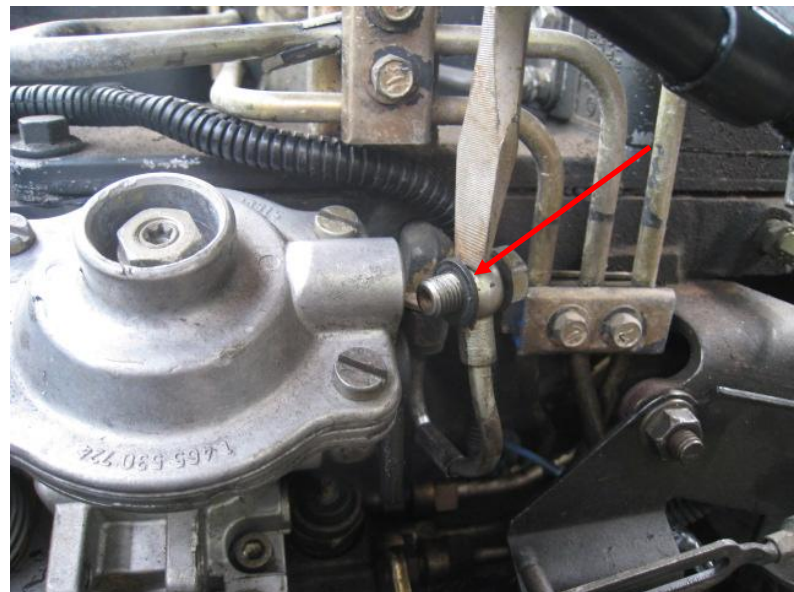
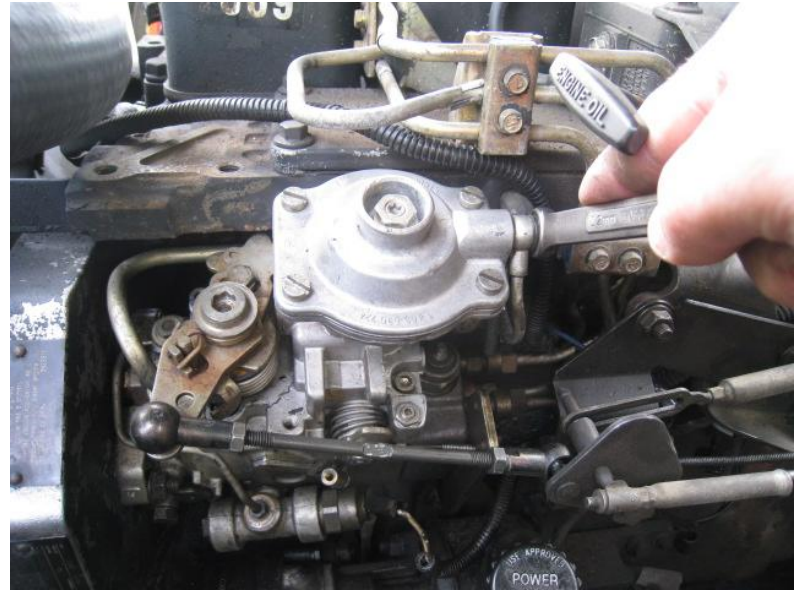


Tools you need

- 2 - 10mm wrenches (7/16 wrench will work on the pin flats)
- 1 screwdriver (whatever fasteners hold your AFC cover on)
- 1 – 12mm wrench (boost line removal)

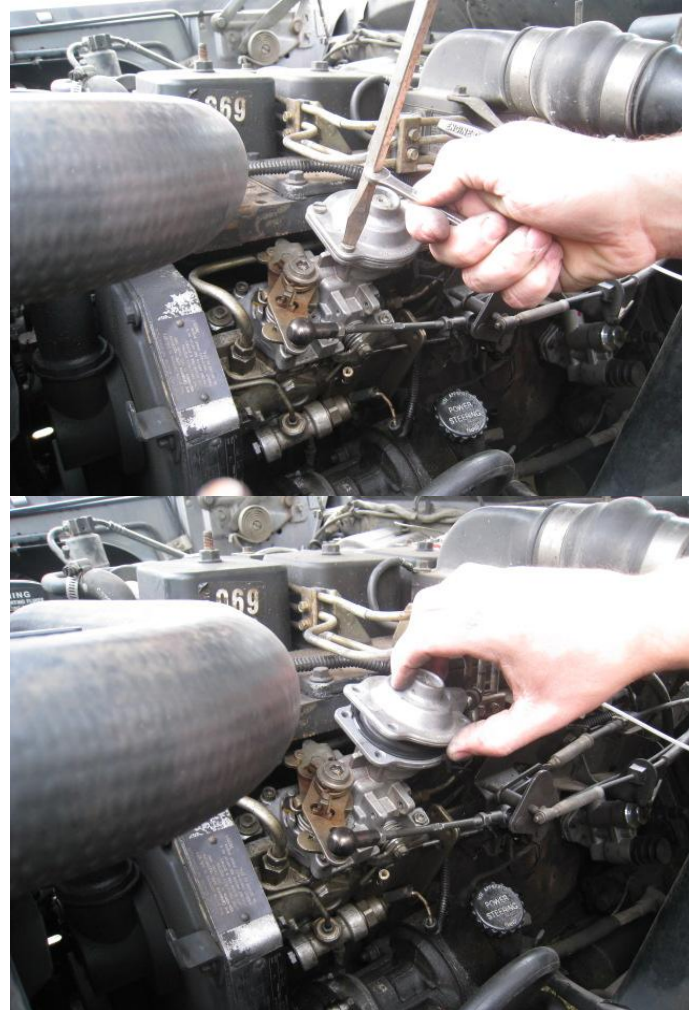
Remove boost line

- Remove the boost line coming from the head with a 12mm wrench.
- Be careful not to lose the washer that's between the banjo fitting and the AFC top. (see red arrow)



Remove AFC cover

- With a flat head screwdriver or whatever instrument you need to remove the fasteners take the 4 screws out and remove the cover completely.
- In some cases these are VERY tight you might need to use a cheater to assist in removal.
- If you have an automatic you'll need to remove the TPS that bolts to the top of the AFC cover. Just set it aside.



Remove the fuel pin

- With a rotational movement slide the fuel pin out. Sometimes they get a bit stuck, work the throttle with one hand while pulling the pin with the other. Should come right out.



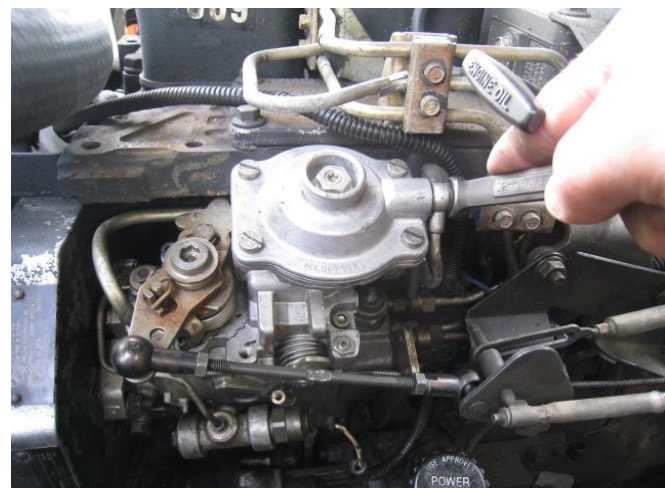
Separate fuel pin from diaphragm

- Using 2-10mm wrenches (or whatever you have that's close) remove the nut holding the stock fuel pin to the diaphragm.
- Keep the nut and place the stocker in the glovebox.
- Install the DennyT fuel pin into the diaphragm and tighten using the stock nut.



Re-install fuel pin

- With the profile on the fuel pin facing the front of the motor (i.e. grill, radiator, lights, timing case) place the fuel pin back in the pump.
- Put the cover on and re-attach the boost tube.
- For automatic applications re-install the TPS.



Start it up and ENJOY!!!



Thank you for your business!