



PETROL INJECTION EQUIPMENT  
MASERATI  
TWIN PUMP INSTALLATION



The above manufacturer has for some time been fitting two fuel pumps together with a model 2v non-return valve on production vehicles and occasionally, where the need arises, modifying existing vehicles with only one pump to twin pump arrangement. Early model vehicles were equipped with a single fuel tank, centrally located at the rear of the vehicle. Later models have two tanks, one each side of the vehicle. The modifications when the additional pump is fitted, depends on the type of tank installation employed. The following notes and illustrations will enable you to identify both types of installation and provide the correct service. They are not intended as instructions for fitting an additional pump as this should only be carried out by the vehicle manufacturer.

Single Fuel Tank Installation

The battery is moved to the left hand side of the vehicle and the additional pump fitted in its place; the two pumps being side by side and the inlet and spill lines being joined together by a 'T' junction. The thread of one of the non-return unions of the model 2v non-return valve is changed to  $\frac{5}{8}$ " UNF and the valve screwed into the pump-body.



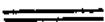



Double Fuel Tank Installation

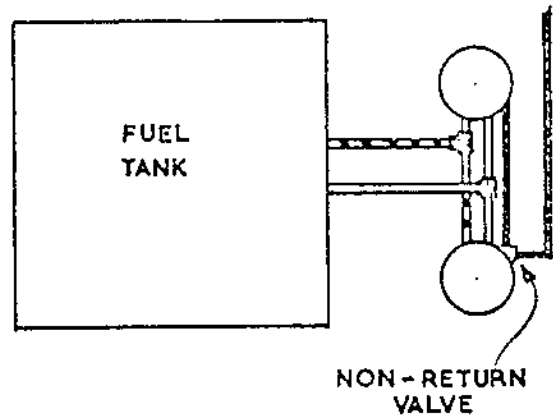
With this installation the original pump is mounted vertically below the boot floor on the centre line of the car, and works under a positive head at all times. The additional pump is mounted horizontally in the front of the boot, above the original pump, and operates under head or lift conditions depending on the level of the fuel in the tank. Both pump feed and spill lines are joined together by a 'T' junction, and connected to the right hand tank, the two tanks being connected by a 1" (25.4 mm) pipe. The plain union and a non-return union of the 2v valve are interchanged and the thread of the latter changed to  $\frac{5}{8}$ " UNF. This is then screwed directly into No. 2 pump outlet. The remaining union is packed with two "Dowty" washers and one plain washer to prevent it fouling on the centre union.

It must be stressed that all modifications to the 2v valve have been originated by Maserati. Consequently, no alteration has been made to the part number. This means that when ordering a replacement valve, the basic unit will be supplied, and will require modification according to the installation for which it is required. Replacement non-return valves should be ordered under part number 78429, previous reference ENH 2S08,

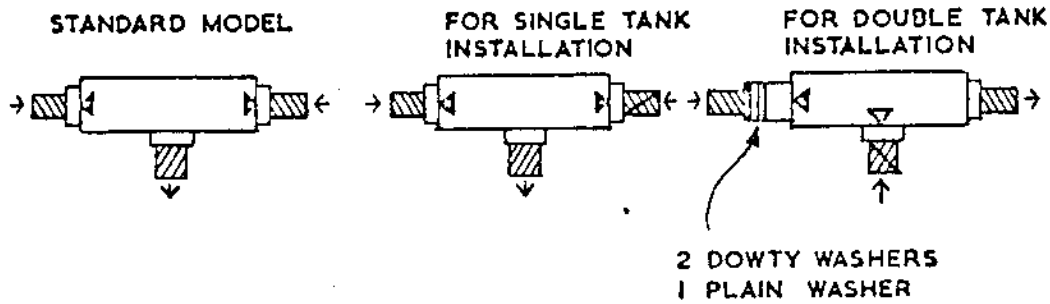
The two installations described and illustrated, are the basic ones and variations may be met due to changes in body styling to meet individual customers' demands.

SINGLE TANK INSTALLATION

-  BATTERY
-  PUMPS
-  PUMP INLET
-  PUMP SPILL
-  PUMP DELIVERY
-  TEE PIECE








MODEL 2V NON RETURN VALVE



-  3/8 B.S.P.
-  5/8 UNF
-  FUEL FLOW
-  NON-RETURN UNION

DOUBLE TANK INSTALLATION

-  PUMP INLET
-  PUMP SPILL
-  PUMP DELIVERY
-  TEE PIECE
-  N.R.V.

