



Sniper EFI Fuel Kits

P/N 526-5/526-8 (20 ft. hose) & 526-7 (40 ft. hose)

1.0 FUEL SYSTEM INSTALLATION

DANGER! Take precautions to ensure that all fuel components are away from heat sources, such as the engine or exhaust pipes. A fire or explosion hazard could cause serious injury or death!

DANGER! Before disconnecting or removing fuel lines, ensure the engine is cold. Do not smoke. Extinguish all open flames. An open flame, spark, or extreme heat near gasoline can result in a fire or explosion causing property damage, serious injury, and/or death.

DANGER! Never get under a vehicle supported only by a jack. Serious injury or death can result from vehicles falling off of jacks. Before working underneath a vehicle, support it solidly with jack stands.

1.1 Parts Identification

ITEM	DESCRIPTION	QTY	SERVICE PART
1A	Universal Electric Fuel Pump	1	12-920 (526-5 & 526-7)
1B	Sniper EFI Fuel Pump	1	19-300 (526-8)
2A	20 FT - 3/8 I.D. EFI Vapor Guard Hose	1 = 20 ft.	752066ERL (526-5 & 526-8))
2B	20 FT - 3/8 I.D. EFI Vapor Guard Hose	2 = 40 ft.	752066ERL (526-7)
3	Post Fuel Filter 10 micron	1	Holley P/N 562-1 or NAPA P/N 3482
4	Pre Fuel Filter 20 micron	1	NAPA P/N 3033
5	Vapor Guard Hose Clamp, Size 8	11	750006ERL
6A	-6 ST. to 3/8 Vapor Guard Hose End	3	750166ERL (526-5 & 526-8)
6B	-6 ST. to 3/8 Vapor Guard Hose End	4	750166ERL (526-7)
8	Fuel Cuff (240MM long)	1	12-719
9	9/16" Stat-O-Seal	2	178009ERL
10	Sniper -6 AN Bulkhead Nut	2	24506063
11	Sniper 90° -6 AN Bulkhead Fitting	1	23506063



1A



1B



2



3



4



5



6



8



9



10



11

1.2 Fuel Pump and Filter Installation

NOTE: If you have dual fuel tanks, you must purchase Holley PN 534-38.

The following section covers the installation of the in-line pump as well as the pre and post filters. **The fuel pump MUST be mounted lower than the lowest part of the fuel tank, and as close to the tank as possible. The fuel tank must also be properly vented.**

1. Use **Figure 1** below as a reference for the orientation and location of the fuel system components:

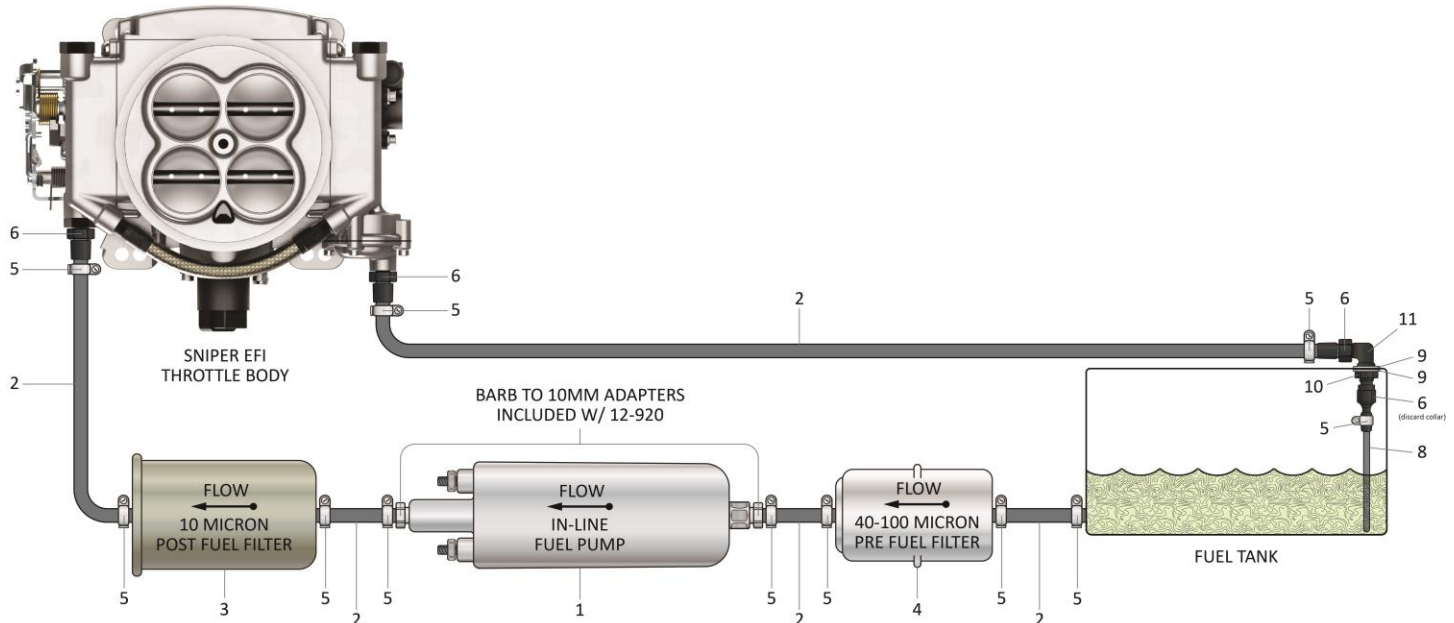


Figure 1 – 526-7 shown above

2. Mount the electric fuel pump as close to the fuel tank outlet as possible with the bracket provided. This will reduce fuel pump prime time, resulting in quick engine starts.
3. There are two filters included with this kit. The pre-filter (**Item 4**) **MUST** be installed between the fuel tank and the fuel pump inlet (unless an in-tank pump is used in place of the pump in this kit). The purpose of this filter is to protect the fuel pump from particles of dirt or other foreign material. The filter should be installed with the arrow on the filter pointing in the direction of the fuel flow.
4. The post-fuel filter (**Item 3**) should be installed between the electric pump outlet and TBI unit. This is a 10 micron EFI filter. Position the filter, so the fuel hoses can be routed without kinks or sharp bends. The filter should be installed with the arrow on the filter pointing in the direction of the fuel flow (**Figure 2**).



Figure 2

WARNING! Ensure both filters are installed in the proper direction. A flow direction arrow is printed on the side of the filter to indicate the direction of fuel flow. Failure to do so will result in a system malfunction.

1.3 Return Line Bulkhead Fitting Installation

The Sniper EFI system requires a return fuel line to the fuel tank. The 526-7 kit includes the hose and fittings necessary for a return line installation on most vehicles. 526-5 is intended to be used on some late model vehicles that were originally equipped with a throttle body injection system. These vehicles may already have a feed or a return line to the fuel tank that can be utilized. The return line must not present a pressure restriction to the return fuel flow. There should never be more than approximately 3 PSI of pressure in the return line. A line that is too small, or has restrictions will cause tuning problems with the system.

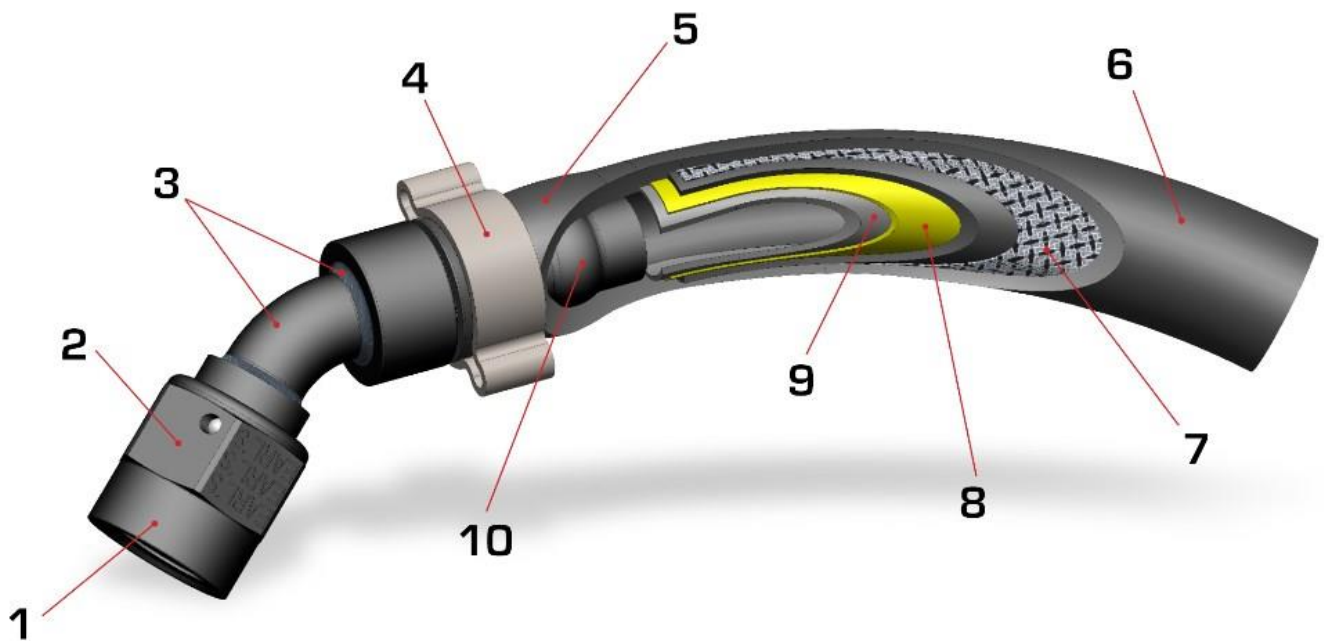
DANGER! Do not use the vapor canister lines as a fuel return line. Possible fuel leaks may create a fire or explosion hazard, causing serious injury or death.

- Anchor all fuel lines securely to solid chassis members at 1 ½ foot intervals using rubber coated steel clamps (not supplied). Use of only approved steel fuel line tubing will afford maximum fuel line protection against road hazards and premature wearing due to flexing, temperature extremes, road salt, weather, etc.

1.5 Hose Assembly

- Cut the hose square with a sharp knife.
- Lubricate the inside of the hose and the outside of the nipple. Use assembly lube or engine oil. Do not use a silicon-based lube.
- Push the hose end into the hose until it bottoms.
- Install the clamp and tighten.
- Blow the assembly clean and pressure test before running the car.

Diagram



- Black brite dip anodizing offers long-life even when used with today's harsh fuels
- AN,SAE port & NPT hose ends available
- Brazed bent-tube assembly provides unsurpassed strength
- Three styles of stainless steel clamps available
- Hose ends are adjustable in orientation after assembly for final clocking during installation
- Exterior Cover - Extreme tolerance of heat and ozone
- Reinforcement Braid - Aramid material (EFI hose only) is used to provide the high pressure rating that fuel injection requires
- Vapor Guard Barrier - Thermoplastic layer provides superior fuel isolation virtually eliminating vapors from escaping through the hose
- Primary Barrier Liner - Initial layer offers high resistance to heat and aggressive fuels
- Vapor-Guard Retention Bead - retains hose under pressure while assuring hose liner is not damaged

Figure 4

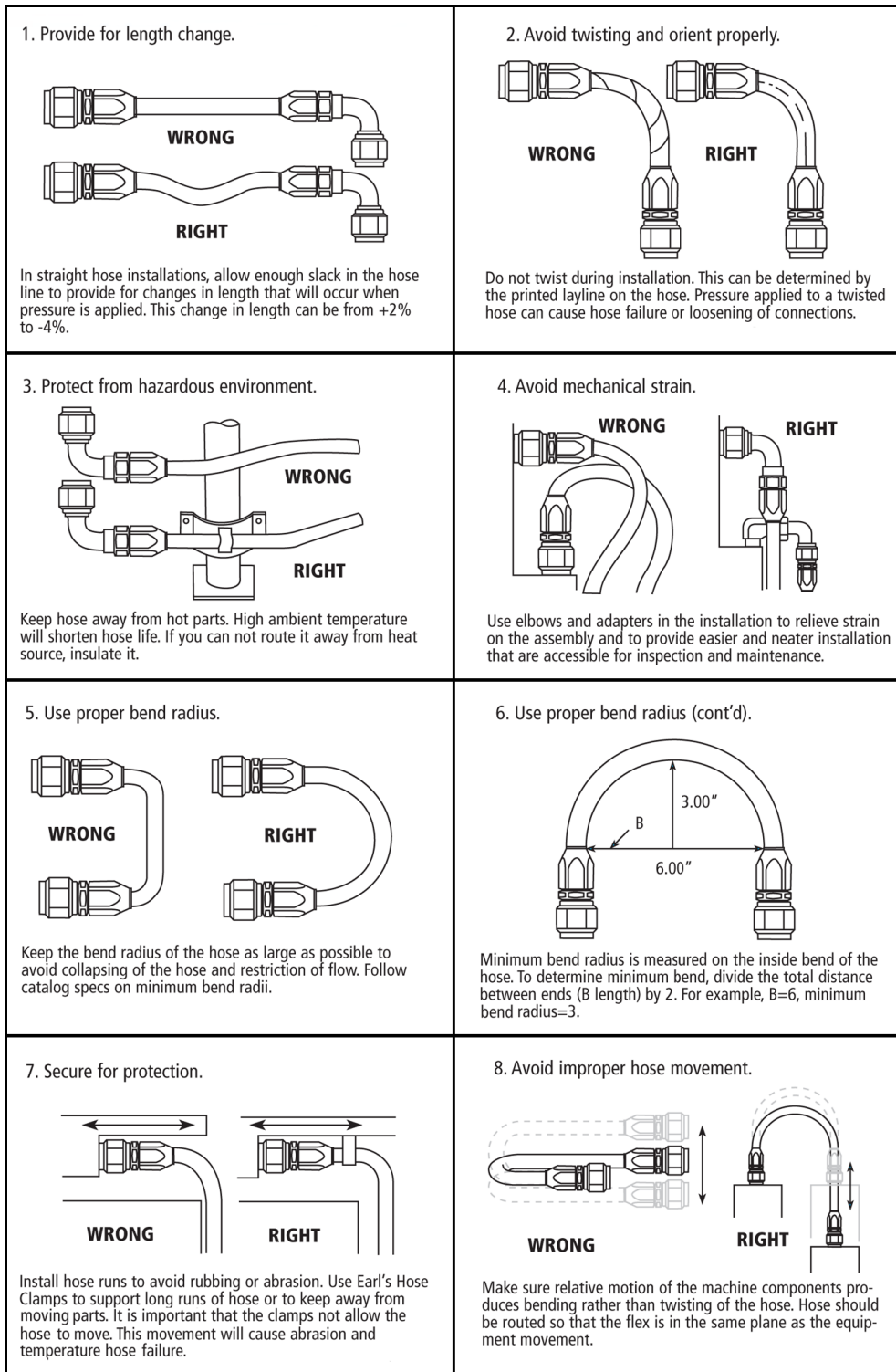


Figure 5

Holley Technical Support: 1-866-464-6553

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