



Fox Body Mustang Fuel System Kits

526-25	-6AN Return Style Kit
526-26	-8AN Return Style Kit



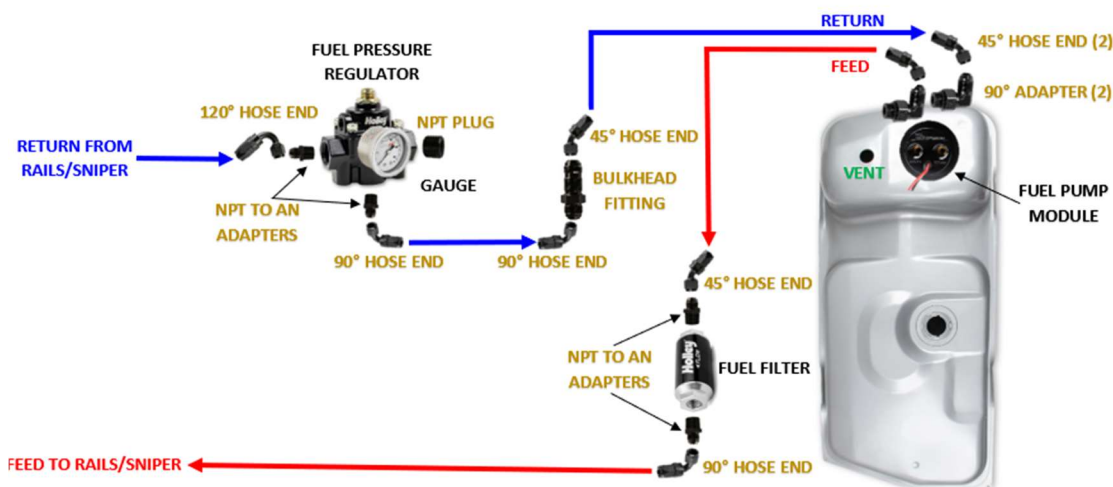
Holley's Ford Fox Body Return Style Fuel Plumbing Kit has the majority of parts and accessories needed for a complete plug and play fuel system kit. It includes everything to take the guesswork out and not only replaces but upgrades the original fuel system. Giving you all the flexibility while still maintaining a clean and easy OEM-like installation.

Features:

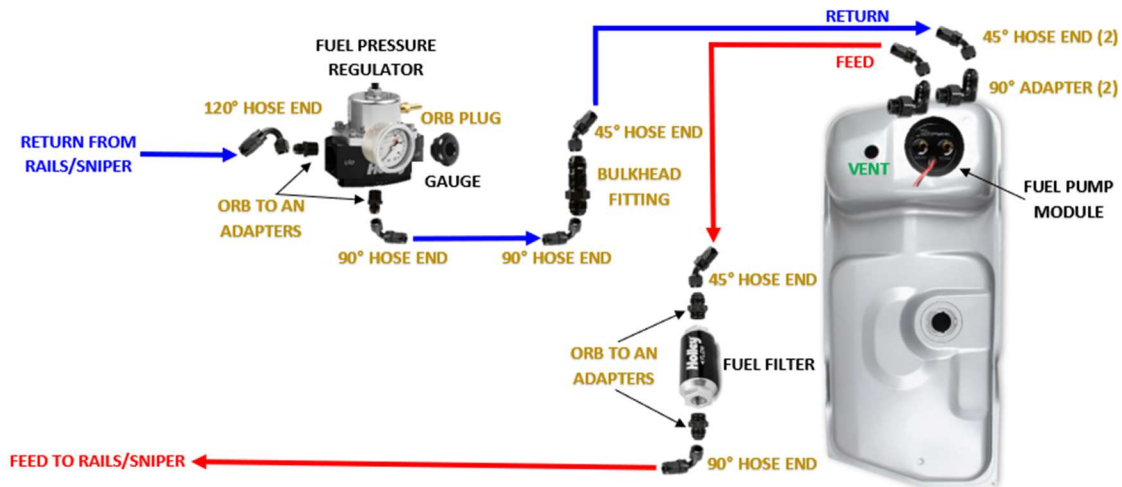
- The kit comes with everything needed to go from the fuel tank to the engine bay.
- Simplifies your fuel system as a direct replacement.
- Pump gas and E85 compatible.
- Utilizes as many of the factory existing holes with minimal to no drilling required.
- Includes enough nylon braided hose to go from the tank to the fuel rails for both feed and return.
- Contains: AN fittings, Pump Module, Billet Filter, Fuel Pressure Regulator & Gauge
- New hardware and clamps
- Most complete solution for your Fox Body.

General Plumbing Layouts:

-6AN Kit:



-8AN Kit:



Recommended Parts to Connect the Fuel Injection System:

NOTE: Some extra fittings are provided but depending on what type of engine is being used and how fuel is being delivered, additional fittings may be necessary to adapt to the fuel injection system such as for LS engines:

- **Earls O.E. Fuel Line EFI Quick Connect**

- -6 AN to 3/8" OEM Fuel Tube (FEED)
 - Part #: 751166ERL
- -6 AN to 5/16" OEM Fuel Tube (RETURN)
 - Part #: 751156ERL



- **OEM Rail Adapter Fittings**

- Supply Side -- -6AN x 0.550" Spring Clip
 - JEGS P/N 103110
- Return Side -- -6AN x 0.435" Spring Clip
 - JEGS P/N 103111



Installation Instructions:

Read this manual before using this product.

WARNING! This instruction manual must be read and fully understood before beginning installation. If the instructions are not fully understood, installation should not be attempted. Failure to follow the instructions may result in subsequent system failure and could result in serious personal injury and/or property damage. Keep this manual.

For the safety and protection of you and others as well as your vehicle, only a trained mechanic having adequate fuel system experience should perform the installation, adjustment, and repair.

While undertaking any work involving the fuel system, it is particularly important to remember one of the very basic principles of safety: fuel vapors are heavier than air and tend to collect in low places where an explosive fuel/air mixture may be ignited by any spark or flame resulting in property damage, personal injury, and/or death. Extreme caution must be exercised to prevent spillage and thus eliminate the formation of such fuel vapors. All work involving this product and the fuel system generally **MUST** be performed in a well-ventilated area. Do NOT smoke or have an open flame present near gasoline vapors or an explosion may result.

Any components damaged due to failure to follow these instructions will not be covered by the warranty. Failure of any one component does not constitute, nor does it justify, warranty of the complete system. Individual service items are available for replacement of components.

Holley Performance Products cannot and will not be responsible for any alleged or actual engine or other damage, or other conditions resulting from misapplication of the fuel pumps and fuel pressure regulators described herein. However, it is our intent to provide the best possible products for our customer; products that perform properly and satisfy your expectations. Should you need information or parts assistance, please contact Technical Service at 1 (270) 781-9741, M-F, 8AM-6PM & Sat. 9AM-3PM CST. Please have the P/N ready when calling, thank you.



NOTE: Due to manufacturers' discrepancies, use these instructions as a general guide as some things may differ from your certain application.




Prepping the Car

- a.) The fuel tank will need to be removed, so have little to no gas in the tank.
- b.) If the engine has been running in the past couple hours, let it cool down.
- c.) Clean surrounding areas around the fuel rail/fuel injection system so that no dirt can get into the engine.
- d.) Ensure vehicle is parked on a flat level surface.
- e.) Engage parking brake.
- f.) After relieving fuel pressure as shown below, remove negative (-) battery cable.
- g.) Safely lift and support the vehicle securely with jack stands or a lift and wear appropriate eye and ear protection.

Kit Installation

1. Remove the Fuel Tank

		Unbolt the filler neck -- Open the fuel door, remove the fuel cap, and remove the three 10mm retaining screws that hold the filler neck to the filler box.
		Relieve the system pressure -- Access the fuel Schrader valve on the feed line in the engine bay. This is located behind the alternator on the passenger side. Remove the cover, place a rag or towel under the valve, and depress the valve using a small screwdriver.

	<p>Remove filler neck support – Remove the single 5/16 retaining screw that holds on the filler neck support.</p>
	<p>Remove the filler neck seal – Remove the four 10mm screws that hold the rubber seal to the trunk floor.</p>
	<p>Remove the Filler Neck – In many cases at this point the filler neck can be removed at this point with the help of some lubrication. Sometimes you can just wiggle it right out, but other times the tank may need to be dropped slightly.</p>
	<p>Remove the Tank Straps – Support the bottom of the tank with either screw jacks (if you are working on a lift) or floor jacks (if you have the car on jack stands) then remove the two 1/2" bolts that hold the fuel tank straps to the car</p>



If the filler neck could not be removed earlier, then it can be now. Lower the tank slightly and move it over to the driver's side of the car. Then grab hold of the filler neck and wiggle it out of the tank.




Remove the return line -- Using a quick disconnect tool remove the return soft line from the chassis hardline. Make sure to have a drain pan in place to catch any gas.

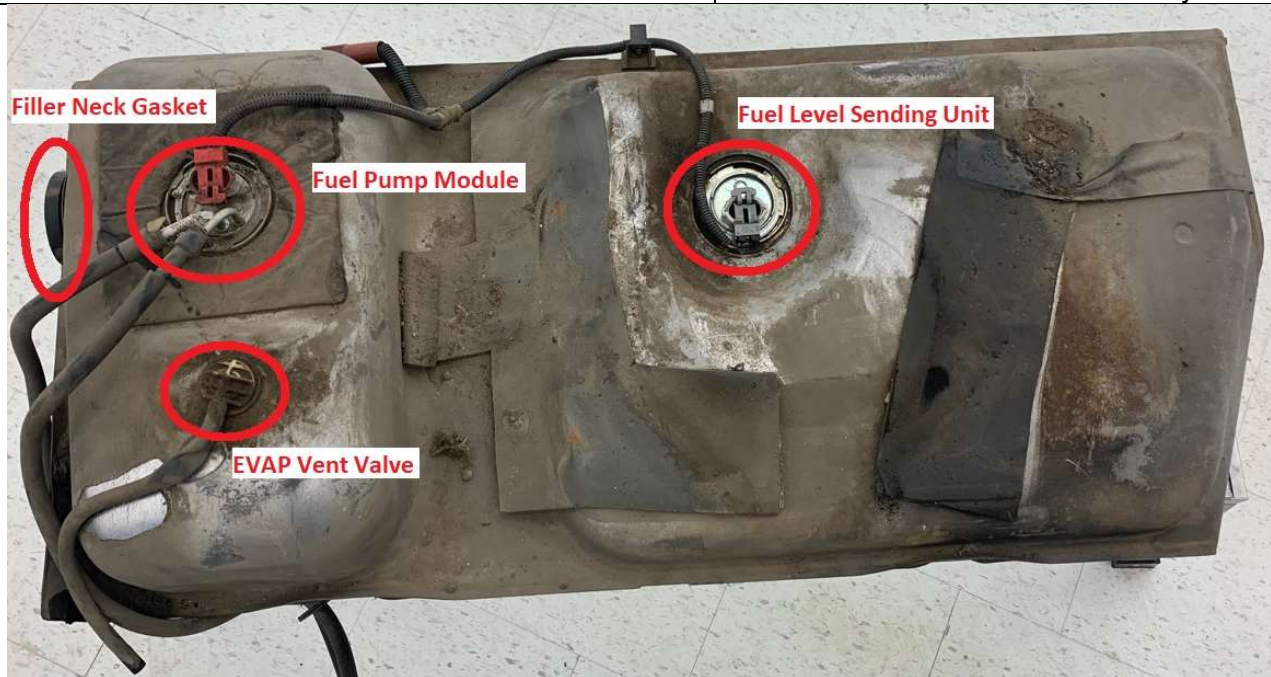


Remove the feed line -- Using a small flat blade screwdriver, remove the clip that holds the supply line to the fuel filter then remove the line. Again, be sure to have a drain pan in place to catch any gas.



Remove the vapor line -- Remove the vent vapor line from the hardline. There should be no gas that comes out of here.





	<p>Disconnect the electrical connector.</p>
	<p>Lower the tank out of the car – Lower the tank out of the car and clean off any debris.</p>



2. Install the new parts included in the Holley Kit

- a. If your car is model year 1979 – 1982 then you will need to purchase an 83 or later baffled fuel tank. Holley offers this tank as **P/N 19-526**.
 - i. To pair with the tank above you must also purchase the fuel level sending unit for an 83-86 car. This can be purchased from **CJ Pony Parts P/N FSU50**. The accompanying connector for this sensor can be purchased under **P/N HW1683**.

	<p>Replace Fuel Pump Module -- Remove the factory fuel pump module and follow the included instructions to install the new module into the tank. Be sure to lube the O-ring.</p>
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	<p>Replace the EVAP vent valve and line – Remove the old tank vent valve, grommet, and line and replace with the included new parts. Be sure to lube the grommet and vent valve before installation.</p>
	<p>Replace Filler Neck Gasket – Remove the old filler neck gasket and replace it with the included new part. Be sure to lube the gasket before installation.</p>
	<p>Install Feed and Return Fittings – Install the 90 deg swivel -6 ORB to -6 or -8 male flare feed and return fittings onto flange.</p>
	<p>Create and Install Feed and Return Hoses onto Flange – Cut an 18” section and a 21” section of hose and install a 45 deg hose ends onto both ends of each hose. Install the 18” assembly onto the feed fitting on the module and the 21” section onto the return fitting.</p> <p>The other ends of these hoses will be attached to the post filter and return bulkhead later.</p>

3. Wire Pump Module – Use the included relay kit, fuse holder and fuse to wire the pump module.

- a. The 20A fuse can be used with the 340 pump in the 526-25. For the 526-26 a 25A fuse will need to be sourced
- b. Use the vehicle pump (+) and (-) wires as the trigger wires for the relay.
- c. The vehicle pump (-) wire is the black wire across from the vehicle pump (+) wire on the connector.



- d. the fuse holder and fuse on the Red 10Ga wire that gets routed to Battery (+).
- e. The black wire on the fuel pump module is the pump ground and should be routed to a suitable chassis ground.
- f. Install the relay as follows:

Relay Wire Color	Vehicle/Pump Module Wire Color
Red (10 Ga)	Battery (+) (Positive Battery Terminal)
Blue (12 Ga)	Red (Fuel Pump Module)
Yellow (18 Ga)	Vehicle Pump (+) (Red w/ Black Stripe)
Gray (18 Ga)	Vehicle Pump (-) (Black)

4. Re-install the Tank.

- a. Reinstall the tank in the reverse order that it was removed. If necessary, use the included oversized washer in the 85R kit to attach the filler neck support to the tank.



5. Plumb the system.



Remove the Factory Fuel Lines – The plumbing for this kit uses many of the factory fuel line mounting positions so the factory lines and filter must be removed to do this there are some fir tree mounts that must be removed as well as some rivets that need to be drilled out.

The front passenger wheel and wheel and wheel liner will need to be removed as well.



Mount the post filter and return bulkhead –
Using the factory bolt and mounting location shown mount the post filter and return bulkhead.

The drop link that should be used for this is the individually bagged longer, thicker link found in the 85R kit.

The loop clamps used will be found in the 85R kit.

Use the individually bagged small diameter screw and locknut to mount the clamps to the drop link.



Create clamp mounts at factory locations –
Using one of the three thinner flat drop links, two of the 3777G clamps, and one of the six screws and locknuts found in the 85R kit create a mount for the hoses to route through as shown.



Using the factory mounting position and bolt shown and two of the 3777G clamps create a mount for the hoses to route through.



Using one of the three thinner flat drop links, two of the 3777G clamps, and one of the six screws and locknuts found in the 85R kit create a mount for the hoses to route through as shown. The factory mounting position and bolt will be used.



Using the two loop clamps in the 85R kit with the large diameter mounting holes and the large diameter locknut in the kit create a mount for the hoses to route through.

The inboard large factory stud will be used as the mounting position.







Using one of the three thinner flat drop links, two of the 3777G clamps, and one of the six screws and locknuts found in the 85R kit create a mount for the hoses to route through as shown.

Using one of the four thread cutting 5/16 bolts found in the kit mount this assembly to the factory rivet location shown.



Route the hoses along the front frame rail then using one of the 90-degree brackets two of the 3777G clamps, and one of the six screws and locknuts found in the 85R kit create a mount for the hoses to route through as shown.

Using one of the four thread cutting 5/16 bolts found in the kit mount the assembly to the factory fir tree location.

	<p>Continue routing the hoses down the front frame rail then using one of the 90-degree brackets two of the 3777G clamps, and one of the six screws and locknuts found in the 85R kit create a mount for the hoses to route through as shown.</p> <p>Using one of the four thread cutting 5/16 bolts found in the kit mount the assembly to the factory fir tree location.</p>
	<p>Route the hoses through the factory clamp shown then up the wheel well.</p>
	<p>Using one of the 90-degree brackets, two of the 3777G clamps, and one of the six screws and locknuts found in the 85R kit create a mount for the hoses to route through as shown.</p> <p>Using one of the four thread cutting 5/16 bolts found in the kit mount the assembly to the hole in the wheel well shown.</p>
	<p>Route the hoses into the engine bay via the hole in the passenger wheel well shown.</p>

The finished hose routing should be as shown:



Install the included fittings and pressure gauge onto the regulator as shown then mount the regulator to the mounting bracket with the included hardware.



Mount the regulator in the orientation shown to the strut tower bolt shown.

To account for the various styles of injection the Holley kit includes extra adapters and hose ends. The included extra fittings are as follows:

- 2X Straight Hose End

- 2X 45-Degree Hose End
- 2X 90-Degree Hose End.
- 1X Regulator Outlet Fitting to AN Male Flare

There are sections of the fuel lines that will get close to the exhaust. For this reason, there are two 2-foot sections of heat resistant fiberglass sleeving provided in the kit. Use these in the engine bay to shield the hoses from the heat from the headers.

6. *Inspect for Leaks*

Confirm all plumbing and wiring of the fuel system assembly is complete, with enough fuel in the tank, reconnect battery, switch on the fuel pump but do NOT start the engine. Inspect all connections and components for leaks. If any leaks are found, immediately de-energize the system and repair the leak(s).

7. *Tank Installation*

Once all plumbing and wiring connections have been made, the tank installs in the reverse order of removal.

WARNING! Any fuel that is spilled during any part of this installation must be immediately soaked up with shop towels/rags and removed from the vicinity of the vehicle.

8. *Final Inspection*

When all leaks have been repaired and system is leak-free, cycle the key between the on-and-off positions a few times to build system pressure. At this point, ensure regulator is set to the desired pressure and adjust as necessary. Verify no leaks and then, start the engine, after running for a few minutes but before driving, check for any leaks. If all is good, congratulations, you did it and installation is complete! Enjoy some smiles per gallon!

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