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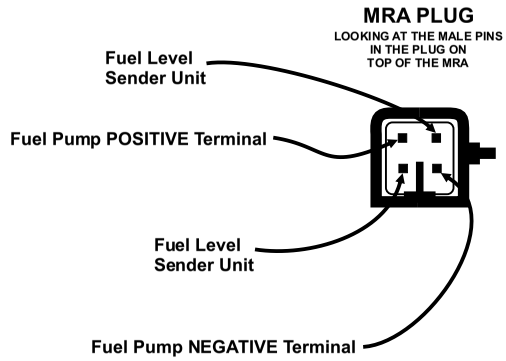
Holden Commodore VX MRA
P/N: 850-120P
Technical Document - Page 1 of 3
Revision 1 - 26/3/21

For use with dead end fuel system, fuel pump has inbuilt fuel regulator pressure regulator

WIRING



NOTE:

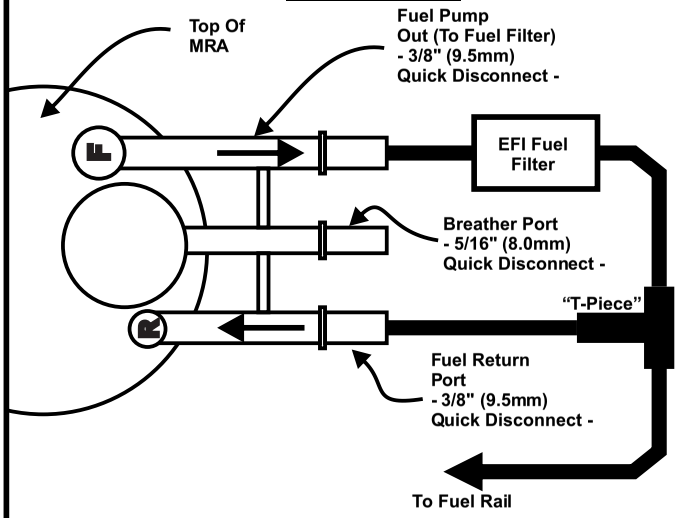
The Fuel Level Sender is a simple variable resistor.
The wiring does not have specific Positive or Negative Terminals.
Hence, you can wire it either way around.

MRA ELECTRICAL SPECIFICATIONS:

Fuel Pump Current Draw: 10A

Fuel Level Sender Resistance:
- Empty: 39 Ohms
- Full: 246 Ohms

PLUMBING



NOTES:
This MRA is designed to be used in a "Dead End" fuel system.
It contains an internal Fuel Pressure Regulator.
Set at 4 BAR(58PSI)
The Internal Fuel Pressure Regulator determines your fuel pressure.
You do not use a fuel pressure regulator after your fuel rail with this MRA.

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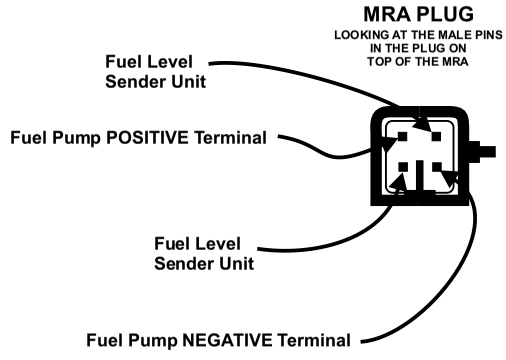
Holden Commodore VT MRA
P/N: 850-121P
Technical Document - Page 1 of 3
Revision 1 - 26/3/21

For use with conventional return style fuel system

WIRING



NOTE:

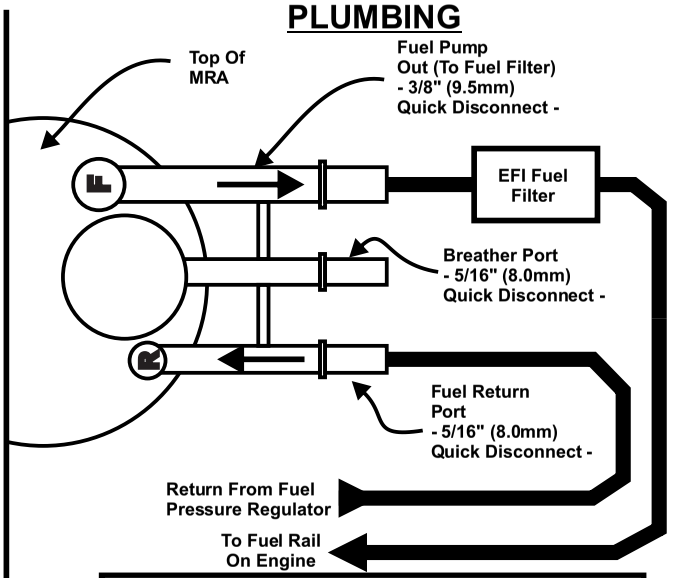
The Fuel Level Sender is a simple variable resistor.
The wiring does not have specific Positive or Negative Terminals.
Hence, you can wire it either way around.

MRA ELECTRICAL SPECIFICATIONS:

Fuel Pump Current Draw: 10A

Fuel Level Sender Resistance:
- Empty: 39 Ohms
- Full: 246 Ohms

PLUMBING



NOTES:
This MRA is a normal "Return Type". The fuel flows from the "Fuel Pump Out" Port to your fuel rail, then to your fuel pressure regulator, and finally returns to the "Fuel Return Port".

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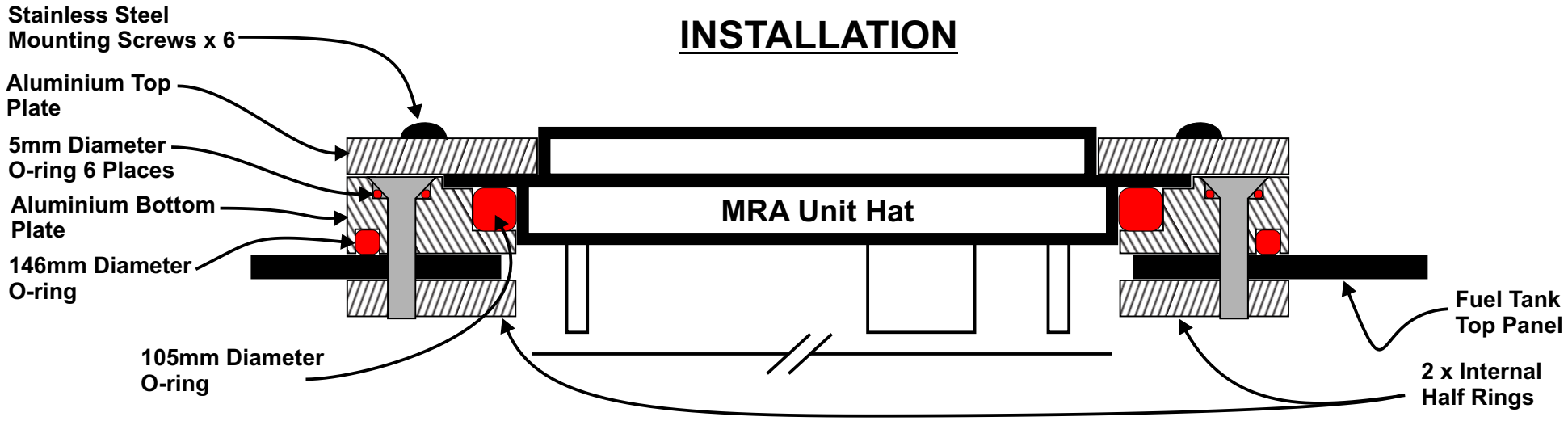
INSTALLATION



FITTING INSTRUCTIONS:

1) If there is any possibility that your Fuel Tank has had any fuel in it at all, you must drain your Fuel Tank of all fuel. Then, wash all remaining fuel from your tank with soapy water, rinse and dry.

2) There must be NO fuel or fuel vapor in the tank before you begin the fitment process.

3) **IF YOU ARE UNSURE ABOUT THE ABOVE STEPS, HAVE A PROFESSIONAL DO THE INSTALLATION**

4) For the next part of the installation, use the instructions on the supplied template to center punch the holes and drill the top of the tank. Once you have finished following the Template Instructions, return here and continue with number 5).

5) Insert each of the internal half rings through the large hole that you cut and secure each of them using the two M4 countersunk screws (ensuring that the screw heads are flush or below the tank face - failure to do so may obstruct the O-ring seal) to the inside of the fuel tank so the threaded holes in the half rings align with the 6 x 5.4mm mounting holes you have drilled in the tank .

6) Lubricate all O-rings prior to installation with Vasoline or rubber grease.

7) Fit the largest diameter O-ring into the groove in the bottom plate.

8) Fit the 5mm x 1.0mm O-rings onto each of the M5 countersunk cap screws.

9) Install the Bottom Plate using the 6 x M5 countersunk screws (with the 5mmx 1.0mm O-rings fitted to the screws) and torque to 3Nm.
Ensure the O-ring is seated and sealing correctly around the entire perimeter of the each screw.

10) Slide the MRA into the smaller diameter O-ring and bring the O-ring up to sit against the underside of the Top Lip of the MRA.

11) Lower the MRA Unit into the tank. Make sure it is sitting flat into the Bottom Plate with the O-ring correctly seated.

12) Fit the Top Plate and secure it to the Bottom Plate using the M5 dome head cap screws, flat washers and shake proof washers and torque to 3Nm.

MRA MECHANICAL SPECIFICATIONS:

This MRA is spring loaded for height, meaning it can be mounted in a range of tank heights, and still maintain contact with the bottom of the fuel tank.

Minimum Tank Height: 255mm
Maximum Tank Height: 310mm

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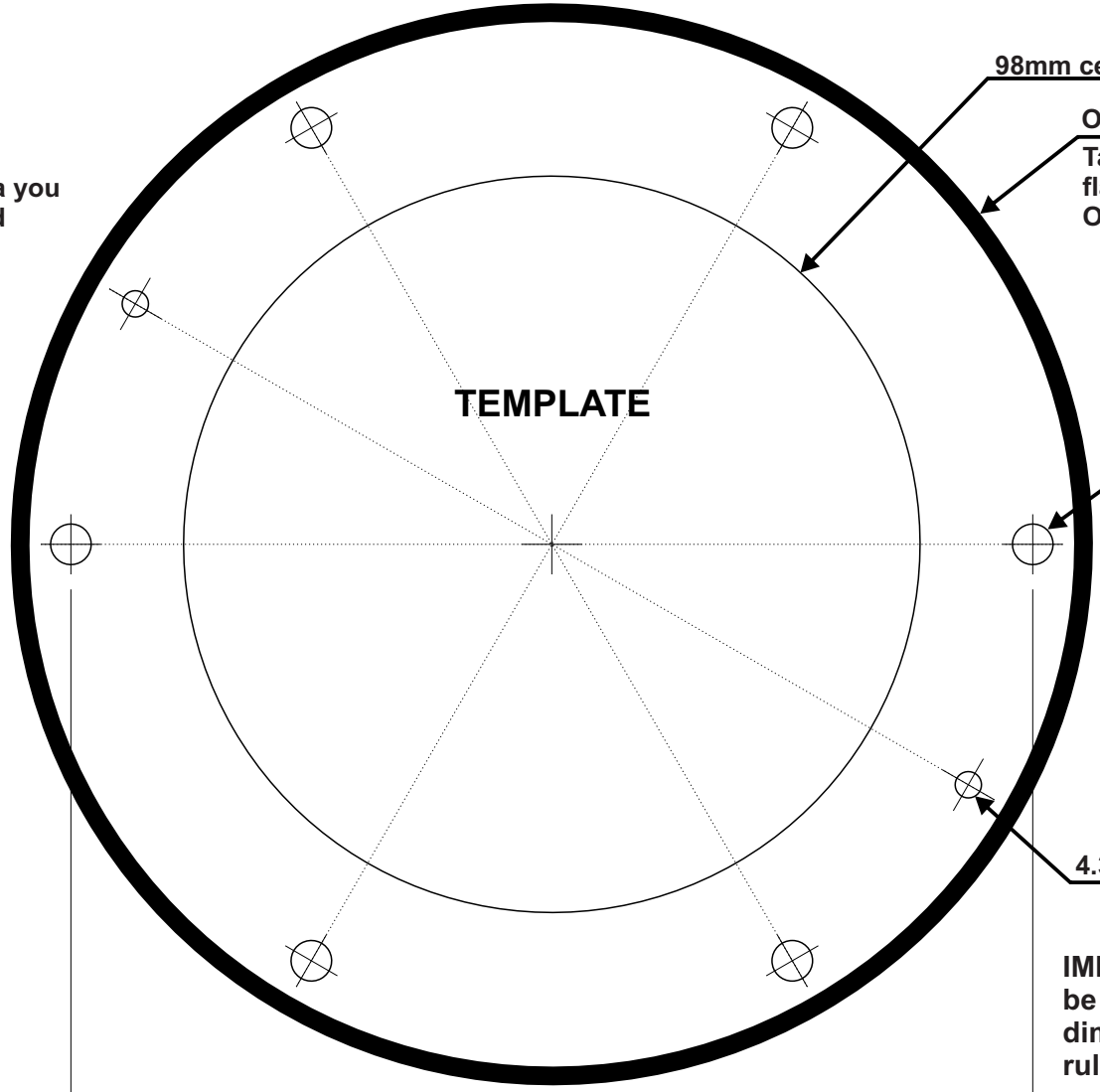
TEMPLATE INSTRUCTIONS:

- Place this template over the area you are going to mount the Bulkhead plate.
- Ensure the area is completely flat and smooth, as any surface irregularities will render the o-ring seal ineffective.
- Use this template to center punch hole positions (Use the dimension check below the template before center punching the hole positions).
- Cut the 98mm central hole in fuel tank and deburr sharp edges.
- Drill the 6 x 5.4mm holes and deburr inside and outside the fuel tank.
- Drill the 2 x 4.3mm holes and deburr inside and outside the fuel tank
- Countersink the 2 x 4.3mm holes and check with the provided countersunk screws that the heads finish flush with the fuel tank surface to ensure the o-ring can seal evenly against the fuel tank face.



IMPORTANT: For this template to be accurate, use the above dimension check using a quality ruler to ensure the correct scale on this document.