<td>12-125</td>
<td>No</td>
<td>Street/Strip</td>
<td>Gasoline/Methanol</td>
<td>110 @ 7PSI 750</td>
<td>N/A</td>
<td>3/8 NPT</td>
</tr>
<tr>
<td>12-150</td>
<td>No</td>
<td>Street/Strip</td>
<td>Gasoline/Methanol</td>
<td>140 @ 7PSI 900</td>
<td>N/A</td>
<td>3/8 NPT</td>
</tr>
</tbody>
</table>

The pumps below do not have an internal bypass. A bypass style regulator and return line are required.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Compatible up to 18.5V</th>
<th>Application</th>
<th>Fuel Compatibility</th>
<th>GPH Flow at Rated PSI and 13.5V</th>
<th>Holley Recommendations for Peak Performance</th>
<th>Pump Fitting Size</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Max HP*</td>
<td>Max Amp</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Naturally Aspirated</td>
<td>Forced Induction</td>
</tr>
<tr>
<td>12-920</td>
<td>No</td>
<td>Street/Strip</td>
<td>Gasoline</td>
<td>85@ 8PSI 80 @ 15PSI 67@ 45PSI</td>
<td>850 N/A</td>
<td>3/8 Barb or -6/-8AN</td>
</tr>
<tr>
<td>12-927</td>
<td>No</td>
<td>Street/Strip</td>
<td>Gasoline</td>
<td>52 @ 8PSI 43 @ 15PSI</td>
<td>450 N/A</td>
<td>3/8 Barb or -6/-8AN</td>
</tr>
<tr>
<td>12-600</td>
<td>Yes</td>
<td>Street/Strip</td>
<td>Gasoline</td>
<td>61 @ 8PSI 48 @ 63PSI 43 @ 60PSI</td>
<td>730 N/A</td>
<td>10AN O-ring</td>
</tr>
<tr>
<td>12-800</td>
<td>Yes</td>
<td>Street/Strip</td>
<td>Gasoline</td>
<td>78 @ 8PSO 63 @ 60PSI 57 @ 60PSI</td>
<td>900 N/A</td>
<td>10AN O-ring</td>
</tr>
<tr>
<td>12-890</td>
<td>Yes</td>
<td>Race</td>
<td>Race Gas/ Diesel/E85</td>
<td>96 @ 8PSI 76 @ 43PSI 70 @ 60PSI</td>
<td>905 N/A</td>
<td>8AN O-ring</td>
</tr>
<tr>
<td>12-1200</td>
<td>Yes</td>
<td>Street/Race</td>
<td>Gasoline</td>
<td>127 @ 8PSI 100 @ 43PSI 88 @ 60PSI</td>
<td>1460 N/A</td>
<td>10AN O-ring</td>
</tr>
<tr>
<td>12-1600</td>
<td>Yes</td>
<td>Street/Strip</td>
<td>Gasoline</td>
<td>155 @ 8PSI 127 @ 43PSI 113 @ 60PSI</td>
<td>1800 N/A</td>
<td>10AN O-ring</td>
</tr>
<tr>
<td>12-1800</td>
<td>Yes</td>
<td>Race</td>
<td>Race Gas/ Diesel/E85</td>
<td>190 @ 8PSI 156 @ 43PSI 140 @ 60PSI</td>
<td>2100 N/A</td>
<td>10AN O-ring</td>
</tr>
</tbody>
</table>

*HP estimates are based on gasoline. Individual systems will vary based on fuel system design, regulator type, fuel cell location, launch G’s etc.

** Return line only needed if using a By-Pass regulator such as the 12-803BP

www.holley.com | Tech: 270-781-9741
<table>
<thead>
<tr>
<th>Minimum Recommended Line Size</th>
<th>Fuel Filter (Carbureted)</th>
<th>Fuel Filter (Fuel injected)</th>
<th>Recommended Regulator</th>
<th>Max Amp Draw</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inlet</td>
<td>Outlet</td>
<td>Return</td>
<td>Pre</td>
<td>Post</td>
</tr>
<tr>
<td>5/16</td>
<td>5/16</td>
<td>N/A</td>
<td>Included</td>
<td>162-524</td>
</tr>
<tr>
<td>5/16</td>
<td>5/16</td>
<td>N/A</td>
<td>Included</td>
<td>162-524</td>
</tr>
<tr>
<td>5/16</td>
<td>5/16</td>
<td>N/A</td>
<td>Included</td>
<td>162-524</td>
</tr>
<tr>
<td>3/8</td>
<td>3/8</td>
<td>N/A</td>
<td>162-551</td>
<td>162-562</td>
</tr>
<tr>
<td>3/8 or -6AN</td>
<td>3/8 or -6AN</td>
<td>N/A</td>
<td>162-553</td>
<td>162-563</td>
</tr>
<tr>
<td>3/8 or -6AN</td>
<td>3/8 or -6AN</td>
<td>3/8 or -6AN**</td>
<td>162-553</td>
<td>162-563</td>
</tr>
<tr>
<td>1/2 or -8AN</td>
<td>3/8 or -6AN</td>
<td>3/8 or -6AN**</td>
<td>162-553</td>
<td>162-563</td>
</tr>
<tr>
<td>3/8 or -6AN</td>
<td>3/8 or -6AN</td>
<td>3/8 or -6AN**</td>
<td>162-553</td>
<td>162-563</td>
</tr>
<tr>
<td>1/2 or -8AN</td>
<td>3/8 or -6AN</td>
<td>3/8 or -6AN**</td>
<td>162-553</td>
<td>162-563</td>
</tr>
<tr>
<td>3/8 or -6AN</td>
<td>3/8 or -6AN</td>
<td>3/8 or -6AN</td>
<td>162-551</td>
<td>162-562</td>
</tr>
<tr>
<td>3/8 or -6AN</td>
<td>3/8 or -6AN</td>
<td>3/8 or -6AN</td>
<td>162-551</td>
<td>162-562</td>
</tr>
<tr>
<td>-8AN</td>
<td>-6AN</td>
<td>-6AN</td>
<td>162-564</td>
<td>162-555</td>
</tr>
<tr>
<td>-8AN</td>
<td>-6AN</td>
<td>-6AN</td>
<td>162-564</td>
<td>162-555</td>
</tr>
<tr>
<td>-8AN</td>
<td>-6AN</td>
<td>-6AN</td>
<td>162-564</td>
<td>162-555</td>
</tr>
<tr>
<td>-10AN</td>
<td>-8AN</td>
<td>-8AN</td>
<td>162-572</td>
<td>162-571</td>
</tr>
<tr>
<td>-10AN</td>
<td>-10AN</td>
<td>-10AN</td>
<td>162-572</td>
<td>162-571</td>
</tr>
<tr>
<td>-10AN</td>
<td>-10AN</td>
<td>-10AN</td>
<td>162-572</td>
<td>162-571</td>
</tr>
</tbody>
</table>

Holley Recommendations for Peak Performance

*HP estimates are based on gasoline. Individual systems will vary based on fuel system design, regulator type, fuel cell location, launch G’s etc.

** Return line only needed if using a By-Pass regulator such as the 12-803BP

www.holley.com | Tech: 270-781-9741
**BULKHEAD KITS**

Holley's new fuel bulkhead kits provide an easy, high-quality solution to get wiring or fuel from an in-tank fuel pump through a fuel cell or fuel tank. Our bulkhead kits are available for 2-wire or 4-wire fuel pumps, as well as a fuel bulkhead that allows for easy in-tank fuel pump installation.

**26-148 Fuel Bulkhead Assembly Kit**
- 3/8" barb to -8 AN
- Hard coat anodized for good looks and corrosion protection.
- 2 Fluorocarbon Stat-O-Seals seal fitting to fuel tank for a worry-free seal
- 3/8" Gates reinforced fuel hose that is designed for in-tank applications
- Hose length - 2'

**26-151 4-wire Bulkhead Assembly Kit**
- 4-wire over-mold is hermetically sealed on the wires and fluorocarbon O-rings seal the over-mold to the fitting for a leak free seal
- Over-mold is leak tested at 80 PSI with <0.1 SCCM allowable leakage.
- 14 gauge wires handle a wide variety of demanding fuel pumps
- Fluorocarbon Stat-O-Seals seal fitting to fuel tank for a worry-free seal
- Hard coat anodized for good looks and corrosion protection
- 24" of wire length on each side of fitting to fit a variety of fuel tanks or fuel cells

**26-152 2-wire Bulkhead Assembly Kit**
- 2-wire over-mold is hermetically sealed on the wires and fluorocarbon O-rings seal the over-mold to the fitting for a leak free seal
- Over-mold is leak tested at 80 PSI with <0.1 SCCM allowable leakage.
- 14 gauge wires handle a wide variety of demanding fuel pumps
- 2 Fluorocarbon Stat-O-Seals seal fitting to fuel tank for a worry-free seal
- Hard coat anodized for good looks and corrosion protection
- 24" of wire length on each side of fitting to fit a variety of fuel tanks or fuel cells