



VICTOR SERIES BILLET ALUMINUM 160 & 170 GPH FUEL PUMPS

Catalog #17000-17003, 17006-17009

INSTALLATION INSTRUCTIONS

PLEASE study these instructions carefully before beginning this installation. Most installations can be accomplished with common tools and procedures. However, you should be familiar with and comfortable working on your vehicle. If you do not feel comfortable performing this installation, it is recommended to have the installation completed by a qualified mechanic. If you have any questions, please call our **Technical Hotline at: 1-800-416-8628**, 7:00 am - 5:00 pm, Pacific Standard Time, Monday through Friday or e-mail us at Edelbrock@Edelbrock.com.

IMPORTANT NOTE: Proper installation is the responsibility of the installer. Improper installation will void your warranty and may result in poor performance and engine or vehicle damage.

DESCRIPTION: Edelbrock Victor Series Billet Aluminum 160 & 170 GPH Fuel Pumps are for high performance race or street/strip use where there is a demand for high volume fuel delivery. These pumps are compatible with alcohol and gasoline fuels. They have been thoroughly tested and proven to have flow capacity significantly greater than other popular mechanical fuel pumps used for race and street/strip applications.

NOTE: For race vehicles using alcohol based fuel - Although pumps are compatible with alcohol fuels, it is recommended to flush your fuel system with gasoline after every use. Alcohol is corrosive to many other parts of the fuel system.

APPLICATIONS:	170 GPH	160 GPH
Small-Block Chevrolet	17000	17006
Big Block Chevrolet	17001	17007
289-351W Ford	17002	17008
Small-Block Chrysler	17003	17009

INDIVIDUAL FITTINGS AND PARTS AVAILABLE:

The following items are available separately through Russell Performance. See the Russell catalog, or visit our website at www.russellperformance.com for details.

170 GPH PUMP:

- 6 AN to 5/8-18 Adapter Fitting (Russell PN 640950)
- 8 AN to 5/8-18 Adapter Fitting (Russell PN 640960)
- 3/8 I.F. to 5/8-18 Adapter Fitting (Russell PN 640970)
- 1/4 NPT to 5/8-18 Adapter Fitting (Russell PN 640980)
- 3/8" Copper Washers (2 per pack) (Russell PN 640990)

160 GPH PUMP:

- 6 AN to 3/8" NPT Adapter Fitting (Russell PN 660460)
- 8 AN to 3/8" NPT Adapter Fitting (Russell PN 660480)

KIT CONTENTS FOR 170 GPH PUMPS:

(160 GPH pumps include gasket only)

- 1 Fuel Pump Gasket
- 2 3/8-16 x 1.5" Stainless Steel Bolts (6-point)
- 2 3/8" Copper Washers
- 2 3/8" Split-Lock Washers
- 2 -8 AN to 5/8-18 Adapter Fitting

INSTALLATION PROCEDURE

Installation of the fuel pump is the same as for OEM pumps. The 170 GPH pumps should be installed using the supplied bolts and washers. Use the copper washers against the fuel pump body, and the split washers against the bolt heads. The 160 GPH pumps can be installed by reusing stock hardware. If uncertain of the procedure to follow for your particular vehicle, consult the appropriate repair manual for your model vehicle. Note that the fuel inlet and outlet of the Victor Billet 170 GPH Fuel Pump is much larger than original equipment (5/8-18). The Victor Billet 160 GPH Fuel Pump uses 3/8" NPT fittings, a variety of which are available from Russell. See next page for instructions on re-positioning the pump body for fuel line clearance.

IMPORTANT NOTES:

- 170 GPH pump inlet and outlet ports are tapped to 5/8-18; 160 GPH pumps are tapped to 3/8" NPT. Use the appropriate adapter fittings to connect to your fuel system (Two -8AN to 5/8-18 adapter fittings are supplied with 170 GPH pumps. See "Additional Fittings Available" section above for additional fittings if necessary).
- For off-road or race applications, we recommend the use of a dust-shield between fuel pump and the nearest wheel, to prevent dirt or debris from plugging the pump vent hole.
- 170 GPH Fuel Pumps have an output fuel pressure of 8.5-9 psi. An external fuel pressure regulator is **IS REQUIRED** in most cases. Edelbrock recommends the use of our regulators # 1727, or 8192. 160 GPH pumps have an output pressure of 6-6.25 psi and will not need an external regulator in most applications. See catalog for more details.
- On some 351-W Ford engines there may be casting flash on the front cover which will interfere with proper seating of your new fuel pump. File this area flat for proper gasket seating.

RE-POSITIONING THE LOWER PUMP BODY

NOTE: The lower pump body may be re-positioned as needed to allow better alignment of the fittings for specific applications.

WARNING: Personal protection must be given careful consideration. The pump body itself is spring loaded with a heavy diaphragm spring. If the unit is taken apart for adjustment or re-positioning of the lower pump body, extreme caution should be taken when assembling and disassembling the upper pump body to and from the lower pump body. Upon installation of the fuel pump on the engine, care should be taken to ensure that all fuel lines and fittings are properly installed, tight, and not leaking fuel.

1. Remove the six (6) screws from the perimeter of the pump pulsator cover and separate lower fuel pump body from upper fuel pump body.
2. Rotate lower pump body to desired new position and start but do not fully tighten the six (6) retaining screws. Please note that the inlet and outlet must be rotated together, or the pump will not operate properly.
3. Before fully tightening these screws, the rocker arm must be actuated to and held in the "full stroke" position. This is done to ensure that the diaphragm will be pulled to and held in its maximum working (flexed) position while the retaining screws are torqued tight (25-30 in/lbs.). This procedure will ensure against premature diaphragm wear and subsequent failure due to over-stretching of the diaphragm material when in the full stroke position. Another by-product of an improperly set diaphragm is erratic fuel flow and pressure.

NOTE: *This procedure can be assisted by holding the fuel pump in a vise or appropriate fixture, and holding the rocker arm down with a pipe or similar tool.*

4. The retaining screws should then be torqued to their 25-30 in/lbs. specification in a criss-cross or "star" pattern, to ensure even, progressive tightening.

CAUTION: Do not overtorque the retaining screws or serious pump diaphragm damage will occur.

5. **After installing the fuel pump, run the engine and check for fuel leaks and proper operation. If leaks exist, stop engine immediately and correct any leaks BEFORE any further engine operation.**



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