



HOLLEY ELECTRIC FUEL PUMP 12-805, 12-806, & 12-816 REPAIR KIT – INSTRUCTION SHEET 199R7926



Image may vary slightly
from actual kit

This repair kit is designed to repair the mechanical portion of the electric fuel pump only. The electrical portion (top part) should not be disassembled because special equipment is necessary for re-assembly.

Before removing the pump from the car, check:

- A. The voltage at the pump to assure 12 volt supply
- B. The fuel line for any obstruction. (Use compressed air to blow line free. **CAUTION:** disconnect fuel line from carburetor before using compressed air.)
- C. The fuel filter for free flow
- D. The pump motor by turning on the pump and listening for a hum from the top of the unit. If there is no hum, pump electrical system should be checked by a competent repairman.

REPAIRING THE PUMP:

The following is a step-by-step procedure for repairing and cleaning the Holley electric fuel pump. Do all disassembling on a clean bench. Read all instructions thoroughly and completely before starting.

1. Remove pump from car. (There is no need to remove fittings from pump.)
2. Remove five screws from bottom of pump.
3. Holding the pump in an upright position, remove the bottom plate. Remove the upper plate gasket and rotor stop plate. Note the exact position of the rotor, rotor vanes, screen, and relief valve arrangement for re-installation. Remove screen (note position of screen). Remove rotor vanes and rotor by inverting the pump. Lay all pieces on a flat clean surface. Save all parts.
4. Remove the pressure relief screw. The screw is spring loaded. Remove the spring and relief plunger. Save all parts.
5. Clean the base housing with any good quality carburetor cleaner (spray type only) or lacquer thinner.

CAUTION: DO NOT immerse the entire unit in any liquid. Immersion could damage the electrical circuitry.

Clean any loose Teflon tape, sealing compound, etc. from the inlet and outlet. Blow the entire base dry with compressed air.

6. RELIEF PLUNGER:

TYPE A – Plunger Type A is 13/16” long and has the rubber seat inserted within the plunger. If you have this plunger, install the new plunger from the kit in the pump. Check that the plunger moves freely in the slide. If the plunger doesn't move freely, remove the plunger and clean it with emery paper until it moves freely in the slide. Using the new relief spring from the kit, re-assemble the pressure relief system using the new plunger, new relief spring, and the original screw with the o-ring and any shims from the original pump. Torque screw to 75 – 100 in/lbs.

TYPE B – Plunger Type B is 1/2” long and has the rubber seat completely exposed on the end of the plunger. If this relief plunger is rusty or corroded, clean it with emery paper until it will slide freely in the guide. Check the plunger rubber seat for any embedded particles. Remove any particles. Seat can be reversed on the plunger. With your fingernail, pry the rubber seat from the plunger. Reverse it and re-install.

NOTE: Make certain that the rubber seat is below the lip on the plunger shaft.

Re-assemble the relief system using the original plunger, original spring, and original screw with the o-ring and any shims. Torque to 75 -100 in/lbs.

CAUTION: Type A and Type B plungers are not interchangeable. Type A and B relief springs are not interchangeable. Using the wrong plunger relief spring can alter fuel delivery rate.

7. Clean up rotor vanes with emery paper. Clean the slots in the rotor by moving the vanes back and forth through the slots. Vanes must slide freely in the rotor slot. Replace the rotor in the base and drop vanes into place. Replace the rotor stop plate.
8. Install the new screen from the kit, making sure the screen is behind the stop and all the way down. Install the new housing gasket from the kit lining up the screw holes. Replace the upper plate and fasten with the five screws. Torque to 40 – 60 in/lbs.
9. Replace the pump in the car.

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