

## Second Fuel Pump Alternate Method

The attached photo is the dual fuel pump set up that I arrived at several years go. Using two of the original style SU pumps, BJ8 mounting brackets, 2 double banjo fittings, two braided lines (w/ hex fitting on one end and a banjo fitting on the other), and 2 on/off toggle switches. Numbers are from Moss Motors MG T series for the fuel lines and banjos. A-H for fuel pump, mounting bracket and washers:

| Item Number | Description             | Quantity  |
|-------------|-------------------------|---|
| 370-140     | Double Banjo            | 2   |
| 370-650     | Washer, Banjo Union     | 8   |
| 370-350     | Banjo Bolt              | 2   |
| 320-360     | Mounting Bolt           | 5/16" – 22 BSF (British Standard Fine)          |
| 376-080     | Fuel Line 14"           | 2   |
| 377-260     | Bracket, Pump Mounting  | 1   |
| 377-165     | SU Pump Negative Ground | 1 (depends on whether you have negative ground) |
| 377-160     | SU Pump Positive Ground | 1 (If you are still positive ground)            |
|             | On-Off Toggle Switch    | 2 (Available at NAPA or Radio Shack)            |
|             |                         |   |

There may be other parts necessary dependent upon the vagaries of your particular car.

Position the toggle switches in a placed that is convenient and easy to reach if needed. I make it a practice to alternate the pumps each time prior to starting. This will insure that they are both still operable whenever you need them.

You should never have to operate both pumps at the same time unless in extreme heat that may cause a vapor lock. And even in that case just for a brief period of time.

(The picture shows the original pump on the right side.) When you locate the toggle switches in an obscure place they may be used as an additional anti-theft device.

If you have and questions please don't hesitate to call or email me.

Marion Brantley, Jr.

