

Supplemental Information & Instructions for 377-420 Facet Fuel Pump (Solid State) Replaces SU Pumps in British Cars

Moss Motors has bought and sold this pump for decades. A number of different manufacturers make what we have come to call the "Facet Type Pump". We have bought pumps from several different suppliers. We considered them to be equivalent in quality and we backed them all with our 2 year warranty. Some of the pumps turned out to be problematic, and we now carry the genuine Facet pump, made in the USA. Even though we have gone to the trouble of re-writing the manufacturer's instructions, there is a certain amount of improvisation involved in the installation because we not have vehicle specific installation kits or vehicle specific instructions. (*You can help us by providing that information-see bottom of page 4*)

The Facet pumps are solid state electronic fuel pumps. They are designed to replace the original equipment fuel pump on carburetor-equipped cars. The solid-state design provides greater reliability, longer life, easy installation, freedom from hot weather vapor lock, and faster engine starting in cold weather. When properly installed, this fuel pump will provide a consistent, steady fuel supply to keep your vehicle running smoothly for many years to come, even under severe driving conditions.

- Fuel Compatibility: compatible with gasoline, diesel, biodiesel, blended alcohol fuels and fuel additives.
- Solid State Reliability: Proven on thousands of original equipment applications. No electrical contacts. No bearings or diaphragms to wear out or fatigue. Lasts four to five times longer than many other electric fuel pumps.
- Easy to Install: Two-bolt installation plus the small size makes installation easy.
- Virtually Eliminates Vapor Lock: When properly installed on most vehicles a constant, smooth, dependable supply of fuel under pressure is assured in the hottest weather or in high altitudes.

Manufacturer's Specifications

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|----|--|----|---|
| 30 | • Output Pressure: 1.5 to 4.0 lbs/sq in | 40 | • Reverse Polarity protection |
| 31 | • Output: 25 gallons per hour | 41 | • UL Certified |
| 32 | • Red wire: bare wire | 42 | • ELV Compliant |
| 33 | • Black Wire: 0.25" ring connector | 43 | • 1.6 amp average draw |
| 34 | • Pipe nipples: 3/8" OD, threaded 1/8-27 | 44 | • Self Priming and Self Regulating |
| 35 | INT | 45 | • Compact & Light-18 ounces and 3 |
| 36 | • Maximum lift: 12 inches above top of | 46 | inches high |
| 37 | gas tank. | 47 | • Corrosion Resistant over 100 hours of |
| 38 | • Transient Protection | 48 | salt spray |
| 39 | • State of the art Electronics, sealed | | |

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Suggested Tools & Hardware

Electric drill, 7/32" drill bit, tube cutter, locking pliers (vice grips), 7/16" wrench, fuel line plugs, hose clamps and a suitable tool for tightening them, wiring connectors, crimper for connectors, wire, 5/16" fuel hose. The manufacturer suggests using 3 to 5 Amp automotive-type fuse in an in-line fuse holder . If you do not have one, check your local auto parts store.

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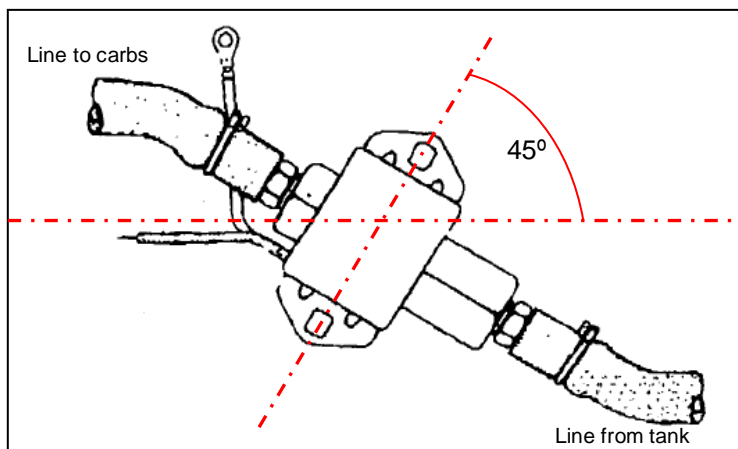
57 **Before You Begin...**

58 Carefully read through these instructions before you pick up a tool.

- 59 • To prevent damage to your new fuel pump, install only after checking the proper voltage and polarity.
60 The vehicle's polarity can be determined by checking to see which battery terminal has a heavy lead
61 wire connected to the chassis. If the Positive terminal (+) is connected to the chassis, it is positive
62 ground. If the Negative terminal (-) is connected to the chassis, it is negative ground.
- 63 • To reduce the possibility of vapor lock, do not mount the fuel pump in the engine compartment, near
64 the exhaust system, or **any** location that may exceed 140° F (65° C) ambient temperature.
- 65 • To ensure a good ground, mount the fuel pump on the vehicle frame whenever possible. The area of
66 the frame to be used should be thoroughly cleaned down to bare metal to obtain a good electrical
67 connection.
- 68 • If your vehicle is equipped with a fuel cut-off device, make sure you use that circuit to power the
69 pump. Some vehicles use an oil pressure safety switch which will shut off the fuel pump if the engine
70 stops with the key in the run position.
- 71 • If you have anything other than a brand new gas tank in your vehicle, we strongly suggest that you fit
72 a fuel filter between the pump and the tank. Rust particles in the tank will, over time, damage the
73 pump. Since many British Car owners have already fitted a filter, this may be a non-issue for you. We
74 do stock an inline fuel filter (377-424) that will remove particles to 74 microns. It threads directly into
75 the inlet side of the pump. If you want to pick up a filter locally, look for that specification.
- 76 • The pump may make a tapping or clicking noise during operation. To dampen the noise, consider
77 using rubber shock mounts when installing the fuel pump. Although some of our suppliers used to
78 offer these mounts, none are available through Moss at this time. We have been told that generic
79 rubber mounts are available from hardware/home improvement centers. If you do use rubber mounts
80 you must run a separate wire or strap to maintain your electrical connection from the pump body to
81 vehicle frame.
- 82 • The gas tank should be near empty. If it isn't, a considerable amount of fuel may spill when the lines
83 are disconnected from the fuel pump. We suggest that you drain the tank into a gas can, capping it
84 and setting it aside for later.
- 85 • You are working with gasoline and electricity. If you can do the work out side on a hard level surface,
86 the fuel vapor will disperse. If you are going to do this in a garage, open the doors/windows and set
87 up a fan to blow the fuel vapor outside. We suggest that you have a fire extinguisher (ABC rated)
88 handy.
- 89 • Jack the car up and support it securely with automotive jack stands on a solid level surface. Never
90 work on a car supported by a jack.

91 **Deciding Where to Mount the Pump**

92 Select a location near the existing fuel
93 lines and close to the fuel tank. If the
94 original pump is near the tank, that is
95 where this pump should go. Use the
96 vehicle frame when possible. If another
97 location is used, be sure you have a good
98 electrical ground. To avoid priming
99 problems, do not mount the fuel pump
100 more that 12" (30.48 cm) above the
101 bottom level of the fuel tank. If the pump is
102 even or below the bottom of the tank, it will
103 be easier to prime. NOTE: It is
104 recommended that the outlet of the pump
105 be at least 45° above horizontal. This will
106 allow any vapor buildup to easily pass
107 through the pump.



108 **Mounting the Pump**

- 109 1. Disconnect ground cable from battery.
- 110 2. Using the pump mounting bracket as a template, mark the two holes for the mounting bolts.
- 111 3. Dimple the metal with a center punch.
- 112 4. Drill two 7/32" holes through the steel.
- 113 5. Thoroughly clean the frame surface around the drilled holes to remove any paint, grease, rust,
114 etc, to ensure a good electrical connection through the frame. **THE PUMP MUST BE WELL**
115 **GROUND OR IT WILL NOT OPERATE**
- 116 6. Firmly secure the pump to the frame with self-tapping screws. If you choose to mount the pump to
117 a bulkhead where you have access to both ends of the mounting bolts, we suggest you use 1/4 "
118 flat washers and 1/4-20 Nyloc nuts to secure the pump mounting bolts. If rubber shock mounts are
119 to be used (normally not required with square solid state pumps), a location must be selected that
120 allows you to tighten the 1/4" nut from the backside. Always use the ground strap (wire) to make
121 the electrical connection from one side of the shock mount to the other.
- 122 7. Wrap the threads of the hose barbs with Teflon Tape.
- 123 8. Install the hose barbs in the inlet and outlet ports on the pump. If you bought the fuel filter that
124 threads into the inlet port, it will replace one of the hose barbs. The fuel fittings and/or fuel filter
125 should be tightened with approximately 10-ft-lbs. of torque.
- 126 9. Bolt the pump in place, at a 45° angle as shown on the previous page. Connect lengths of
127 suitable sized flexible fuel hose to both hose barbs coming out of the pump. Secure the hose with
128 hose clamps. The length of the hose will be based on where you plan on cutting into the fuel line.
- 129 10. Cut the fuel line near the fuel pump. Connect the fuel line from the tank to the hose connected to
130 the inlet port on the pump. Connect the fuel line that runs to the carburettor to the hose connected
131 to the outlet port on the pump. The flexible hose should extend at least 2 inches over the fuel line.
132 Use suitable sized hose clamps to secure the ends of the hose. *Doing steps 8 & 9 in this order*
133 *minimizes the time you have the fuel line from the tank open. If you did not drain the tank, this will*
134 *minimize the amount of fuel lost during the changeover.*

135 **Electrical Connections**

136 It is suggested that the pump be powered through a 3 to 5 Amp automotive-type fuse. If the fuel pump power circuit in your
137 vehicle is not fused, you can insert an inline fuse holder with a 3 to 5 Amp fuse in the wire.

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140 **Negative Ground**

141 The black wire with the 1/4" ring connector is grounded to the frame. You can use one of the fuel
142 pump mounting bolts if that bolt makes a good ground connection.

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146 The red wire is connected to a power source that is hot when the starter is engaged, and when the key
147 is in the run position

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149 **Positive Ground**

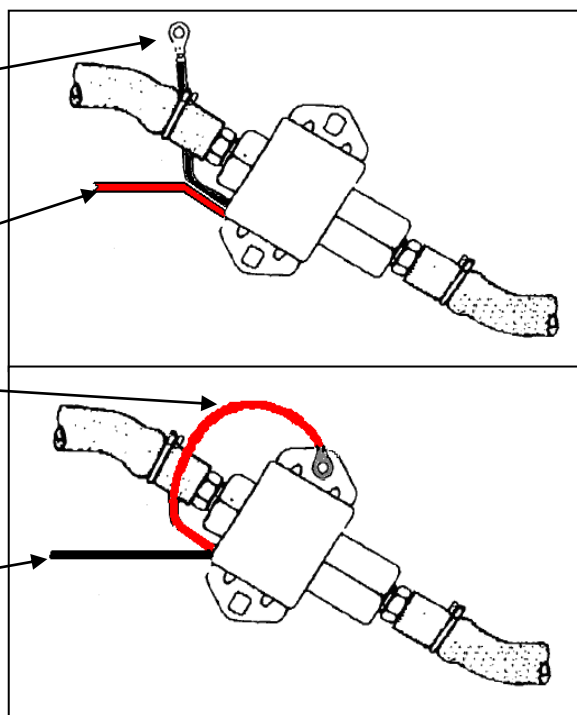
150
151 The red wire should be stripped and a 1/4" ring
152 connector crimped on. It must be connected to the
153 frame using one of the fuel pump mounting bolts;
154 both the wire and the pump body must be in good
155 electrical contact with the chassis.

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157 The black wire is connected to the wire that was
158 connected to the SU pump originally.

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160 *Note: Facet's instructions indicate the pump is for negative*
161 *ground only. This is an error; install the pump as shown in*
162 *these instructions.*



163 **Final Check-Out**

164 Before you try and start the car, check the following:

165 All fuel hose connections are dry and secure.

166 All electrical connections are secure.

167 Note: If you have an oil pressure cut-off switch installed, the pump will operate only when the starter is
168 cranking the engine over, or when the engine is actually running. When you shut the engine off, the pump
169 will continue to pump for several seconds. This is normal, because it takes that long for the oil pressure to
170 drop far enough to activate the switch.

- 171 1. Disconnect line from the new fuel pump, somewhere between the pump and the carburetor. The
172 easiest thing to do is to put a length of fuel hose on the outlet side of the pump, with the end of
173 the hose on a gas can or other suitable receptacle.
- 174 2. Turn on the pump to prime, and bleed air from the lines.
- 175 3. If the pump does not prime in 20 to 30 seconds:
 - 176 a. If the pump is not running
 - 177 i. Check for good ground connection
 - 178 ii. Check that you have 12V at the pump with the key in the start and run position.
 - 179 b. If the pump is running, but there is no fuel coming out of the hose, check for
 - 180 i. Kinks in a fuel line or hose
 - 181 ii. Loose suction line connection between the tank and the pump
 - 182 iii. The outlet end of the fuel hose may be obstructed; if it is hard up against the
183 bottom or side of the gas can/receptacle the hose needs to be repositioned.
- 184 4. Once you have fuel coming out of the hose, turn off the key.
- 185 5. Re-connect the hose going from the pump outlet to the steel line that runs to the carburetor.
- 186 6. Disconnect the fuel feed at the carburetor(s).
- 187 7. Place a catch basin or gas can under the open hose.
- 188 8. Turn on the key to the start or run position
- 189 9. When you get fuel at the open end of the hose, turn the key off.
- 190 10. Reconnect the fuel feed at the carburetors.
- 191 11. Start the car.
- 192 12. When the engine starts, do a thorough inspection of all fuel line connections. They should be dry
193 and tight.
- 194 13. If the carbs start to flood, shut the engine off and check the float height and the needle and seat.
- 195 14. As long as the engine is running, the pump will be pulsing, even if the car is only idling.

197 Dealing with Vapor Lock

198 Depending on where the pump is located and the ambient temperature, it may be possible to overheat
199 the pump. The pump will get quite loud, which is an indication that vapor lock is forming. In some
200 instances, it may be severe enough to cause the carbs to run out of gas, and the car will die. If that
201 happens, the pump will not re-prime until it has had a chance to cool down. If this happens, we suggest
202 that you reconsider the location of the pump and the routing of the line and hose from the tank to the
203 pump. One or both is getting too hot. You can check the temperature of the pump with an infrared
204 temperature sensor. Hand-held versions are available (see our 286-245 on the Moss website).

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207 *Although every effort has been made to ensure the accuracy and clarity of this information, errors and/or*
208 *omissions on our part are almost inevitable. Any suggestions that you may have that will improve the*
209 *information (especially detailed installation notes) are welcome. Please use the simple email form on the*
“Contact Us” *page on the Moss website: <http://www.mossmotors.com/AboutMoss/ContactUs.aspx>*
If you prefer, you may call our Technical Services Department at 805-681-3411. So many people call us for
help that we are often not able to answer the calls as fast as we'd like, and you may be asked to leave a
message. We apologize in advance for the inconvenience. We will get back to you within 2 business days.



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