



FUEL PUMPS

FUEL PUMPS

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FUEL PUMPS

TECHNICAL INFORMATION

FUEL PUMPS / REGULATOR TECHNICAL INFORMATION



Holley offers a wide selection of both mechanical and electric fuel pumps for a variety of street performance and race applications. Selecting the proper fuel pump for your vehicle, however, begins with understanding your engine's fuel requirements.

FUEL REQUIREMENTS

Typically, at wide open throttle, full power, an engine requires 0.5 lbs. of fuel per horsepower every hour. A gallon of gasoline weighs approximately 6 lbs. Therefore an engine rated at 350 horsepower will require about 175 pounds (29 gallons) of fuel every hour.

$$(350\text{HP} \times .5 \text{ lbs} = 175 \text{ lbs of fuel})$$
$$175 \text{ lbs}/6 \text{ lbs} = 29 \text{ gallons per hour}$$

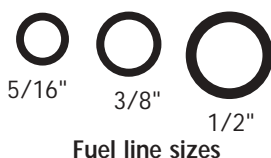


FUEL PRESSURE AND VOLUME

The relationship of pressure to volume is inversely proportional. That is, as pressure increases the volume will decrease, everything else being equal. A certain amount of fuel pressure is always required to maintain engine performance by assuring that fuel is available on demand. Also, other factors and conditions must be taken into account such as acceleration G-forces and friction within the fuel system itself. At the same time, however, an adequate fuel volume is needed to ensure that the proper amount of fuel can always flow to the engine, especially during peak demand situations. A basic understanding of this critical pressure/volume relationship is needed when designing the proper fuel supply system for your vehicle.

FUEL LINE SYSTEM

The fuel line system should be routed to avoid running near hot spots, such as various exhaust system components, and designed to promote maximum fuel flow. Most factory stock fuel systems utilize 5/16" fuel lines. This size works well on street applications with stock engines. When the horsepower requirements go up, however, the inadequacy of this line size soon becomes apparent. A #6 (3/8") line size is sufficient for all street performance applications and some racing applications. #8 (1/2") fuel lines are used on everything else, including alcohol applications. Avoid using rubber fuel lines, or use them sparingly, for two reasons. First, rubber is more resistant to the flow of fuel than any hard line. An actual pressure loss can be measured over distance. Second, for safety's sake, it's not a good idea to use rubber fuel line, especially when using a high pressure performance fuel pump.



Fuel line sizes



FUEL LINE FITTINGS

Like the fuel line, fuel line fittings are also a very important element in the total fuel line system and should not be overlooked. Obviously, the fittings should be the same size as the fuel line. Also, if at all possible, you want to minimize the use of 90° fittings. Avoid sharp turns or bends in the fuel line routing; these cause undue restrictions to the flow of fuel.



Holley



MECHANICAL PUMPS

Various Holley mechanical fuel pumps are available. 110 GPH pumps are designed for street/strip applications where substantially higher than stock fuel delivery requirements are necessary. 3/8" inlet and outlet ports are utilized and, with fuel shut-off pressure in the area of 6-1/2 - 8 PSI, a regulator is not required. 130+ GPH pumps are available when maximum fuel delivery is desirable. 1/2" inlet and outlet ports are included and fuel shut-off pressure is between 7-1/2 - 9 PSI. A pressure regulator is definitely required. Both the 110 GPH and 130+ GPH pumps utilize a high capacity fuel valve design that will ensure an adequate fuel supply is always available.



ELECTRIC PUMPS

Holley offers a complete line of electric in-tank and externally-mounted pumps.

Holley externally-mounted electric fuel pumps are also available in various flow ratings. The "red" pump, P/N 12-801-1, is rated at 97 GPH and it is designed to work with stock or mildly modified engines. Pressure is pre-set to 7 PSI and a regulator is not required. The "blue" pump, P/N 12-802-1, is rated at 110 GPH and it is designed for street/strip applications. Pressure is pre-set at 14 PSI and a regulator is included as part of the package. Neither pump is compatible with methanol or alcohol fuels nor should they be used with fuel injection systems. The "black" pump, P/N 12-815-1, is rated at 140 GPH and is designed to work with either gas or alcohol fuels. This one is similar to the "blue" pump but it kicks out more fuel. These pumps all feature a simple, yet rugged, rotor and vane design which has proved itself over the years.



Two very powerful "VOLUMAX" pumps are available for gasoline or alcohol fuels. They are P/N 12-705-1, rated at 180 GPH and P/N 12-706-1, rated at 275 GPH. These feature a gerotor pump design which is extremely efficient and quiet. Fuel pressure is pre-set at 15 PSI and both a pressure regulator and 3/8" return line to the tank are required. The high volume output of these pumps make them the natural choice for racers who will settle for nothing but the best. **NOTE:** Because of the design of these pumps, it is necessary to connect both fuel pump inlets to the fuel supply for proper operation.



Our electric in-tank line offers coverage for the most popular Ford, Chrysler, GM and Import applications. Utilizing a proven gerotor design, these pumps are available in either a 190 or 255 liter per hour (lph) flow rate.

FUEL
PUMPS

Tech Line: 270-781-9741

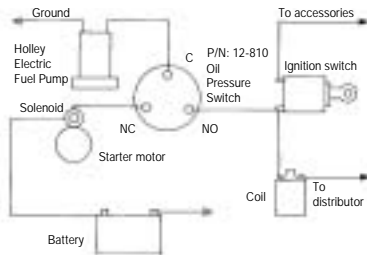
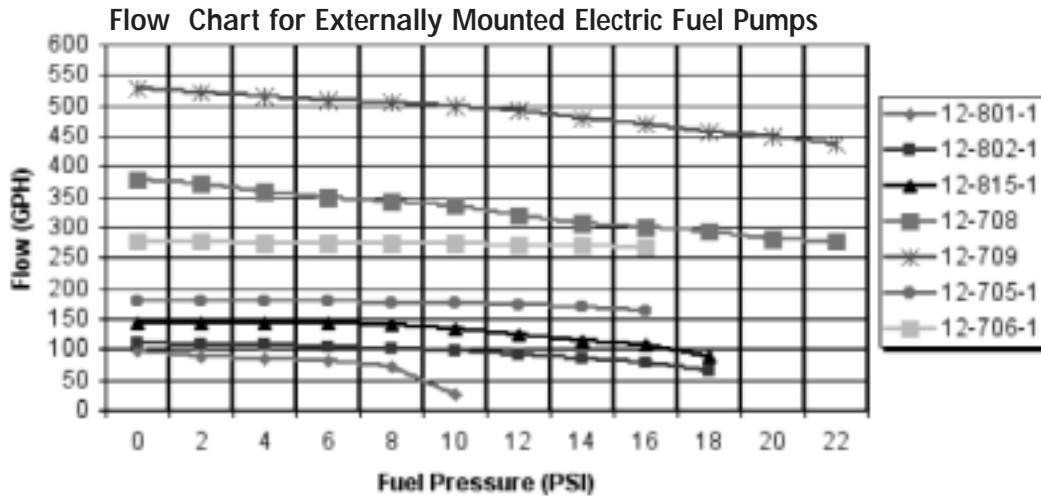
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FUEL PUMPS

TECHNICAL INFORMATION

Fuel Pumps / Regulator Technical Information



OIL PRESSURE SAFETY SWITCH

It's always a good idea to place a safety switch in the circuit when installing an electric fuel pump. Holley has one available under P/N 12-810. This switch will ensure that the electric pump will not work unless the engine has oil pressure. It will prevent the pump from running in a situation where the motor may stall with the ignition ON. Wiring the switch through the starter solenoid circuit energizes the pump on engine start-up. After the engine is running the switch continues to provide power to the pump as long as there is oil pressure to keep the switch turned on. (SEE ILLUSTRATION)

FUEL PRESSURE GAUGES

There are a number of places where mechanical fuel pressure gauges could be effectively mounted. One place is just before the carburetor. Holley chrome dual feed fuel lines (except model 4500 DOMINATOR) and fuel blocks all have a tapped 1/8 NPT provision for this purpose. Another would be at the outlet side of the pressure regulator. The Holley four-port Pro-Series VOLUMAX regulator incorporates two pressure gauge taps expressly for this purpose. The electric fuel pressure gauge can be mounted inside the vehicle so that fuel pressure can be monitored while driving. This is possible because, unlike the mechanical gauges, fuel does not flow up to the gauge itself. The Holley electric gauge, P/N 26-503, utilizes a remote sending unit which is the primary fuel pressure sensor.

Holley offers a variety of fuel pressure gauges, depending on use. For carbureted vehicles there are two (2) mechanical and one (1) electric gauge available in the 0-15 PSI range.

Vehicles equipped with low pressure (up to 30 PSI) fuel injection systems (like throttle body fuel injection systems) can choose from two mechanical pressure gauges in the 0-30 PSI range.



FUEL PUMPS



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FUEL FILTERS

What's the use of designing and building a good fuel line system and then choke it down with a restrictive fuel filter? It just doesn't make sense. Therefore, the fuel filter is another important consideration when building and designing your fuel system. A filter that's too small for a particular system is a potential high restriction area that will hinder performance by not allowing the fuel pump to perform to its maximum. Holley offers standard in-line filters that can be used on the street. For the Pro-Series VOLUMAX fuel pumps, Holley recommends using either Holley P/N 162-514 or 162-515 VoluMAX filters.



FUEL PRESSURE REGULATORS

The needle and seat assemblies that are installed in Holley performance carburetors can satisfactorily control fuel pressure up to about 8 PSI. If the fuel pump is putting out more than 8 PSI, a regulator should be used to keep the fuel pressure within safe limits and avoid the possibility of flooding. Holley manufactures a number of regulators for most any need. A street regulator is available in either a satin finish (P/N 12-804) or a chrome finish (p/n 12-500). A performance regulator is available in either a satin finish (p/n 12-803) or a chrome finish (p/n 12-501). Both regulators feature a 3/8" NPT inlet port and two 3/8" NPT outlet ports with a .220" restriction (7/32"). The street version regulates pressure from 1 to 4 PSI while the performance version regulates pressure from 4-1/2 to 9 PSI. NOTE: These regulators are designed to work with a single carburetor installation. If two carburetors are used then two regulators will be required, one for each carburetor. Also, two of the P/N 12-803 regulators MUST be used when running a VOLUMAX fuel pump - one for each fuel bowl.



Holley also offers two VOLUMAX regulators. The first, P/N 12-704, is basically a larger version of the two previously mentioned regulators but with more flow capacity. This regulator features a single 1/2" NPT inlet port and two 1/2" outlet ports with a .437" restriction (7/16"). Fuel pressure is regulated from 4-1/2" to 9 PSI. The other regulator, P/N 12-707, is designed for dual carburetor installations. It features four "-6" AN (approximately 3/8") outlet ports and one "-8" AN (approximately 1/2") inlet port with a .437" (7/16") restriction. Three 1/8" NPT fuel pressure gauge ports are also included. Without a doubt these two Pro-Series regulators are the least restrictive, highest flowing, production regulators currently available.

INSTALLATION TIP - for vehicles without fuel return line to the tank: Install the regulator close to the carburetor. Fuel lines from the regulator to the carburetor should be #6 (3/8").

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TECHNICAL INFORMATION

FUEL PUMPS / REGULATOR TECHNICAL INFORMATION

Following are various fuel system schematics for street and race applications. Although intended only as a guide, these designs have been successfully used in many performance applications.

Figure 1 - One (1) #12-802-1 "blue" pump feeding single carburetor, without fuel return line.

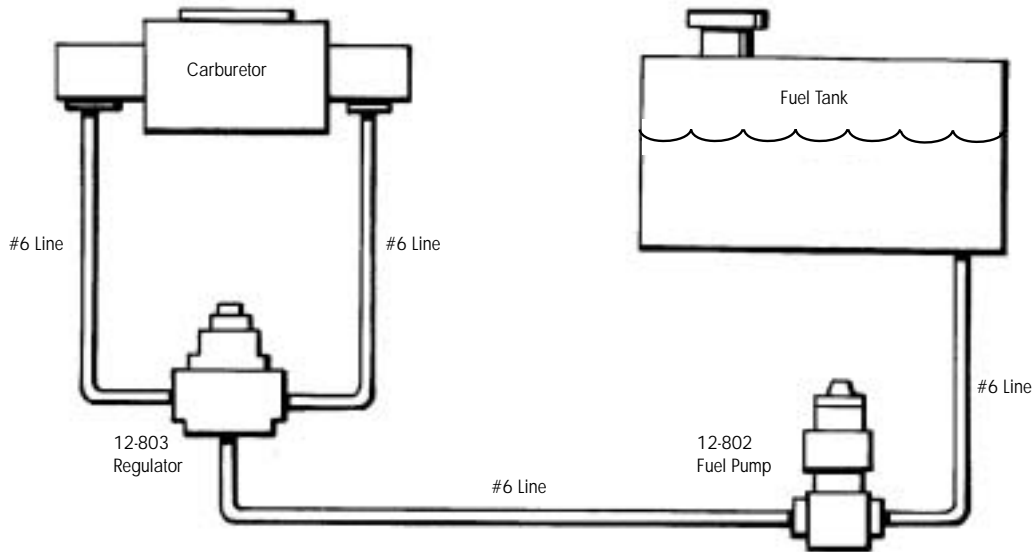
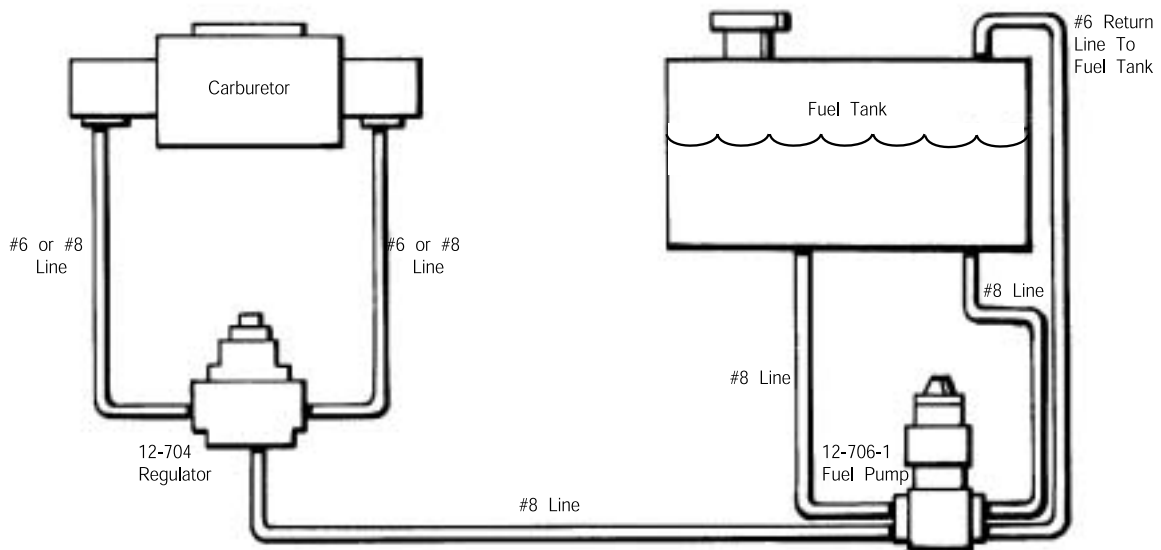


Figure 2 - One (1) #12-706-1 VOLUMAX pump feeding single carburetor.





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Figure 3 – Two (2) #12-802-1 “blue” pumps feeding single carburetor.

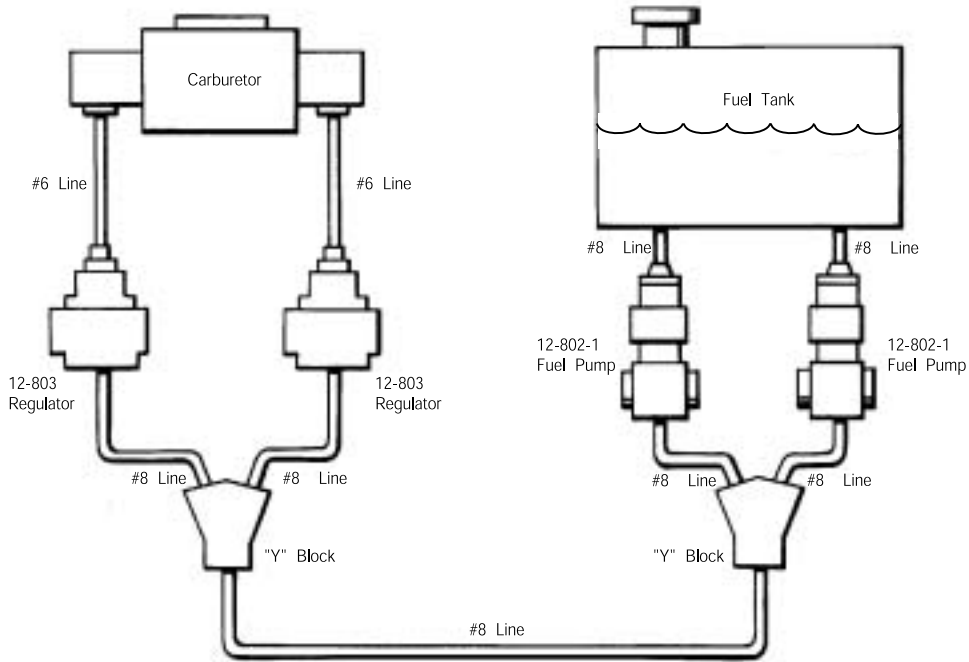
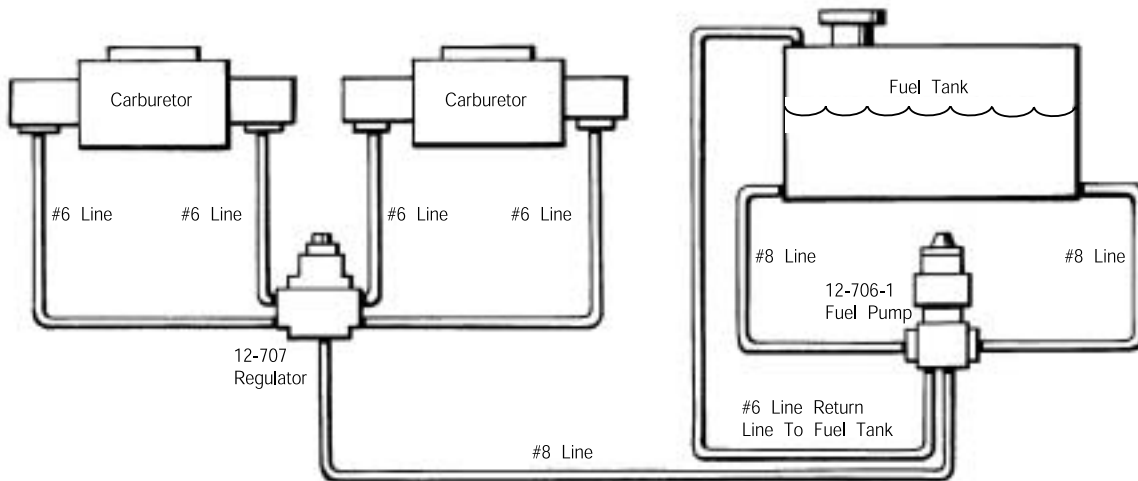


Figure 4 – One (1) #12-706-1 VOLUMAX pump feeding dual carburetors.



FUEL
PUMPS



FUEL PUMPS

MECHANICAL

MECHANICAL FUEL PUMPS

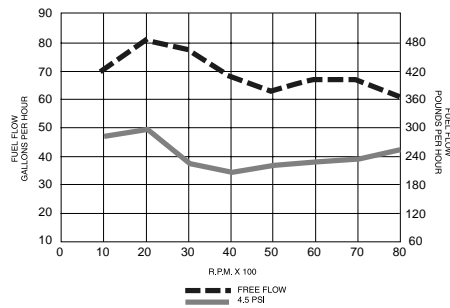
Application	80 GPH	110 GPH	130+ GPH	170+ GPH
Chevy S/B V-8	12-834 (B) ②	12-327-11 (B) ②	12-327-13 (B) ②	12-327-20 (B) ③
Chevy B/B V-8	12-835 (B) ②	12-454-11 (B) ②	12-454-13 (B) ②	NEW! 12-454-20 (B) ③
Chrysler S/B V-8	NEW! 12-838 (B) ②	NEW! 12-360-11 (B) ②*		
Chrysler B/B V-8	NEW! 12-831 (B) ②	NEW! 12-440-11 (B) ②*		
Ford 289/302/351W	12-833 (B) ②	12-289-11 (B) ②	12-289-13 (B) ②	12-289-20 (B) ③
Ford 351C/351M	12-854 (B) ②	NEW! ②		
Ford 390, 427, 428 FE	12-832 (B) ②	12-390-11 (B) ②*	②	
Ford 429/460 V-8	NEW! 12-860 (B) ②	NEW! 12-460-11 (B) ②	12-460-13 (B)	
Oldsmobile All V-8	12-836 (B) ②			
Pontiac All V-8	12-837 (B) ②	12-389-11 (B) ②*		

(*) Inlet and outlet tapped for 1/4" NPT

80 GPH FUEL PUMP

Features

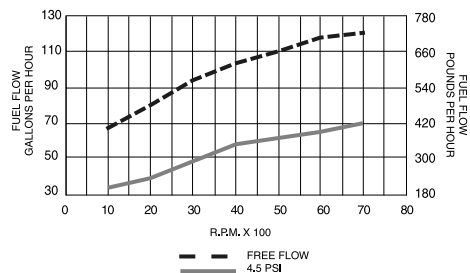
- Street Performance
- Flows 80 GPH (free flow)
- Shutoff pressure pre-set at 7-1/2 PSI
- Heavy duty construction for continuous high RPM operation
- Fuel body casting can be rotated to accommodate various plumbing situations
- Fuel pressure regulator is not required
- Inlet & outlet tapped for 3/8" NPT



110 GPH FUEL PUMP

Features

- High output fuel flow
- Flows 110 GPH (free flow)
- Shutoff pressure pre-set from 6 1/2 - 8 PSI
- Heavy duty construction for continuous high RPM operation
- Fuel body casting can be rotated to accommodate various plumbing situations
- Fuel pressure regulator is not required
- Inlet & outlet tapped for 3/8" NPT, except as noted



(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

① ② or ③ See page 2 for symbol explanation.



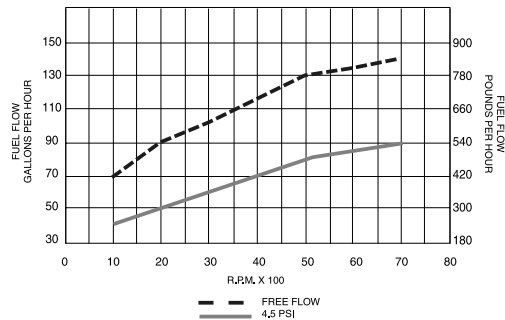
Holley

130+ GPH FUEL PUMP



Features

- High output fuel flow
- Flows 130+ GPH (free flow)
- Shutoff pressure pre-set from 7 1/2 - 9 PSI
- Heavy duty construction for continuous high RPM operation
- Redesigned high flow valves always ensure adequate fuel delivery
- Inlet & outlet tapped for 3/8" NPT
- Fuel body casting can be rotated to accommodate various plumbing situations
- Fuel pressure regulator is required. Recommend Holley P/N 12-704

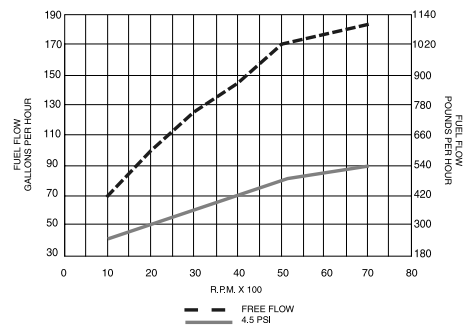


170+ GPH FUEL PUMP



Features

- High output fuel flow
- Flows 170+ GPH (free flow)
- Shutoff pressure pre-set at 8 PSI
- Heavy duty construction for continuous high RPM operation
- Redesigned high flow valves always ensure adequate fuel delivery
- AN -10 inlet and -8 outlet ports
- Fuel body casting can be rotated to accommodate various plumbing situations
- Fuel pressure regulator is required. Recommend Holley P/N 12-704



12-389-11



12-360-11

FUEL
PUMPS

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

1 2 or 3 See page 2 for symbol explanation.



FUEL PUMPS

ELECTRIC

ELECTRIC FUEL PUMPS - CARBURETED

Part #	Free Flow Rate (GPH)	GPH Flow at Rated PSI	Application	Use With Alcohol?	Holley Recommendations for Peak Performance					
					MAX PSI	Max HP*	Inlet Line Size	Outlet Line Size	Fuel Pressure Regulator	Relay Kit
12-801-1	97	71 @ 4 PSI	Street/Strip	No	7	425*	3/8"	3/8"	N/A (1)	12-753
12-802-1	110	95 @ 7 PSI	Street/Strip	No	14	550*	3/8" or -6AN	3/8" or -6AN	12-803 (included)	12-753
12-812-1	110	95 @ 7 PSI	Street/Strip	No	14	550*	3/8" or -6AN	3/8" or -6AN	12-803 or 12-803BP (2)	12-753
12-815-1	140	120 @ 9 PSI	Street/Strip	Yes	14	750*	1/2" or -8AN	3/8" or -6AN	12-803 or 12-803BP (2)	12-753
12-125	125	110 @ 7 PSI	Street/Strip	Yes	7	750*	3/8" or -6AN	3/8" or -6AN	12-803 (1)	12-753
12-150	150	140 @ 7 PSI	Street/Strip	Yes	16	900*	1/2" or -8AN	3/8" or -6AN	12-803 (5) (included) or 12-803BP (2) or 12-707 (4)	12-753
12-705-1	180	176 @ 9 PSI	Racing	Yes	15	1000*	2 inlet lines, -8AN	-8 AN	12-704 (3) 12-707 (4)	12-753
12-706-1	275	273 @ 9 PSI	Drag Race Only	Yes	15	1500*	2 inlet lines, -8AN	-8 AN	12-704 (3) 12-707 (4)	12-753
12-708	375	294 @ 9 PSI	Drag Race Only	Yes	Adjustable 10-25	1750*	-10	-8	12-704 (3) 12-707 (4)	12-753
12-709	525	456 @ 9 PSI	Drag Race Only	Yes	Adjustable 10-25	2000*	-12	-8 Return Line -10	12-704 (3) 12-707 (4)	12-753

- Footnotes:
- 1 Applications using less than 5 psi require a 12-803 fuel pressure regulator
 - 2 12-803BP regulator is a bypass regulator and requires a minimum of a 3/8" or -6 return line back to tank
 - 3 Single 4bbl Application
 - 4 Dual 4bbl Application
 - 5 Use 12-803 if horsepower is below 750, otherwise use (2) 12-803 regulators or the 12-704 model

*Horsepower recommendations are estimates based on gasoline.
Individual systems will vary depending on fuel system design, regulator type, fuel cell location and launch G's.

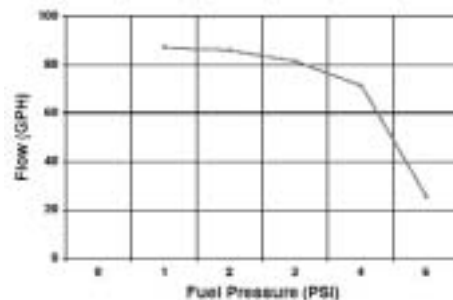
97 GPH "RED" ELECTRIC FUEL PUMP

Part # **12-801-1^(B)**



Features

- New tumble polished billet look
- Improved design for street/strip applications
- Distinctive "RED" logo
- Flows 97 GPH (free flow)
- Flows 71 GPH at 4 PSI
- Maximum pressure is 7 PSI
- Regulator is not required
- Motor draws only 2 Amps current
- 7 1/2 Amp fuse recommended
- Provides constant fuel flow with no pulsation
- Has externally accessible pressure relief valve (max 7 PSI)
- Rotor/Vane pump design is more tolerant of contaminated fuels
- New lower housing casting for enhanced fuel flow and quieter operation
- Weighs only 2.88 lbs.
- Includes mounting bracket
- Repair kits are readily available
- Can be serviced from either pump end or brush cap end
- NOT compatible with alcohol or methanol fuels
- Use of safety shut-off switch, P/N 12-810, strongly recommended
- Not designed or recommended for use with fuel injection systems



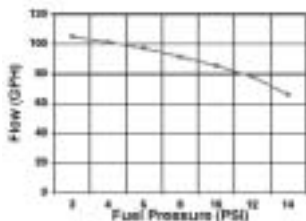
FUEL PUMPS



Holley

110 GPH "BLUE" ELECTRIC FUEL PUMP

Part # 12-802-1^(B) 



Features

NEW! Part # 12-812-1^(B) 
(without regulator)

- New tumble polished billet look
- New lower housing casting for enhanced fuel flow
- Improved design for street/strip applications
- Distinctive "BLUE" logo
- Flows 110 GPH (free flow)
- Flows 88 GPH at 9 PSI
- Maximum pressure is 14 PSI
- Includes P/N 12-803 fuel pressure regulator
- Motor draws only 3 Amps current
- 7 1/2 Amp fuse recommended
- Provides constant fuel flow with no pulsation
- Has externally accessible pressure relief valve (max 14 PSI)
- Rotor/Vane pump design is more tolerant of contaminated fuels
- Weighs only 3 lbs.
- Includes mounting bracket
- Repair kits are readily available
- Can be serviced from either pump end or brush cap end
- NOT compatible with alcohol or methanol fuels

- Use of safety shut-off switch, P/N 12-810, strongly recommended
- Not designed or recommended for use with fuel injection systems

140 GPH "BLACK" ELECTRIC FUEL PUMP

Part # 12-815-1^(B) 

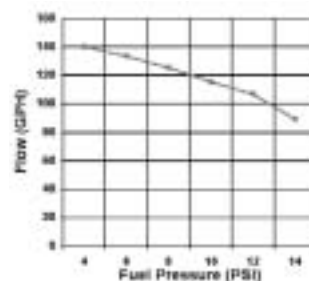


Features

- New tumble polished billet look
- New lower housing casting for enhanced fuel flow
- Improved design for street/strip applications
- Distinctive "BLACK" logo
- Compatible with alcohol or methanol fuels
- Flows 140 GPH (free flow)
- Flows 120 GPH at 9 PSI
- Maximum pressure is 14 PSI
- 3/8" NPT inlet and outlet ports
- Fuel pressure regulator is required.

Recommend P/N 12-704 for gasoline; P/N 12-707 for alcohol

- Motor draws only 4 Amps current
- 7 1/2 Amp fuse recommended
- Provides constant fuel flow with no pulsation
- Has externally accessible pressure relief valve (max 14 PSI)
- Rotor/Vane pump design is more tolerant of contaminated fuels
- Weighs only 3 lbs.
- Includes mounting bracket
- Repair kits are readily available
- Can be serviced from either pump end or brush cap end
- Use of safety shut-off switch, P/N 12-810, strongly recommended
- Not designed or recommended for use with fuel injection systems



(A) Not legal for street use in California on vehicles originally equipped with 2-barrel carburetors for which there was no 4-barrel option.

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

  or  See page 2 for symbol explanation.

FUEL
PUMPS

Tech Line: 270-781-9741

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FUEL PUMPS

ELECTRIC

ELECTRIC FUEL PUMPS - CARBURETED

VoluMAX™ Common Features:

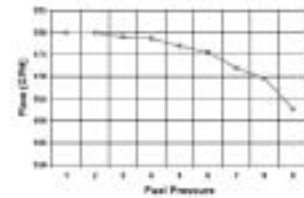
- New shiny finish
- Aluminum billet pump housing/base
- Pressure is pre-set at 15 PSI
- Compatible with alcohol fuels
- Positive displacement gerotor design
- Must have 3/8" NPT return line to tank
- Includes -8AN style fittings
- Includes 45 micron fuel inlet screen
- Provides constant fuel flow with no pulsation
- Includes two (2) 1/2" NPT inlet ports and one (1) 1/2" NPT outlet port
- Has externally accessible pressure relief valve
- **NOT** designed or recommended for use with fuel injection systems



160 GPH ELECTRIC FUEL PUMP Part # 12-705-1^(B) 2

Features

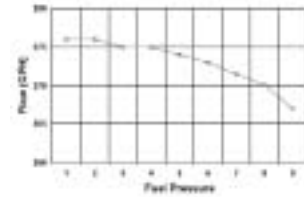
- Flows 180 GPH (free flow) - 1000 maximum horsepower (gasoline)
- Motor draws only 4-1/2 Amps current
- 7-1/2 Amp fuse recommended
- Fuel pressure regulator required. Recommend P/N 12-704



250 GPH ELECTRIC FUEL PUMP Part # 12-706-1^(B) 2

Features

- Flows 275 GPH (free flow) - 1500 maximum horsepower (gasoline)
- Motor draws 10 Amps current
- 15 Amp fuse recommended
- Fuel pressure regulator required. Recommend either P/N 12-704 or P/N 12-707
- **NOT** designed or intended for continuous use (Drag Racing Only)



Dominator® Common Features

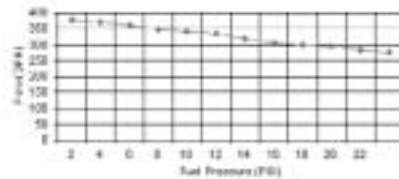
- Billet components
- High output 6-vane pump with hard-coated rotor
- Custom motor has sealed roller bearings
- Will run on 12V or 16V systems
- Wear surfaces are specially coated to minimize wear and friction
- Adjustable 10-25 PSI bypass valve included with 3 installation options
- Weighs only 6.4 lbs.
- Gasoline and alcohol compatible
- **NOT** designed or recommended for use with fuel injection systems

350 GPH ELECTRIC FUEL PUMP Part # 12-708^(B) 2

Features

- Flows 375 GPH (free flow)
- - 1750 maximum horsepower (gasoline)
- Motor draws 10 Amps
- 15 Amp fuse is recommended
- -10 inlet, -8 outlet, -8 bypass valve ports provided

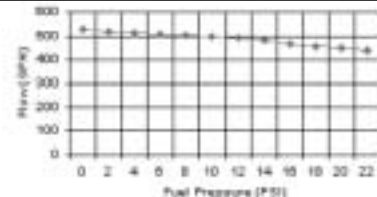
P/N 12-708 ONLY
 10-18 PSI (street)
 10-25 PSI (race)



500 GPH ELECTRIC FUEL PUMP Part # 12-709^(B) 2

Features

- Flows 525 GPH (free flow)
- - 2000 maximum horsepower (gasoline)
- Motor draws less than 14 Amps at 18 PSI
- -12 inlet, -10 outlet, -8 bypass valve ports provided
- **NOT** intended for continuous use



FUEL PUMPS



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Holley

125 GPH BILLET ELECTRIC FUEL PUMP

Part # 12-125^(B) ◆ 2

150 GPH BILLET ELECTRIC FUEL PUMP

Part # 12-150^(B) ◆ 2

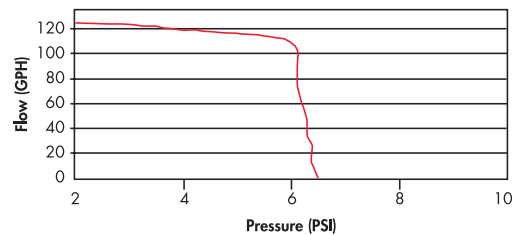
NEW!
ULTRA QUIET - GREAT FOR MILD TO WILD STREET DRIVEN VEHICLES!



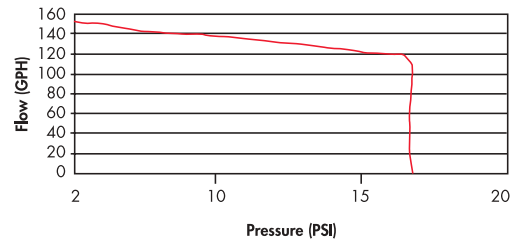
Features

- Gerotor design for quiet, smooth operation and durability
- Black Mil-spec nickel Teflon 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 races.
- Overall height of 6-1/4"

Holley HP125 Fuel Pump Performance Data



Holley HP150 Fuel Pump Performance Data



FUEL PUMPS

Part #	Horsepower	Description
12-125	Stock to 750	125 GPH (110 GPH @ 7 psi) and internally regulated to 7 psi
12-150	Stock to 900	150 GPH (140 GPH @ 7 psi) and internally regulated at 16 psi - includes 4 1/2-9 psi regulator # 12-803

(A) Not legal for street use in California on vehicles originally equipped with 2-barrel carburetors for which there was no 4-barrel option.

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

◆ 2 or ◆ 3 See page 2 for symbol explanation.

Tech Line: 270-781-9741

201



FUEL PUMPS

ELECTRIC IN-TANK & IN-LINE

ELECTRIC IN-TANK FUEL PUMPS - FUEL INJECTION

The Holley line of high output in-tank electric fuel pumps is available in flow ratings of 190 and 255 liters of fuel per hour. A 155 liter per hour Mustang pump is available along with 255 liter-per-hour-rated pumps for "forced induction" applications. These particular pumps flow significantly more fuel at higher pressure. For example, at 80 PSI the standard 255 lph pump will flow around 132 liters (35 gallons) per hour. At that same 80 PSI the equivalent forced induction fuel pump will flow over 210 liters (50 gallons) per hour. The chart here aptly illustrates the capabilities of the Holley in-tank electric fuel pumps.

LITERS	GALLONS	LBS. OF FUEL	HORSEPOWER
155	41	246	491
190	50	301	600
255	67	404	800

Holley in-tank electric fuel pumps utilize a proven gerotor design. The outside dimensions, however, are compact enough to fit existing hanger assemblies, without modification. Coverage includes most popular Ford, General Motors, Chrysler and Import applications.

These are complete fuel pump kits and include all drop parts, accessories and installation instructions. Also included is an inlet filter that meets or exceeds original equipment specifications and provides improved filtration and durability.

APPLICATION	YEAR	ENGINE	155 lph	190 lph	255 lph	255 forced induction
Acura Integra	1998-94	1.8L		12-917	12-906	12-916
Buick Regal/ Grand National	1987-84	3.8L turbo V6		12-900		12-914
Chevrolet Camaro	1992-85	5.0L TPI				12-914
	1992-85	5.7L TPI				12-914
Dodge Daytona, Lancer, Shadow, Spirit	1990-85	2.2L turbo		12-905	12-904	
	1990-89	2.5L turbo		12-905	12-904	
	1990-89	3.0L V6		12-905	12-904	
Dodge Neon	1999-95	2.0L				12-921
Dodge Dakota Truck	1999-96	3.9L V6				12-922
	1999-96	5.2L, 5.9L V8				12-922
Dodge Ram Truck	1997-95	3.9L V6				12-922
	1997-95	5.2L, 5.9L V8				12-922
Eagle Talon	1998-95	2.0L turbo			12-907	12-918
	1994-90	2.0L AWD/turbo			12-911	12-919
Ford Mustang (exc. Cobra)	1997-96	4.6L MPI	12-912	12-901	12-902	12-915
	1995-85	5.0L EFI	12-912	12-901	12-902	12-915
Honda Civic	1998-92	1.5L		12-917	12-906	12-916
	1998-92	1.5L VTEC		12-917	12-906	12-916
	1998-92	1.6L VTEC		12-917	12-906	12-916
Mazda RX7	1997-94	1.8L EFI		12-908		
	1992-89	1.3L Rotary/turbo			12-909	
	1992-89	1.3L Rotary			12-909	
Mitsubishi Eclipse	1998-95	2.0L turbo			12-907	12-918
	1994-90	2.0L AWD/turbo			12-907	12-918
Plymouth Acclaim, Caravelle, Reliant, Sundance	1990-85	2.2L turbo		12-905	12-904	
	1990-89	2.5L turbo		12-905	12-904	
	1990-89	3.0L V6		12-905	12-904	
Plymouth Neon	1999-95	2.0L				12-921
Pontiac Firebird & Fiero	1992-85	5.0L TPI				12-914
	1992-85	5.7L TPI				12-914
	1986-85	2.8L EFI				12-914
Toyota Pickup(2WD)	1995-92	2.4L			12-910	
Toyota Supra	1994-86	3.0L				12-913





Holley

ELECTRIC IN-LINE FUEL PUMPS - FUEL INJECTION

Part#

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.

480 PPH @ 15 PSI

12-920

258 PPH @ 15 PSI

12-927 NEW!



Features

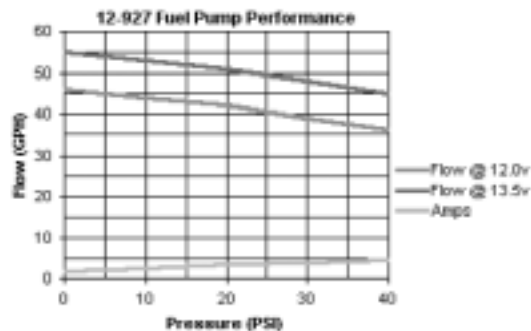
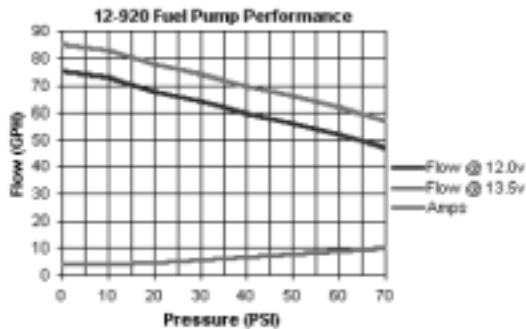
- OE-proven design
- Lightweight, compact design
- 3/8" barbed fittings included
- Rubber isolator, mounting clamps and electrical hardware is included

OPTIONAL PARTS & KITS

P/N	Description
26-160	-6 AN fittings (pair)
26-180	-8 AN fittings (pair)

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

(*) Flow figures at 13.5 Volts.



FUEL
PUMPS

Tech Line: 270-781-9741

203



FUEL PUMPS

MARINE MECHANICAL & ELECTRIC

MARINE MECHANICAL FUEL PUMPS

HOLLEY DESIGNED & BUILT!

NEW!

The Holley line of high output mechanical fuel pumps has been completely redesigned for 2001. Their new aluminum housings save weight and all components have been designed for extreme reliability and safety. Performance is there to the MAX. Available in both 110 GPH and 130+ GPH versions, either pump is your assurance that your Chevy or Ford engine will never starve for fuel. One look at the features and performance charts, should convince you. A fuel/fume tube is part of the marine design to provide a safe fuel exit in the unlikely event of a diaphragm rupture.

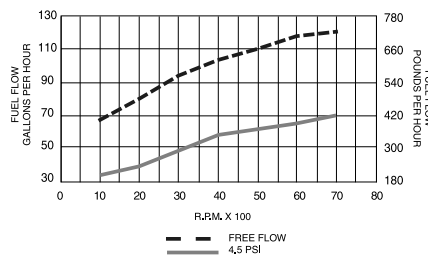
Application	Engine	110 GPH	130+ GPH
Chevrolet	Small Block V-8	712-327-11	712-327-13
Chevrolet	Big Block V-8	712-454-11	712-454-13
Ford	289/302/351W	712-289-11	712-289-13
Ford	429/460 V-8	712-460-11	712-460-13



110 GPH Fuel Pump

Features

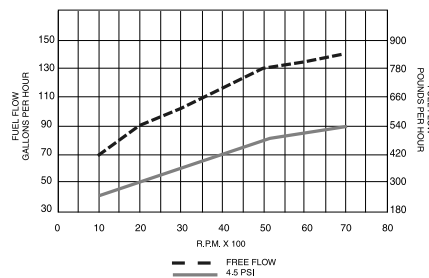
- High output fuel flow
- Flows 110 GPH (free flow)
- Shutoff pressure pre-set from 6 1/2 - 8 PSI
- Heavy duty construction for continuous high RPM operation
- Inlet & outlet tapped for 3/8" NPT
- Fuel body casting can be rotated to accommodate various plumbing situations
- Fuel pressure regulator is not required
- Fuel/vapor tube



130+ GPH Fuel Pump

Features

- High output fuel flow
- Flows 130+ GPH (free flow)
- Shutoff pressure pre-set from 7 1/2 - 9 PSI
- Heavy duty construction for continuous high RPM operation
- Redesigned high flow valves always ensure adequate fuel delivery
- Inlet & outlet tapped for 3/8" NPT
- Fuel body casting can be rotated to accommodate various plumbing situations
- Fuel pressure regulator is required. Recommend Holley P/N 12-704
- Fuel/vapor tube



FUEL PUMPS

HOLLEY ELECTRIC MARINE FUEL PUMPS – CARBURETED ENGINES



67 GPH ELECTRIC FUEL PUMP Part

712-801-1

Features

- Flows 67 gallons per hour @ 5 PSI
- Pressure pre-set at 7 PSI
- Regulator not required
- Pressure relief valve is externally accessible
- Pump design is more tolerant of contaminated fuels
- Total pump weighs less than 3 lbs.
- Includes mounting bracket
- 3/8" inlet and outlet ports
- Fuel/fume tube provision
- Motor draws only 2 Amps.
- 7-1/2 Amp fuse recommended
- Gasoline and alcohol compatible
- Meets U.S. Coast Guard regulations
- Not designed or recommended for use with fuel injection systems



70 GPH ELECTRIC FUEL PUMP Part

712-802-1

Features

- Flows 70 gallons per hour @ 9 PSI
- Pressure pre-set at 14 PSI
- Includes regulator P/N # 12-803
- Pressure relief is externally accessible
- Pump design is more tolerant of contaminated fuels
- Total pump weighs less than 3 lbs.
- Includes mounting bracket
- 3/8" inlet and outlet ports
- Fuel/fume tube provision
- Motor draws around 3 Amps.
- 7-1/2 Amp fuse recommended
- Gasoline and alcohol compatible
- Meets U.S. Coast Guard regulations
- Not designed or recommended for use with fuel injection systems



120 GPH ELECTRIC FUEL PUMP Part

712-815-1

Features

- Flows 120 gallons per hour @ 9 PSI
- Pressure pre-set at 14 PSI
- Includes regulator
- Compatible with alcohol or methanol fuel
- Pressure relief is externally accessible
- Pump design is more tolerant of contaminated fuels
- Total pump weighs less than 3 lbs.
- Includes mounting bracket
- 3/8" inlet and outlet ports
- Fuel/fume tube provision
- Motor draws around 4 Amps.
- 7-1/2 Amp fuse recommended
- Gasoline and alcohol compatible
- Meets U.S. Coast Guard regulations
- Not designed or recommended for use with fuel injection systems



FUEL PUMPS

FUEL PRESSURE REGULATORS

CARBURETOR FUEL PRESSURE REGULATORS

Part #

12-501



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

PSI	Finish
4 1/2 - 9	Satin
1-4 PSI	Satin

12-803^(B)

12-804^(B)



Features

- Regulates 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

12-704^(B)



Features

- Regulates from 4-1/2 to 9 PSI
- One -8 inlet port and four -6 outlet ports
- .437" (7/16") restriction
- Aluminum billet body and top casting cover are hard coat anodized
- Three fuel pressure gauge mounting options (fuel pressure gauge not included)
- Includes mounting hardware and AN style fittings
- Compatible for use with methanol/alcohol

12-707^(B)

CARBURETOR BYPASS STYLE FUEL PRESSURE REGULATOR

Part #

NEW!



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 7PSI
- Adjustable from 4-1/2 to 9 PSI

12-803BP^(B)

BILLET REGULATOR BRACKET

NEW!



Features

- Red anodized billet construction
- Universal design fits Holley and competitors 4150/4160 style carburetors
- Simplifies mounting Holley fuel pressure regulators
- Included hardware makes installation easy

12-120



Holley

ADJUSTABLE FUEL PRESSURE REGULATOR

Part # **512-504-5**

This precision adjustable fuel metering regulator is the ultimate fuel pressure control unit designed to work on all naturally aspirated EFI, turbo and supercharged applications like vehicles that run in the Pro Street, Pro Import and Outlaw classes. This is a 2 port 1:1 boost compensating return style regulator that is adjustable from 15-65 PSI + boost reference and is designed to be used in conjunction with any electric EFI fuel pump. Features built in gauge port, mounting bracket, two AN -8 O-ring fittings and a AN-6 O-ring return fitting. All racing regulators come Black hard anodized for ultimate durability.



Key Features:

- Designed to regulate high fuel demands for naturally aspirated EFI, turbo, supercharged and NOS race applications.
- Engineered to regulate extreme flow volumes generated by racing fuel systems.
- Allows adjustment from 15-65 PSI + boost reference.
- Precision CNC machined 6061 T-6 Billet aluminum.
- -8AN & -6AN O-Ring style fittings included to adapt to steel braided fuel lines.
- Includes detailed installation instructions.

FUEL MANAGEMENT CONTROLLER

Part # **512-505**

This Fuel Management unit is designed to run in conjunction with the factory fuel pressure regulator. This is the ultimate manual fuel management control unit and is installed in series with a stock regulator in the return line back to the tank. The unit increases fuel pressure in proportion to boost pressure up to a 4:1 Idle/WOT pressure ratio depending on which included adjustable disks you select. This add on upgrade is ideal to be used with aftermarket turbo and supercharger kits that require additional fuel pressure volume as the boost pressure increases. This unit is adjustable from 20-75 PSI, offers two fuel pressure slope settings and is recommended to be used in conjunction with any Holley High volume EFI fuel pump. All Fuel management units are produced from precision CNC machined billet aluminum and include detailed installation instructions.



Key Features:

- Supplies increasing fuel ratios in respect to boost produced by turbos and superchargers.
- Designed to supply additional fuel for aftermarket turbo and supercharger applications.
- Engineered to regulate extreme flow volumes generated by racing fuel systems.
- Allows adjustment from 20-75 PSI + boost reference.
- Precision CNC machined 6061 T-6 Billet aluminum.
- -6 AN fittings included.
- Includes detailed installation instructions.

FUEL
PUMPS

Tech Line: **270-781-9741**

207



FUEL PUMPS

REGULATORS

EFI FUEL PRESSURE REGULATORS

Holley fuel injection pressure regulators are designed to provide the correct fuel pressure for any high performance fuel injected vehicle. Regulators for dedicated applications are offered in various colors. These each feature a range of adjustability from 35-65 PSI. They're made to bolt in the stock location, so installation is a snap!

Year	Application	Engine	P/N Clear Coat	P/N Red	P/N Blue
1997-99	Acura CL	4 cyl.	512-506	512-506-1	512-506-2
1986-00	Acura Integra	All	512-506	512-506-1	512-506-2
1986-95	Acura Legend	All	512-506	512-506-1	512-506-2
1996-00	Acura NSX	All	512-506	512-506-1	512-506-2
1995-98	Acura TL	All	512-506	512-506-1	512-506-2
1992-94	Acura Vigor	All	512-506	512-506-1	512-506-2
1984 - 87	Buick GN	3.8L Turbo	N/A	512-503-1*	N/A
1984 - 87	Buick Regal	3.8L Turbo	N/A	512-503-1*	N/A
1993 - 97	Chevrolet Camaro	LT1/LT4	512-502	512-502-1	N/A
1985 - 92	Chevrolet Camaro	5.0L TPI	512-501	N/A	N/A
1992 - 96	Chevrolet Corvette	LT1/LT4	512-507	512-507-1	N/A
1994 - 95	Chevrolet Impala SS	LT1	512-502	512-502-1	N/A
1986 - 94	Ford Mustang	5.0L EFI	N/A	512-500-1*	N/A
1986 - 94	Ford Mustang	5.0L EFI	512-509	512-509-1	512-509-2
1990-00	Honda Accord	4 cyl.	512-506	512-506-1	512-506-2
1989 - 00	Honda Civic	EFI	512-506	512-506-1	512-506-2
1989-91	Honda CRX	EFI	512-506	512-506-1	512-506-2
1993-97	Honda Del Sol	All	512-506	512-506-1	512-506-2
1989-00	Honda Prelude	All	512-506	512-506-1	512-506-2
2000-01	Honda S2000	All	512-506	512-506-1	512-506-2
1993 - 97	Pontiac Firebird	LT1/LT4	512-502	512-502-1	N/A
1985 - 92	Pontiac Firebird	5.0L TPI	512-501	N/A	N/A

* Stamped steel construction with powder coated finish. All others are true CNC billet



512-506



512-509-1

Universal In-Tank Multi-Point Fuel Pick-Up Kit

Part # **12-951**

Holley introduces another ingenious solution for fuel starvation problems for vehicles with non-baffled fuel tanks or off-road vehicles (jeeps, trucks, SUVs, etc.). This Holley kit uses multiple fuel pick-up points within the fuel cell. Using multiple fuel pick-up points within a fuel cell insures that at least one point will always be covered by fuel. A one-way check valve prevents any air from being sucked into the fuel system. Can be used in conjunction with either a mechanical or electric pump. Holley offers a high output 255 liters per hour, in-line electric fuel pump for this purpose, under P/N 12-920. Kit includes 2 pick-ups, T-fittings and hose.



FUEL
PUMPS



Holley

ELECTRIC FUEL PUMP ACCESSORIES

Part #

30 Amp Fuel Pump Relay Kit

12-753



This Holley kit is intended primarily for those applications running an electric pump. The long wire runs in these kinds of installations can sometimes result in a voltage drop at the electric pump. Installation of this kit is good insurance that the fuel pump will be receiving full voltage from the battery.

Holley P/N 12-753 can be used with any electric fuel pump, as long as the current load is not above 30 Amps. It will work with 12, 16 and 24 Volt electrical systems and comes equipped with 12 AWG wires that provide extra current-carrying capacity with minimal voltage loss. A 30 Amp relay is included with a relay socket wired with long leads specifically designed to reduce the number of splices required. Quality insulated crimp connectors are provided to make the necessary splices, where required. Detailed instructions are included.



FUEL
PUMPS

Tech Line: 270-781-9741

209



FUEL PUMPS

VOLUMAX® FILTERS & SERVICE PARTS

VOLUMAX® FILTERS AND COMPONENTS



10-6002SV



10-6028S

FLOW SPECS FOR FUEL & ENGINE OIL

- 28 MICRON (propane/exotic fuels)
- 60 MICRON (fuel/oil)
- 115 MICRON (transmission fluid/gear oil)

The Holley line of VoluMAX filters has been greatly expanded. It encompasses filter diameter sizes from 4" to 12" with single and dual inlet/outlets available. VoluMAX filters have a very high flow capacity and feature a washable, stainless steel filter screen that's available in 28, 60 and 115 micron ratings, depending on diameter.

The two-piece anodized billet aluminum housing is CNC-machined and can be rotated 360° to accommodate any required port alignment. A 3/8" mounting stud with lock washer and nut is provided to mount the filter on your bracket. VoluMAX filters can be used with gasoline, diesel fuel, oil or any fluid where the best filtration possible is required. For the ultimate filtration system, try Holley VoluMAX filters.

DESCRIPTION	PART #
4" filter w/ 60 micron screen, AN -8 O-ring and 3/8 NPT ports	10-4001
4" filter w/ 60 micron/Viton screen, AN -8 O-ring and 3/8 NPT ports	10-4001V
4" filter w/ 115 micron screen, AN -8 O-ring and 3/8 NPT ports	10-4002
4" filter w/ 115 micron/Viton screen, AN -8 O-ring and 3/8 NPT ports	10-4002V
4" filter w/ 28 micron screen, AN -8 O-ring and 3/8 NPT ports	10-4028
4" filter w/ 28 micron Viton screen, AN -8 O-ring and 3/8 NPT ports	10-4028V
4" 28 micron replacement screen	10-4000
4" 28 micron/Viton replacement screen	10-4000V
4" 60 micron replacement screen	10-4010
4" 60 micron/Viton replacement screen	10-4010V
4" 115 micron replacement screen	10-4020
4" 115 micron/Viton replacement screen	10-4020V
4" filter housing - service replacement	10-4999
6" filter w/ 60 micron screen, AN -12 O-ring and 3/4 NPT ports	10-6001D
6" filter w/ 60 micron/Viton screen, AN -12 O-ring and 3/4 NPT ports	10-6001DV
6" filter w/ 60 micron screen, single 3/4 NPT port	10-6001S
6" filter w/ 60 micron/Viton screen, single 3/4 NPT port	10-6001SV
6" weld-on w/ 60 micron screen, single 3/4 NPT port	10-6001WS
6" filter w/ 115 micron screen, AN -12 O-ring and 3/4 NPT ports	10-6002D
6" filter w/ 115 micron/Viton screen, AN -12 O-ring and 3/4 NPT ports	10-6002DV
6" filter w/ 115 micron screen, single 3/4 NPT port	10-6002S
6" filter w/ 115 micron/Viton screen, single 3/4 NPT port	10-6002SV
6" filter w/ 28 micron screen, AN -12 O-ring and 3/4 NPT ports	10-6028D
6" filter w/ 28 micron/Viton screen, AN -12 O-ring and 3/4 NPT ports	10-6028DV
6" filter w/ 28 micron screen, single 3/4 NPT port	10-6028S
6" filter w/ 28 micron/Viton screen, single 3/4 NPT port	10-6028SV
6" 28 micron replacement screen	10-6000
6" 28 micron/Viton replacement screen	10-6000V
6" 60 micron replacement screen	10-6010
6" 60 micron/Viton replacement screen	10-6010V
6" 60 micron multi-screen kit	10-6030S
6" 115 micron replacement screen	10-6020
6" 115 micron/Viton replacement screen	10-6020V
6" filter housing, service replacement, dual ports	10-6999D
6" filter housing, service replacement, single port	10-6999S
9" filter w/ 28 micron/Viton screen, AN -18 and 7/8 NPT ports	10-9028DANPV
9" filter w/ 28 micron/Viton screen, dual AN -18 ports	10-9028DANV
9" filter w/ 28 micron/Viton screen, single AN -18 port	10-9028SANV
9" filter w/ 28 micron/Viton screen, single 7/8 NPT port	10-9028SV
9" 28 micron/Viton replacement screen	10-9000V
9" filter w/ 60 micron/Viton screen, AN -18 and 7/8 NPT ports	10-9060DANPV
9" filter w/ 60 micron/Viton screen, dual AN -18 ports	10-9060DANV
9" filter w/ 60 micron/Viton screen, single AN -18 port	10-9060SANV
9" filter w/ 60 micron/Viton screen, single 7/8 NPT port	10-9060SV
9" 60 micron/Viton replacement screen	10-9010V
12" filter w/ 28 micron/Viton screen, single 1-1/4 NPT port	10-12028SV
12" filter w/ 28 micron/Viton screen, single AN -24 port	10-12028SANV
12" 28 micron/Viton replacement screen	10-12000V
12" filter w/ 60 micron/Viton screen, single 1-1/4 NPT port	10-12060SV
12" filter w/ 60 micron/Viton screen, single AN -24 NPT port	10-12060SANV
12" filter w/ 60 micron/Viton screen, dual AN -24 O-ring ports	10-12060DANV
12" 60 micron/Viton replacement screen	10-12010V

FUEL PUMPS



Holley

VOLUMAX® FUEL FILTERS

Part #



162-515

Single inlet/outlet (-8 AN O-ring fittings)

162-514
162-515

Dual inlet/outlet (-8 AN O-ring fittings)

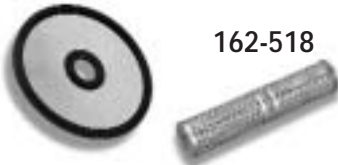
VoluMAX fuel filters have a very high flow capacity and feature a washable stainless steel, 60- micron filter element. The two-piece black anodized billet aluminum housing is CNC machined and can be rotated 360° to accommodate any required port alignment. A 3/8" mounting stud with lock washer and nut is provided to mount on your bracket.



162-517

162-517

This filter features a tube-style design. It holds a very fine 7 micron paper element that's capable of filtering up to 750 gallons of fuel an hour. The filter is constructed of .150" wall aluminum tubing with an outer diameter of 2.5" and a length of 10". Removable end caps have AN pipe threads and are sealed with an O-ring. The caps have female 1/2" pipe threads so any fitting can be installed. The filter is anodized for appearance and protection against corrosion.



162-518

162-516

Replacement filter element for VoluMAX fuel filter. The fine 60 micron stainless steel screen is washable. One per package.

162-516

Replacement paper filter element for 162-517 fuel filter.

162-518

ELECTRIC FUEL PUMP SERVICE KITS

12-801-1 (red), 12-802-1 (blue), and 12-815-1 (black) Fuel Pumps

PART NO.	DESCRIPTION	APPLICATION
A. 12-805	Check valve kit	12-801-1 pump
A. 12-806	Check valve kit	12-802-1 pump
A. 12-816	Check valve kit	12-815-1 pump
B. 12-807	Diaphragm repair kit	12-803, 12-804 regulators
C. 12-810	Safety pressure switch	All electric pumps
D. 12-811	Rotor and vane kit	12-801-1, 12-802-1 pumps
E. 23R930	Bypass	12-708, 12-709 pumps



A.



B.



C.



D.



E.

FUEL
PUMPS

Tech Line: 270-781-9741

211



FUEL PUMPS

SERVICE PARTS

ELECTRIC FUEL PUMP SERVICE KITS



I.

12-705-1 and 12-706-1 VOLUMAX Fuel Pumps

PART NO.	DESCRIPTION	APPLICATION
I. 12-751	Gasket kit/Check Valve kit	12-705, 12-706 pumps

Fuel Pump Block-Off Plates – Chrome

PART NO.	DESCRIPTION	APPLICATION
J. 12-813	Mechanical fuel pump mounting pad cover	Big block Chrysler Small block Chrysler
K. 12-814	Mechanical fuel pump mounting pad cover	Big block Chevrolet Small block Chevrolet



J.



K.

VOLUMAX Regulator Service Parts for 12-707 & 12-709

PART NO.	APPLICATION
L. 12-752	Diaphragm
26-90	O-ring Kit for AN fittings
M. 26-88	(-8 AN) Fitting for 12-707
M. 26-117	(-12 AN) Fitting for 12-709



L.



M.