



550HP SIX VALVE HIGH VOLUME FUEL PUMP

Part Number: 1006 Application: Pontiac 326-455 V8 engines up to 550 horsepower

Maximum Output Volume: 194 gph free flow; 91 gph at 4.5 psi.

Maximum Output Pressure: 7 psi (+/- 1 psi) (about 1 psi less when using vapor return option PN 1010)

Recommended Fuel: Gasoline or Gasoline/Ethanol blends (methanol not recommended)

Recommended **Minimum** Line Size from Tank to Pump:

3/8" (or -6AN) up to 450 horsepower

1/2" (or -8AN) up to 550 horsepower

Recommended **Minimum** Line Size from Pump to Carb:

5/16" (or -5AN) up to 450 horsepower

3/8" (or -6AN) up to 550 horsepower

Side Inlet Port: 1/2 NPT (National Pipe Thread, tapered)

Bottom Outlet Port: 1/2 NPT (National Pipe Thread, tapered)

Fittings for the Side Inlet: Nearly any 1/2 NPT fitting can be used on the inlet. Try to use a straight fitting to reduce restriction, especially on the inlet. Do not use a 90 degree fitting. RobbMc offers steel fittings to connect -6 or -8AN braided line. Fittings to connect rubber hose or inverted flare line are available at most hardware and auto parts stores. Steel or brass fittings are preferred because aluminum NPT fittings may gall in the aluminum pump ports and be difficult to remove later. Use Teflon thread sealant on the NPT threads.

Fittings for the Bottom Outlet: Nearly any 1/2 NPT fitting can be used on the outlet. While a straight fitting is preferred, a 45 degree fitting on the outlet is acceptable. RobbMc offers straight and 45 degree steel fittings to connect -6 or -8AN braided line. Fittings to connect rubber hose or inverted flare line are available at most hardware and auto parts stores. Steel or brass fittings are preferred because aluminum NPT fittings may gall in the aluminum pump ports and be difficult to remove later. Use Teflon thread sealant on the NPT threads.

Mounting the Pump: Removing the power steering pump and rotating the engine so the pump arm is on the low side of the eccentric makes installation much easier.

Rotating The Valve Body: The valve body is the bottom portion of the pump with the inlet and outlet ports. By loosening the six screws (four long and two short) on the bottom of the pump which thread into the clamp ring, the valve body can be rotated to any position. Be sure to loosen the screws enough so the valve body rotates easily. If the screws are not loose enough, the diaphragm may be damaged when the valve body is rotated.

Fuel Filters: A filter between the tank and the pump is not required if the factory in-tank filter sock is still in use. If the in-tank filter sock has been removed (which is a good idea in most cases), a large, free flowing (90 to 200 micron) filter such as RobbMc PN 1024 or 1025 should be used. One or more additional filters (30 to 50 micron) should be used between the pump and the carb(s).

Pressure Regulator: In most cases, a pressure regulator is not required. However, if the carb(s) in use requires a pressure lower than the pressure supplied by the pump, a non-return regulator such as RobbMc PN 1046 or 1050 can be used between the pump and the carb(s). Or, if the car is equipped with a vapor return line, a RobbMc 1010 vapor return option can be used to reduce the pressure about 1 psi.

Vapor Return: Optional pump modification PN 1010 allows a vapor return line to be used with the pump. Using a vapor return line reduces the chance of fuel vaporization due to heat. It also reduces the maximum pump pressure by about 1 psi. Many Pontiacs came from the factory with a 1/4" vapor return line connected to the stock fuel pump. That same line can be connected to the fitting on the RobbMc pump if option PN 1010 is used. However, any 1/4" or larger fuel line that returns fuel to the tank will work. The supplied fitting for the vapor return line MUST be used as it has a very small inside diameter. Replacing the fitting with one with a larger inside diameter will cause a large reduction in pressure.

NOTE: When using the vapor return option, it is normal for the fuel pressure to bounce at low rpm.

TROUBLESHOOTING

This pump will provide enough fuel for at least 550 hp. If a fuel delivery problem is suspected, install a fuel pressure gauge that can be seen by the driver so the fuel pressure entering the carb can be monitored. Note the fuel pressure during full throttle acceleration. If the pressure does not drop below 4 psi, the problem is not with the fuel system. NOTE: Nitrous oxide systems may require more than 4 psi.

DO NOT TRUST PRESSURE GAUGES MOUNTED IN THE ENGINE COMPARTMENT: Most fuel pressure gauges (especially liquid filled) read lower as the temperature of the gauge increases. If the fuel pressure at idle appears to decrease as the engine warms up, and the gauge is mounted in the engine compartment, it is most likely a problem with the gauge. Use a hose to mount the gauge outside the engine compartment to verify.

If the pressure drops below 4 psi, check the following:

~Make sure the fuel lines between the tank and the pump are at least 3/8". Engines over 450 hp may require 1/2" lines.

~Make sure there are no kinks or smashed sections in the feed line. Remove any sharp 90-degree fittings.

~Replace any rubber lines showing signs of cracking. Cracking lines may not leak fuel but may allow air bubbles to be sucked into the line, which greatly reduces pump efficiency.

~Make sure all fittings and hose clamps are tight so air cannot be sucked into the fuel.

~There must be a vent somewhere on the tank. If a vent tube is used, make sure it is not plugged or kinked. The addition of a vented gas tank cap may help.

~Make sure the pickup tube is not uncovering during hard acceleration. Try filling the tank completely with fuel. If this fixes the fuel pressure problem, run the tank at least half full when racing, add a sump to the tank, or switch to a fuel cell.

~Make sure there are no obstructions in the fuel line. Remove the gas cap. Remove the hose from the pump inlet and use compressed air to blow air into the hose until you hear a steady flow of air coming from the tank. If this corrects the fuel pressure problem, it is an indication that the tank needs to be removed and cleaned. If the tank is removed for cleaning, remove the factory in-tank filter sock. Add an external filter (such as RobbMc PN 1024 or 1025) in the line between the tank and the pump.

~If a filter is used between the tank and the pump, make sure it is not restricting flow. Replace or clean the filter element or install a freer flowing filter.

~On hot days, fuel vaporization can *greatly* reduce pump efficiency and cause erratic fuel pressure.

Vaporization can best be reduced by keeping engine coolant temperature under 180 degrees F.

Vaporization can also be reduced by using a vapor return line, running race/aviation gas, using a "cool can" to cool the fuel, rerouting the fuel away from the exhaust, wrapping the fuel lines with insulating material, and by reducing the restriction in the lines by using larger lines or fewer bends.

~If a vapor return line is connected to the pump, the supplied fitting must be used. Using a different fitting will cause a severe loss of pressure unless the fitting has a .030" to .040" diameter restriction.

If none of the above cures the fuel pressure problem, the engine is producing over 550 hp or there may be a problem with the pump. If a problem is suspected, email us at robb@robbmcperformance.com and we will make arrangements with you to send the pump back to us for testing and/or repair. If the pump was purchased less than 90 days ago, we will repair it for free. If more than 90 days, we will repair the pump for no more than half the cost of a new pump, no matter how old the pump.