



1984–85 Mustang Single Fuel Pump Conversion Kit - SVO & CFI

In-Tank Fuel Pump Installation

1. Remove the fuel tank from the vehicle. Scan or click the first QR code for instructions.
2. Remove the factory in-tank pump and install the new high pressure fuel pump. Scan or click the second QR code for instructions.

Fuel Tank Removal



Fuel Pump Install



External Fuel Pump Removal & Fuel Pump Relocation

1. Start with disconnecting the fuel supply lines into the factory fuel filter (*The tank to filter line will be reused later.*)
2. Remove the factory fuel filter and bracket assembly by unbolting the bracket from the chassis. (*The fuel filter will be relocated to the external fuel pump location using the supplied bracket.*)
3. Start with the removal of the factory high pressure fuel pump, by disconnecting the fuel lines to the pump.
4. Unplug the fuel pump wiring harness and safely tie it out of the way to prevent hanging.
5. Remove the factory external fuel pump and bracket assembly by unbolting the bracket from the frame rail.
6. Install the new fuel filter bracket in the external fuel pump's location, making sure it is oriented in the proper direction. One bolt hole can be reused. The other two will need to be marked and drilled out.
7. After the new bracket is secured onto the frame rail, install the filter making sure it is in the proper flow direction.
8. Reroute and install the factory fuel supply line that ran from the tank to the filter to the new filter's location.
9. Install and connect the other factory feed line from the external pump.



Fuel Pump Wiring Modification

1. The external fuel pump wiring harness underneath the car will need to be safely tied out of the way to prevent it from hanging.
2. The factory resistance wire that is in line with the fuel pump ground wire will need to be bypassed.
3. This will require an additional section of bypass wire (**NOT** included in this kit) – a 16-gauge wire is recommended.
4. The factory resistance wire can be found under the hatch carpet in the grommet coming out to the right of the spare tire.
5. You will be able to identify the factory resistance wire as it will have “resistance wire” written on it in small print and will change sizes from a thicker red wire to a thinner black wire. It will also have factory shrink wrap where these two different color wires meet.
6. You will need to cut the factory resistance wire on the thicker portion and solder the additional section of 16-gauge bypass wire to this resistance wire.
7. The other end of the new bypass can be connected to the appropriate chassis ground.



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