



ProTuner Series

Installation and Operating Instructions
Series Model MP-4301, MP-4302, MP-4303

Introduction:

The accompanying *MagnaFuel* fuel pump part# MP-4301, 02 & 03 is designed for vehicles NOT subject to emission controls. The ProTuner series is a continuous run pump and can be used for street driving. All street driving applications should use a fuel cooling device on the return line before re-entering the fuel tank. The MP-4301, 02 & 03 are precision assemblies designed for maximum performance. The following instructions assume a professional installer and should be followed carefully.

Description of Operation:

ProTuner Series pumps are compatible with all racing gasolines, pump gas and E85. ProTuner series **should not be used with Methanol**. The ProTuner Series have enough flow capacity for the following:

- MP-4301 1500 hp @ 45psi
- MP-4302 1000 hp @ 45psi
- MP-4303 2000 hp @ 45psi

*Horsepower ratings are for naturally aspirated engines running gasoline.
E85 requires approximately 30% more fuel per horsepower.
The ProTuner series pumps are NOT suitable for use with Methanol.*

Installation:

We suggest installing the ProTuner fuel pump like the plumbing diagram on reverse. The pump can be mounted in any position as close to the fuel cell as possible and away from any heat source. Mounting horizontal in the direction of flow is suggested. An in-line filter of 70 to 100 micron is required before the pump. We recommend MagnaFuel Part # MP-7009, our 74 micron in-line filter. Down stream from the pump a finer micron filter can be used, such as MagnaFuel Part # MP-7008, our 25 micron in-line filter. The inlet for the ProTuner series is in the pump head, and the outlet is clearly marked on the motor side.

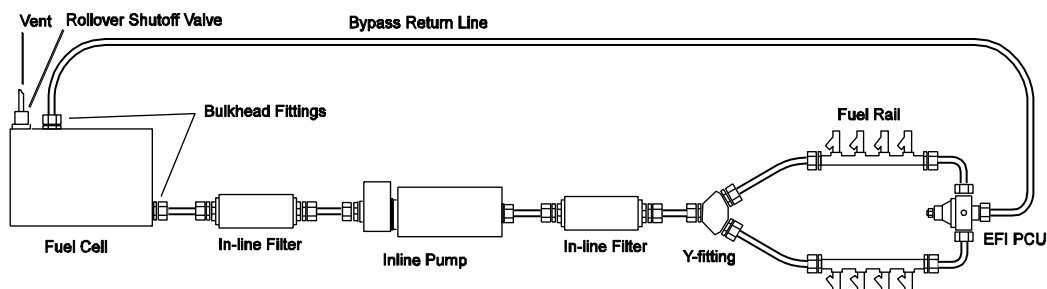
For applications exceeding 1000 hp the pump should be feed with a -12 line. MagnaFuel recommends the in-let line be one size larger than the out-let (i.e. -10 in and -8 out or -12 in and -10 out). All MagnaFuel high volume fuel pumps also require a **-8 or ½” vent** in the fuel tank. **The venting on stock tanks is not adequate.** Any fuel cell foam should be cut back 4” in all directions from the outlet.

The ProTuner series do not by-pass internally and must be accompanied by a return style fuel pressure regulator. As stated above, a fuel cooler is recommended on the return line. If fuel temperature exceeds 130° the pump will vapor lock. Maintaining 10 gallons or more in the tank will help keep the fuel temperature from rising to rapidly.

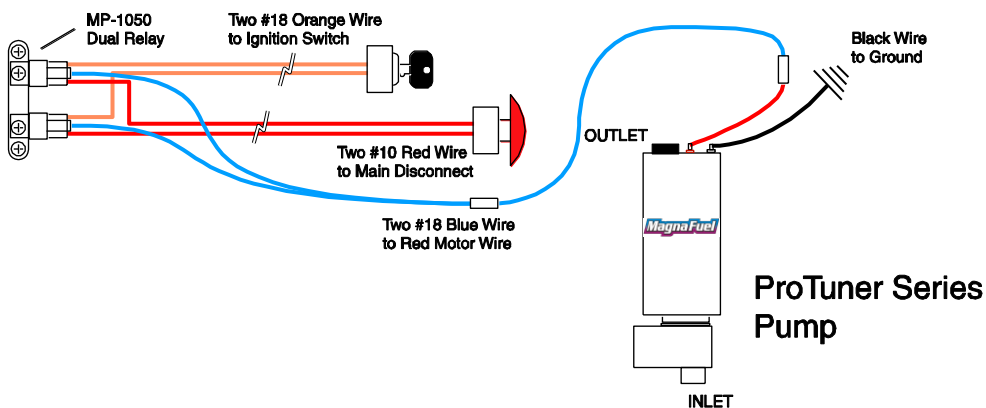
For carbureted engines a special return style regulator (MP-9945) or external mechanical by-pass (MP-8026) is required. Call for more info.

We suggest using our flow radius ORB fittings in all of our products to enhance and maximize the application.

Basic Plumbing Diagram



Wiring Diagram



The ProTuner series pump should be wired using 10-12 gauge wire. #10 ring tongues are suggested to attach wires to the pump. The Relay bracket should be mounted to a good ground source. The ProTuner series also requires a 25-30 amp fuse in addition to the Relay. Relays are recommended, but not required.