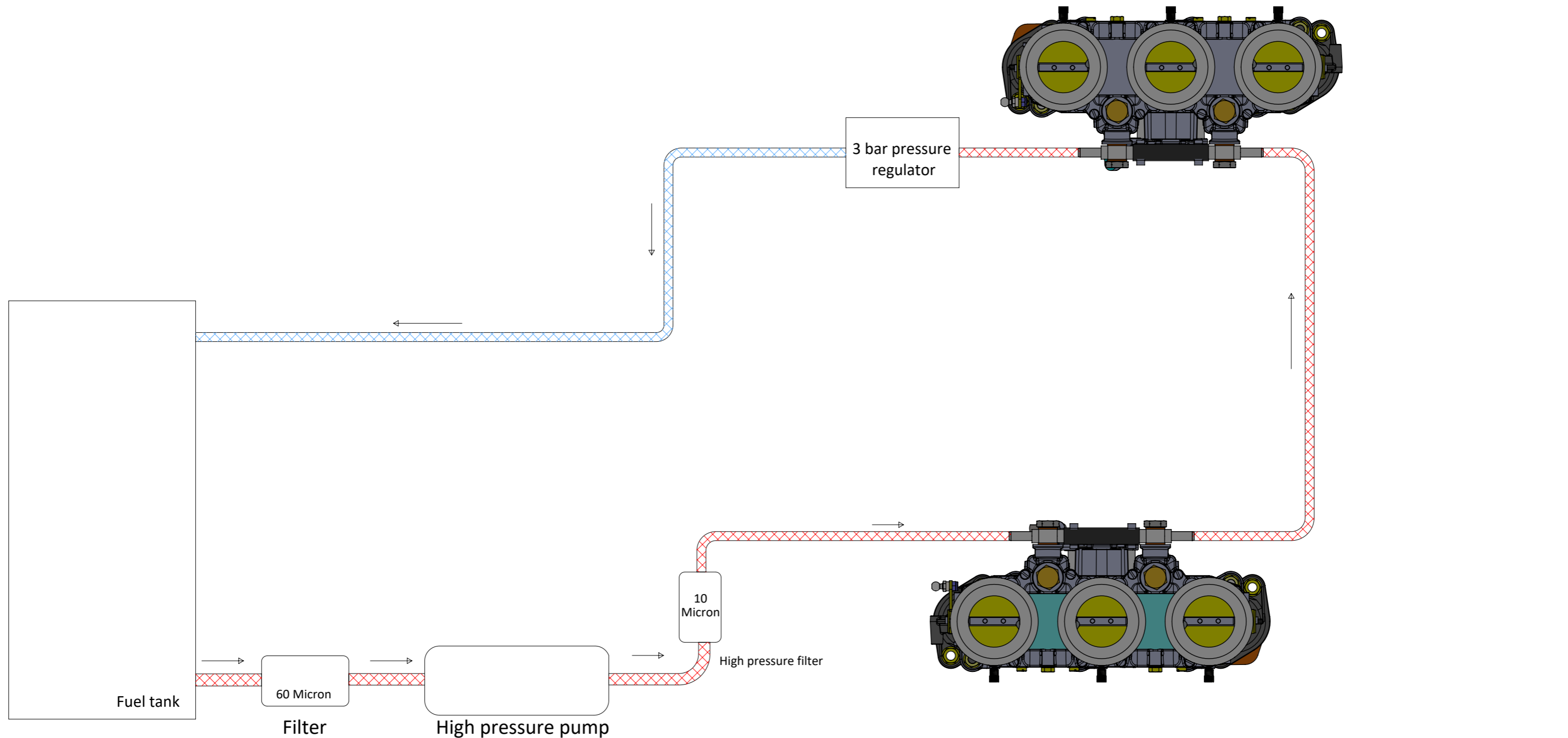


FUEL SYSTEM SETUP Porsche Heritage - SINGLE PUMP




Engineered to win

Injected fuel system layout for use without a collector pot.



 Low pressure fuel line. e.g. -6 braided hose.

 High pressure fuel injection line. e.g. -6 steel braided hose.

NOTES;

- The high pressure pump supplies a surplus of fuel to the fuel rail and injectors at system pressure, which is set by the pressure regulator. Delivery needs to be at least 60 Litres / hour (16 US gallons/hour) per 100BHP, higher outputs in proportion.
- The pressure regulator is set at the system pressure - typically around 3 -7 bar (45 - 105PSI) - to return surplus fuel. At low power / fuel demand most or all of the output from the pump will be returned and it is thus essential that the return circuit flows freely.
- The high pressure pump may be embedded in the tank.

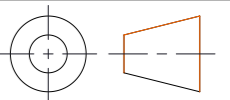
Frame: 1 of 2

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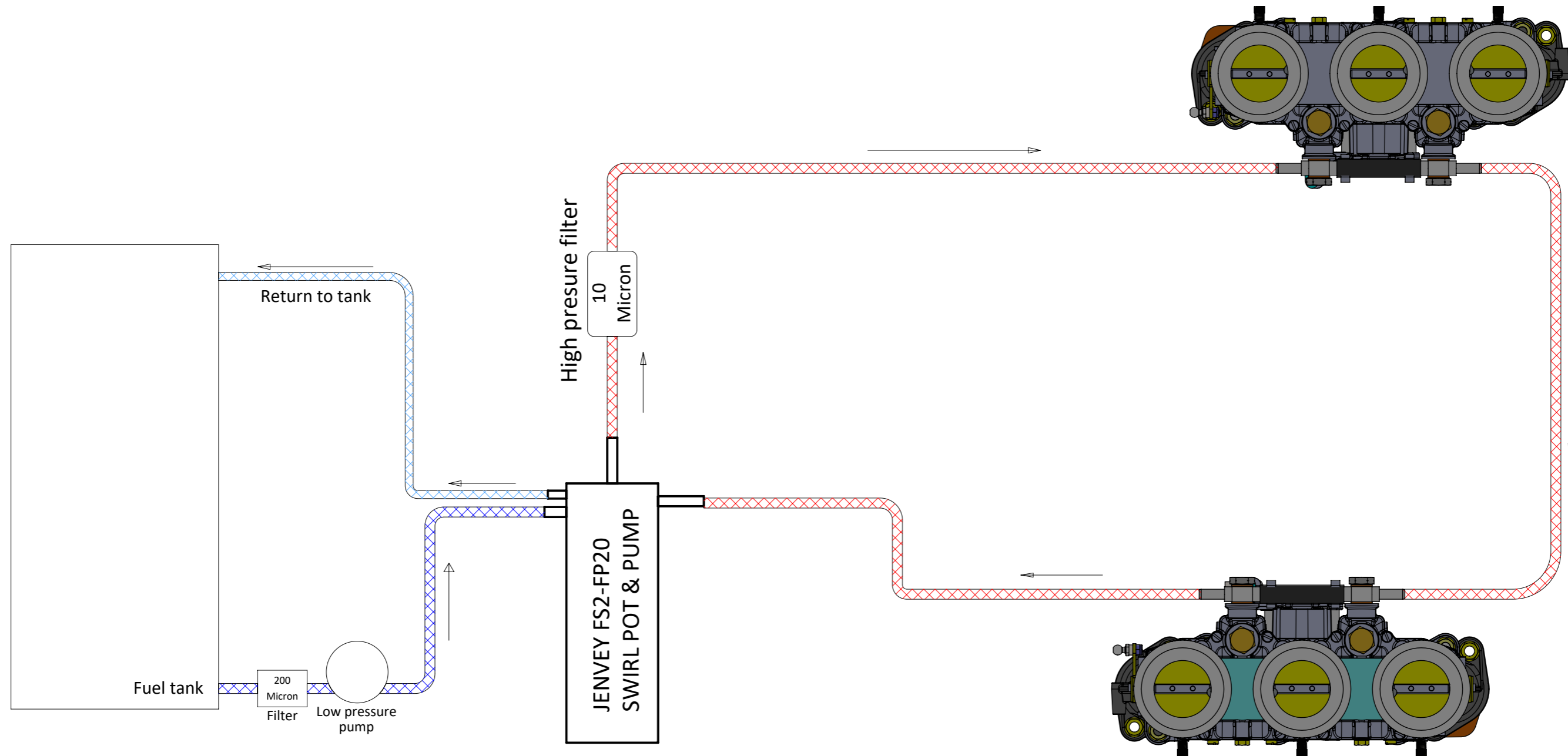
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FUEL SYSTEM SETUP - SWIRL POT



Engineered to win



Notes:

- The low pressure pump delivers fuel to the swirl pot where any entrained air is returned to the tank. Typical low pressure range is 4-6 psi (0.35 Bar) and delivery of at least 60 L/hr (16 US Gal/hr) per 100hp
- The high pressure pump supplies a surplus of fuel to the fuel rail and injectors at system pressure, which is set by the pressure regulator.
- The pressure regulator built into the FS2-FP20 swirl pot is 3 Bar, and returns surplus fuel to the pot. At low power/fuel demand, most of if not all of the output from the pump will be returned and it is thus essential that the return circuit flows freely
- The low pressure pump(s) may be embedded in the tank.
- A filter is recommended before the low pressure pump, the Jenvey FS2-FP20 includes a 60 micron pre-pump filter, and it is necessary to use a 10 micron high pressure filter before the fuel rail

- Low pressure fuel line e.g. -6 braided hose
- High pressure fuel line e.g. -6 braided hose
- Low pressure fuel line e.g. -3 braided hose

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