

Huron Speed Fuel System Install Guide

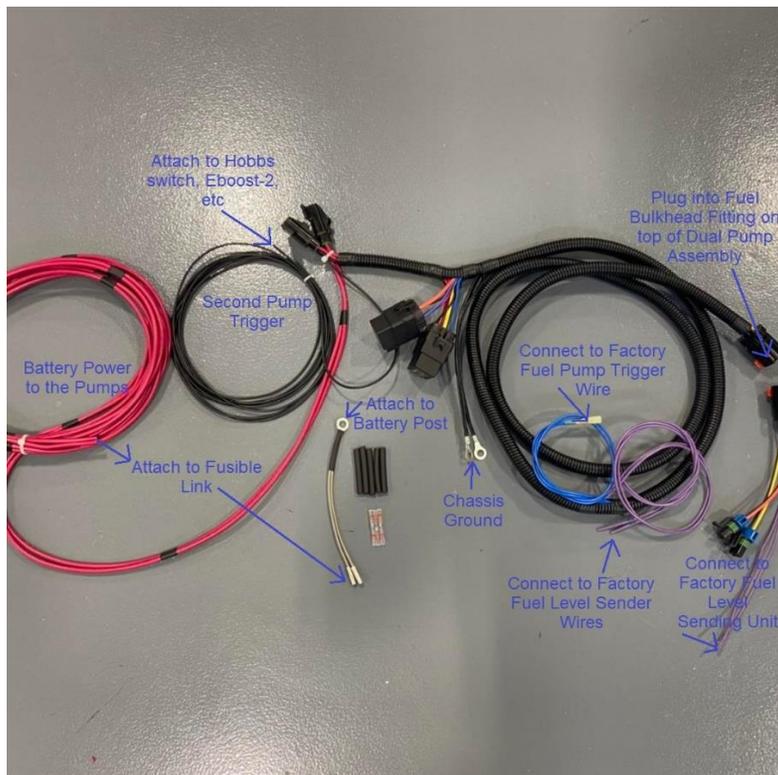
*Prior to running any fuel system parts, it is imperative that you ensure all fuel lines, fittings, and connections are secure, tight, and without any leaks at all. Huron Speed is not responsible for anything that may result from the building and/or installation of any fuel system components.

- 1.) Upon receiving, inspect Dual Pump Assembly to ensure all connections are tight, all screws are tight, NPT threads are thread sealed, etc. We do all of this before it leaves, but we are human so it is wise to ensure everything with your set of eyes prior to putting into the fuel tank.
- 2.) When removing your OEM fuel pump assembly, note the direction the fuel level float sits in the tank as you will need to ensure the new unit goes in with the float in the same location to ensure it performs correctly.
- 3.) Install the Fuel Socks onto the new fuel pumps but removing the brown covers and sliding them onto the pump outlets. The angled sock goes on the pump sitting higher up, and the flat sock goes on the lowest pump.
- 4.) Transfer your OEM fuel level sending unit over to the new assembly. You can connect our (2) Purple wires inside the assembly directly to your OEM wires, or unsolder your OEM wires and solder our (2) purple wires in place directly on the sending unit. Depending on your model, the sending unit may snap into place or slide over a tab and require a bending tab to lock it in place.
- 5.) Truck 04-07 and 08-13 assemblies, please double check your tower height. Starting length from bottom of the tower to the bottom of the top hat should be 9 7/8". This tower is adjustable if you wish to move it up or down.



Electrical Harness

- 1.) Our Fuel Pump Wiring harness is designed to make the most complicated part of the process as easy as possible! The diagram below will help show where each connection goes.
- 2.) Connect the Large connector to the Bulkhead fitting on the top of the Dual pump assembly and begin laying out your harness. We have found the Relays and Fuse Holders to mount nicely in the driver's side kick panel on the trucks and under the car on the F-bodies next to the OEM electrical bulkhead.
- 3.) (2) Red power wires will run up near your battery where you will then connect each red wire to the Grey Fusible links supplied in the small bag with your harness. You will then connect the eyelet from the fusible links to the battery.
- 4.) The (2) Black wires with eyelets will go to a good chassis ground.
- 5.) Locate the OEM Fuel Pump Trigger wire from your OEM pump wiring and you will cut and connect it directly to our Blue wire with the butt connector on the end.
- 6.) Locate the OEM Fuel Pump Sending Unit wires from your OEM pump wiring and you will cut and connect directly our (2) Purple wires. We supply self-soldering heat shrink connectors to make this easy for you.
- 7.) The last wire will be the longer coil of a single black wire. This is the trigger for the secondary fuel pump which needs a switched ground. This can be a popular Hobbs switch, the Aux. Wire on an Eboost-2 boost controller, or if running a Holley system it can be a switched ground. Not recommended due to increasing fuel temperature and unnecessary wear on the second pump but you can simply chassis ground this wire and it will run both pumps at all times.
- 8.) Clean up the install ensuring that everything is properly secured, mounted, tucked away, routed cleanly, etc.



Plumbing

Stage 2 Kits

- 1.) There are many ways to plumb the fuel system per your preference, we will go over the 2 most popular below.
- 2.) We recommend deciding which hose end style is best for your routing based on the application and attaching that to the end of your coil of -8an feed and -6an return hose. We find straights off the Fuel Pump Assembly work best on the F-bodies and 90's on the Trucks.
- 3.) With the hose end fitting assembled to the feed and drain lines, remove the Banjo Feed and Return fittings on the Fuel Pump Assembly. Thread the hose ends onto the banjo fittings trying to get a flat section parallel to the top hat for best clearance, ensure completely tight. Now thread the Banjo fittings back down onto the top of the Fuel Pump Assembly and ensure tight.



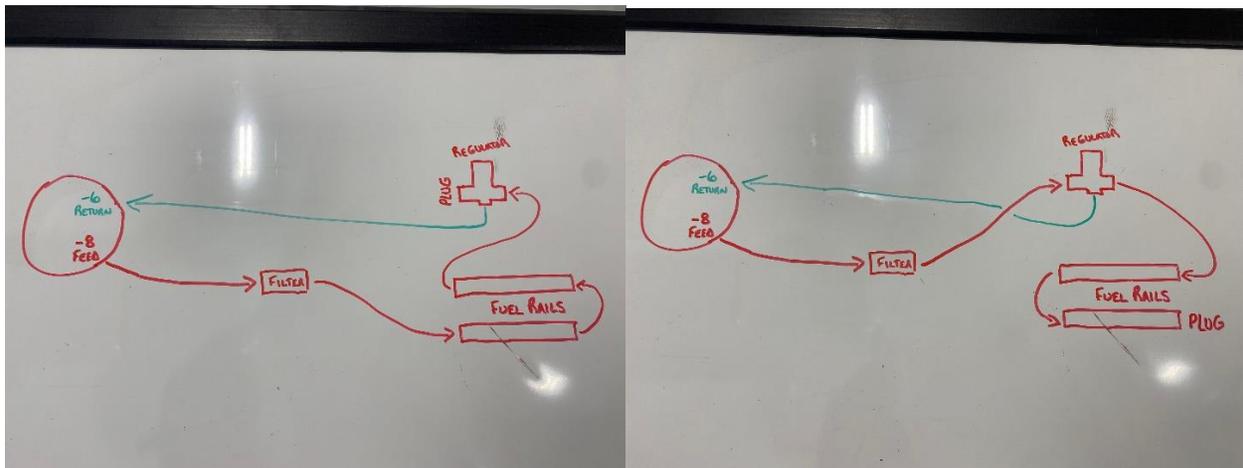
- 4.) Cleanly route the Feed hose, Return Hose, and Electrical harness out from the tank area.



- 5.) Find a location you prefer that is a solid and easy to access mounting location for the Fuel Filter. We like to mount them directly to the frame rail on both F-body and Truck Applications. The Silver Billet Mounting brackets will secure the Holley Filter in place as shown below.



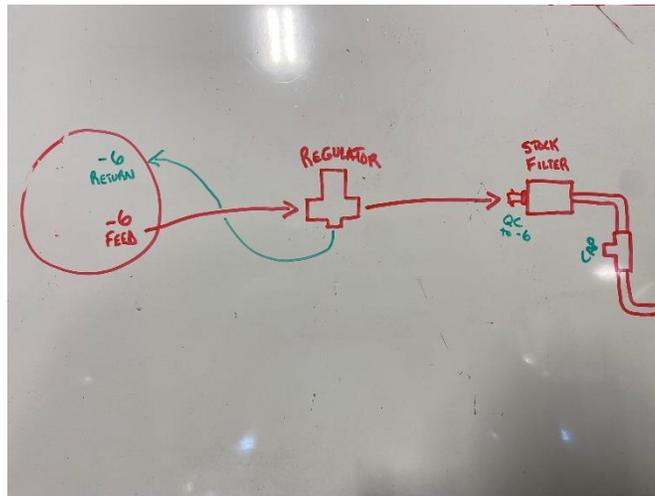
- 6.) From the outlet of the Fuel Filter you now have your preference on how the rest of the plumbing runs. Regulator post rails and Regulator pre rails are both options shown here.



- 7.) Rail Options. F-bodies we offer our HS rails which are designed for fabricated manifolds with injectors straight up and down. We also offer Holley rails for the OEM intake manifolds with the angled injectors. Lastly we offer it without rails if you have a different setup or already have rails for your manifold. For the truck kits we offer Holley rails for the OEM intake manifolds. We have ran these with their supplied brackets on the OEM truck intakes as well as the TBSS intake. If you have another type of manifold or already have your own rails, you can omit these.

F-body Stage 1 Plumbing:

- 1.) With the hose end fitting assembled to the feed and drain lines, remove the Banjo Feed and Return fittings on the Fuel Pump Assembly. Thread the hose ends onto the banjo fittings trying to get a flat section parallel to the top hat for best clearance, ensure completely tight. Now thread the Banjo fittings back down onto the top of the Fuel Pump Assembly and ensure tight.
- 2.) Cleanly route the Feed hose, Return Hose, and Electrical harness out from the tank area.
- 3.) Mount the Holley Regulator on the wall just in front of the rear-end near the stock fuel pump electrical plugs.
- 4.) Run your -6an Feed line into one of the Regulator Inlet/Outlets. Out of the other Inlet/Outlet run more -6an Feed line down to the OEM Fuel Filter location, connecting it to the stock Fuel Filter using the supplied Quick Connect to -6an fitting (QC). After the Stock Fuel filter you will utilize the remainder of the stock fuel system up to the engine. After the filter you will find a factory Tee fitting, remove the branched section and use the supplied Cap fitting to block this off.
- 5.) Run your -6an Return line into the bottom Return port of the Regulator.



*Test the system with key on power to ensure the primary fuel pump turns on and go over every single connection to ensure there are absolutely no leaks. Never run the vehicle with any leak. Huron Speed is not responsible for anything that may happen as a result of the installation of the fuel system, fittings, lines, or components.