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AEROFLOW PERFORMANCE

EFI SURGE TANK

WARNING!

BEFORE PROCEEDING WITH INSTALLATION PLEASE READ INSTRUCTIONS CAREFULLY. THIS PRODUCT REQUIRES DETAILED KNOWLEDGE OF AUTOMOTIVE SYSTEMS. WE RECOMMEND THAT THIS INSTALLATION BE CARRIED OUT BY A QUALIFIED AUTOMOTIVE TECHNICIAN.

THE INSTALLATION OF THIS PRODUCT REQUIRES THE HANDLING OF FUEL. WE RECOMMEND TO WORK IN A WELL VENTILATED AND WEAR APPROPRIATE SAFETY WEAR FOR PROTECTION.

KEEP ALL IGNITION SOURCES AND OPEN FLAMES AWAY FROM VEHICLE AT ALL TIMES WHILE INSTALLING THIS PRODUCT.

THESE SURGE TANKS UTILIZE O-RING SEALED AN STYLE PORTS AND DO NOT REQUIRE THREAD SEALANT ONLY AN APPROPRIATE LUBRICATE SHOULD BE USED

Item list included in this kit:

1x Dual Outlet 3.1 Litre surge tank (Dimensions: Length= 127mm (5") Width 127mm (5") Height 210mm (8.25").)

1x Billet dual fuel pump bracket (AF64-2902)

2x Male -8AN O-ring to female -8AN adaptors (AF907-08)

1x Billet Y-Block adaptor (2x -8AN female, 1x -10AN O-ring) (AF939-08-10)

2x Check valves (M12x1.5mm to -8AN male) (AF615-08)

INTRODUCTION

Congratulations on your purchase of Aeroflow Performance dual efi surge tank kit. Aeroflow Performance products cannot and will not be responsible for any damage, or other conditions resulting from misapplication of the parts described herein. However, it is our intention to provide the best possible products for our customer, products that perform properly and satisfy your expectations. Should you have any questions? Please call technical support at +61 2 8825 1900 and have the product part number on hand when calling.

This Aeroflow Performance Surge Tank is designed to prevent starving the fuel pump by increasing the fuelling capability of the system. It is usually installed in vehicles that potentially can experience fuel starvation due to fuel sloshing around in an inadequately baffled tank. While this can occur in any vehicle when the tank is not fully filled, it is more frequent in vehicles subject to violent changes in directions such as autocross, off-road, drag racing and other types of racing that involve high g-force.

The primary fuel pump in the vehicle's main fuel tank will no longer directly feed the engine. This pump will now be used to fill and maintain the level of fuel in the surge tank. Using this surge will require a new external fuel pump to be installed. In turn with the aftermarket external fuel pump will require an aftermarket fuel pressure regulator to be installed. Also recommended when upgrading fuel pumps to also upgrade wiring and add relays/fuses where required. Refer to individual pump instructions for further details.

This surge tank is only one component of your vehicles complete fuel system. Please ensure the vehicles complete fuel system is up to the task of supplying the right amount of fuel to your engine. Failure to do so may result in severe engine damage and damage to other related components.

MOUNTING

- When mounting this surge tank ensure it is on a stable and structural location.
- We recommend to mount this surge tank vertically with overflow being the highest point.
- Ensure to mount surge tank on level surface.
- Recommended to mount away from excessive heat, moving components and collision prone areas

PLUMBING

- This surge tank features six female -8AN bungs welded to it
- Screw in O-ring side of AF907-08 into holes (E) if required for use with the setup that is intended for use.
- Provided in kit is two check valves that are designed to fit AF49-1014 or any pump/s with an outlet of M12 x 1.5mm.
- Provided in kit is a Y-block adaptor designed to be used with AF49-1014 as the spacing centre to centre matches with these fuel pumps on the bracket supplied.
- Two holes on the top of the tank (A) & (B) are designed for overflow from surge tank back to the fuel tank.
- Two Holes on side of tank (C) & (D) are designed for return from the engine/fuel regulator and the feed from fuel tank
- Two holes on the bottom of the tank (E) are designed for feed line to the primary external fuel pump. Can be used as either single or dual pumps, just plug the one not being used with a -8AN port plug (not supplied in kit).
- Ensure that any unused -8AN holes are plugged up with a -8AN O-ring port plug.

INITIAL START UP

- Before starting the car ensure that the surge tank is fully primed with fuel. This can be done by cycling the vehicle's ignition power (accessories) on & off several times. This process activates the primary fuel pump a few seconds at a time. This process should be done 3-4 times before cranking or starting engine.

Failure to follow any of the above may result in fuel leakage, bursting of fuel lines, poor vehicle performance and/or decreased fuel pump life.

