

**Professional
Products®**

Installation Instructions

For Powerflow™ Piston Style Fuel Pump

#10730/#10731/#10732/#10733

Kit Contents:

- (1) Pump Assembly
- (2) 12-Point Cap Screws
- (2) Flat Washers
- (2) Gaskets
- (1) -4AN Bleed Return Fitting*
- (2) -6AN Fittings
- (2) -8AN Fittings
- (1) -10AN Fitting
- (1) #10651 Fuel Regulator*

*Regulator and -4 fitting are only included in part numbers 10732 & 10733.

Installation

The Powerflow Pump is pre-lubed and ready to install

(Dry) used pumps must be pre-lubed with a few drops of light oil in the inlet and outlet ports.

Any stock length pushrod may be used. Most camshaft manufactures recommend a bronze tip pushrod with billet roller camshafts.

A fuel pressure regulator must be used. Some kits are supplied with a Professional Products Powerflow regulator. This is a two port model. Professional Products also offers four port models. Any good quality deadhead style regulator can be used. Do not use a bypass style regulator with this pump.

Fill carburetor float bowls prior to initial start, repeat if using large fuel lines and filters.

Technical Tips

The supplied heat shield/gasket must be installed between the fuel pump and the block. Use only one, a spare is provided. Don't use a standard gasket, the Powerflow Pump's piston is sized for the supplied heat shield/gasket.

We supply a number of inlet and outlet fittings. You can choose the combination that suits your application. Here are some recommended combinations of fittings:

- High HP -10 inlet, -8 outlet**
- Medium High HP -8 inlet, -8 outlet**
- Medium HP -8 inlet, -6 outlet**
- Street -6 inlet, -6 outlet**

Pump Type:	Variable Displ. Reciprocating Piston
Maximum Flow:	204 GPH (200 to 2,800 HP)
Unregulated Pressure:	50 PSI (Idle to 10,000 RPM)
Pushrod Force:	35 Lbs.
Port Size:	-10 Inlet, -8 Outlet + options
Housing Material:	6061- T6 Billet Aluminum
Internal Components:	Stainless Steel
Seal Material:	For gasoline, alcohol, methanol, & ethanol
Dry Weight:	1.1 Lbs.
Priming Procedure:	Fill carb float bowls prior to start
Rebuild Procedure:	Rebuild Kits available

Fuel Pressure Regulator

Methanol, Ethanol, Nitrous, Supercharged and Turbocharged applications will not work properly without a bleed line running from the regulator to the fuel tank. A special -4AN fitting is supplied for this purpose. Remove the 1/8-NPT pipe plug from the gauge port of the Professional Products regulator and thread the supplied bleed fitting into this port. Use pipe dope to seal threads. Run a -4 line from this fitting to the fuel cell or tank. This reduces the pressure at idle by 1 to 4 PSI. The regulator damps out the pulses normally seen in a fuel system. This allows the carburetor to idle at higher pressures than fuel systems without this regulator.

When using this bleed system, set the fuel pressure with the adjustment screw in the top of the regulator with the engine running at 4,000 rpm.

Without the bleed system, adjust fuel pressure with engine at idle.

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