



Diaphragm electric fuel pumps



1LM12 15LM12 2LM12 LM102 LM115

FUELFLOW ECCO 1LM12 12 Volt FUELFLOW ECCO 15LM12 12 Volt FUELFLOW ECCO 2LM12 12 Volt FUELFLOW ECCO LM102 12 Volt FUELFLOW ECCO LM115 12 Volt

We have manufactured our FUELFLOW™ ECCO range of diaphragm type electric fuel pumps for over 30 years. The pumps we produce today are the result of a continuous programme of research and improvement in both design and materials. The performance and quality of these pumps reflects that reinvestment philosophy operated by Fuel Flow Solutions Ltd.

The FUELFLOW™ ECCO pump is loosely styled on the original SU type electric fuel pump, which was used on most British sourced vehicles for many years, and is still widely used today. Our version has solid state electronic switching (i.e. no contacts). We present these pumps as universal replacements, suitable for all carburetted vehicles, but they also have a niche in the market for classic car enthusiasts seeking original type replacements.

These pumps are exported worldwide and have a proven and very loyal customer base. The models in this range of pumps are very quiet in operation, and can be used as replacements for both electric and mechanical pumps on all carburetted vehicles, and as a supply pump for diesel engines.

Model Number	Volts	Max Flow/Min (nominal)	Operating Pressure (varies with demand)	Vehicle Application (suitability)
1LM12	12	1.0 L	2 - 3 psi	most engines up to 2.0 L
15LM12	12	1.5 L	3 - 4 psi	most engines up to 5.0 L
2LM12	12	2.0 L	5 - 6 psi	double solenoid model
LM102 (low pressure pump)	12	1.0 L	1 - 2 psi	specific vehicles only
LM115	12	1.5 L	3 - 4 psi	specific vehicles only

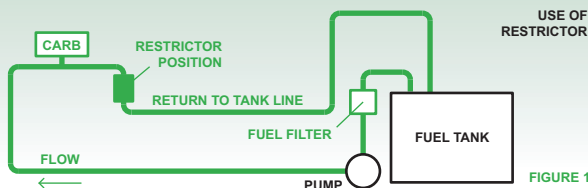
FITTING INSTRUCTIONS

Before fitting, investigate cause of original pump failure and rectify. Check for: clogged fuel filter, contaminated fuel, blockage, restriction or leak in fuel lines, low voltage or intermittent power supply.

PLEASE READ INSTALLATION NOTES BEFORE PROCEEDING:

1. Ensure selected pump model is correctly suited to engine requirements.
2. Select best position to mount pump - (Fig 1). Install pump as close to tank as possible and no higher than 300mm from bottom of fuel tank.
3. Pump to be horizontal with outlet uppermost. Observe OUT or T marking on flange.
4. When fitting in a constant flow or fuel return to tank system, fit Restrictor (Fig 1).
5. CAUTION. Do not mount pump close to battery as battery gases can damage certain components of the pump.
6. Mount pump by drilling 4mm holes and using screws provided, also adjust and tighten mounting bracket.
7. Adjust fuel hose nozzles (1LM12) or fit threaded union supplied (15LM12).
8. Fit outlet & inlet petrol resistant hose to pump, making sure a new filter is fitted to pump inlet.
9. Connect red wire of pump to a key-controlled power source, connect black wire to earth. (For positive (+) earth vehicles, reverse connection) Ensure that power supply line to pump is protected with a 3-5 amp fuse.

10. If pump is mounted above fuel level in tank, prime inlet with fuel before connecting inlet hose.
11. Start vehicle, check for fuel leaks, rectify.
12. Check carburettor for flooding, rectify as required.



USE OF RESTRICTOR

This fuel pump should not be operated continuously at full flow. In a Return to Tank system the supplied Restrictor must be fitted in the return line, this will ensure sufficient fuel to the carburettor in heavy demand situations, and will also ensure that the pump does not run at full flow when carburettor demand is low. In an open system, e.g. fuel transfer, fit the Restrictor between the pump and the fuel receiver.

Installation:

1. Cut Return to Tank fuel line close to carburettor (Fig 1)
2. Rejoin using supplied Restrictor, suitable hose and clamps.

WARRANTY: Product warranty liability is restricted to supply of replacement product only. All freight, installation, towage, salvage, labour or other repairs and/or service charges relating to product warranty replacement are specifically excluded from liability. Tampering with pump voids warranty.