

Fuel Tank, Filters and Pumps and stuff

by Russell Flack

I had an aluminium fuel tank made to overcome the problems related to fuel surge and weight transfer with the original one. Mine is roughly the same dimensions as the original but with a round swirl pot added to the bottom underneath and two large vertical baffles inside the tank. I did quite a bit of research and found some information you may find useful:

EFI fuel pumps must be gravity fed - they should not be used to lift fuel out of a tank.

EFI pumps tend to "cavitate" if they don't get sufficient fuel supply and this can destroy them or seriously reduce their service life.

Running EFI pumps dry is not good for them and can cause them to fail or again reduce their service life.

You have some options if you choose to build your own tank as I did. Option one is to have a separate surge tank with its own pump to pump fuel from the main tank to the surge tank and return. You then gravity feed from the surge tank to your EFI fuel pump. Most performance shops sell surge tanks. KP performance sell a nice tank for about \$100 1B/115 Dollis Street Salisbury (07) 3274 4797. I had a swirl pot built into the bottom of my tank and have a 1/2 outlet from the swirl pot to gravity feed the EFI pump.

You must run a filter between the tank and the EFI pump. Some guys are using a Ryco Z153 which has 3/8 inlets and outlets. They seem to do the job. I think the Ryco Z14 at 5/16 is way too small though they are being used with apparent success. I opted for a 1/2 inlet/outlet filter from an Audi, bit expensive at \$35 but replacing your EFI pump because of dirt is very expensive. Again I got my filter from KP performance.