



OEM Tank Hanger Instructions

12-300	67-69 Camaro/Firebird
12-301	70-73 Camaro/Firebird
12-302	65-67 Chevelle/Malibu/Station Wagon
12-303	68-72 Chevelle/El Camino/Sprint; 70-72 Monte Carlo
12-304	74-81 Camaro/Firebird
12-306	78-88 GM G Body
12-307	70-86 CJ Jeep
12-308	73-86 GM CK Truck
12-309	55-57 Chevy Exc. Wagon
12-311	68-74 Corvette
12-312	75-77 Corvette
12-313	78-81 Corvette
12-314	68-70 Mopar B Body
12-315	62-65 Nova / Chevy II
12-316	66-67 Nova / Chevy II
12-317	61-64 Impala, Biscayne, Bel Air
12-318	70-74 Cuda / Challenger
12-319	64-76 Mopar A Body

Tools Needed: Philips Head Screwdriver & In-Lb Torque Wrench

1. Install supplied HydraMat onto the pump using the alignment dowel to locate. Press firmly to seat.
2. Remove the two screws holding the fuel level sender onto the assembly. *Note: 12-312 does not require the fuel level sender to be removed.*

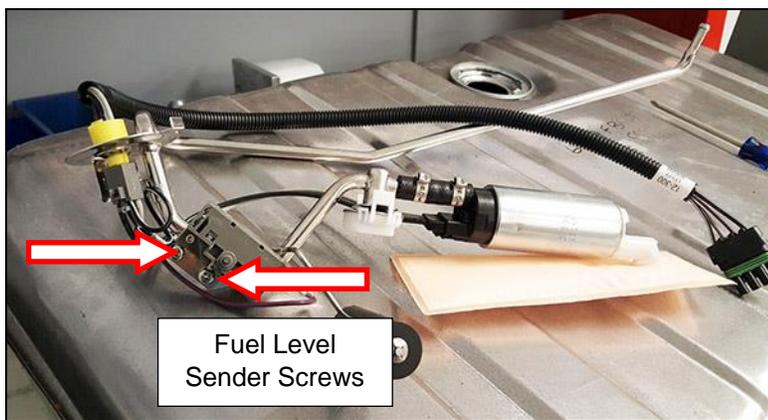


Figure 1

3. Insert the HydraMat and Pump assembly into the tank leaving the fuel level sender exposed. Be sure to insert the long end of the HydraMat into the tank first when you get to the two screw holes for the level sender then insert the sender into the tank starting with the float and secure with mounting screws. Torque to 23 ± 3 in-lbs. *Note: 12-312 does not require the fuel level sender to be removed.*

NOTE: Be sure not to tear the HydraMat as it is being inserted into the tank.

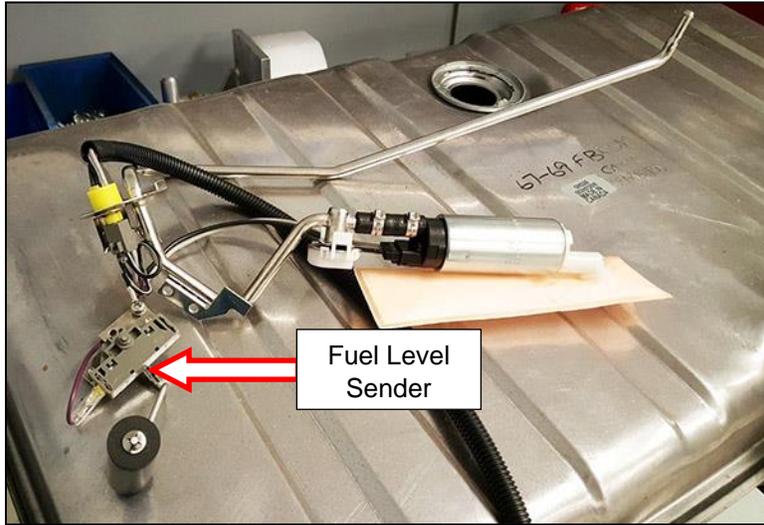


Figure 2



Figure 3



Figure 4



Figure 5



Figure 6

4. Run the supplied O-ring gasket over the supply tube and wires and stretch around the bulkhead plate (**Figure 7**).
Note: 12-312 and 12-313 may have the gasket installed before the fuel level sender.



Figure 7

5. Seat bulkhead plate on gasket and secure with locking ring (**Figure 8**). *Note: 12-309, 12-312 and 12-313 utilize bolts in place of the locking ring. (bolts torqued to 33 ± 1 in-lbs.)*



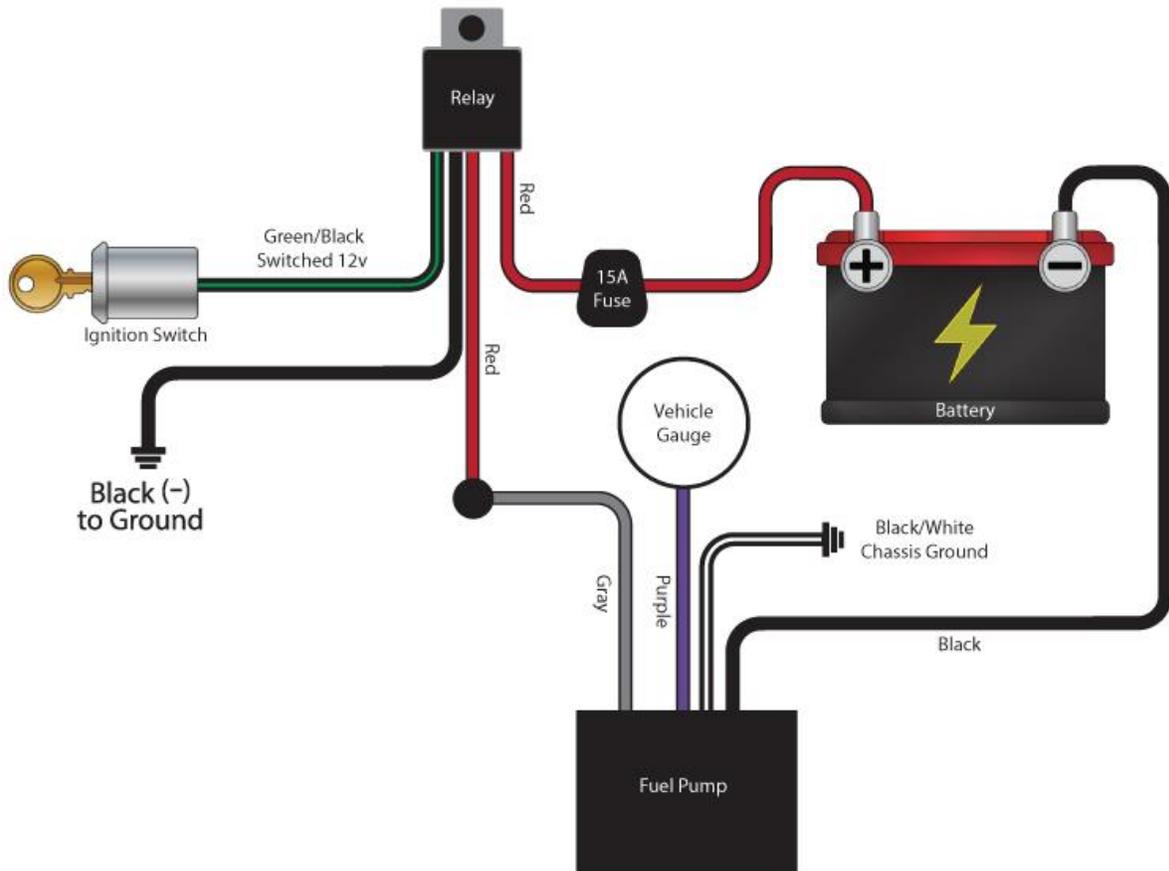
Figure 8

WIRING:

WARNING! USE A MINIMUM OF 12 GAUGE WIRE. BE SURE TO CRIMP OR SOLDER ALL CONNECTORS SECURELY AND CLEAN ANY AREA WHERE GROUND LEADS WILL BE FASTENED. FAILURE TO USE THE MINIMUM WIRE GAUGE COULD RESULT IN PUMP MALFUNCTION AND/OR ELECTRICAL FIRE, RESULTING IN PROPERTY DAMAGE, SERIOUS INJURY, AND/OR DEATH.

1. Disconnect the cables from the battery.
2. Mount relay/relays in convenient location away from exhaust heat.
3. Plug the fuel pump relay harness into the relay, until it locks into place.
4. Connect the black wire of the harness to ground.

NOTE: Be sure to route all electrical wires clear of any moving suspension or drivetrain components and any exhaust components! Protect wires from abrasion and road obstructions or debris.



Plumbing Note:

If connecting to factory vehicle fuel hard lines make sure that any rubber hose and clamps used are rated for EFI pressures.

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