

NOTE: A 90° snake will facilitate drilling of the required holes.

7. Remove the fuel pumps from the engine and remove the 45° elbow from the outlet fitting of the left hand pump.
8. Check that 45° steel elbows are installed in the inlet side of the new fuel pumps supplied by Continental's Bulletin M-48-1.
9. Check that new L.H. pump has steel "Tee" fitting with 1/8" and 1/4" female pipe taps installed at pump outlet. Check that new R.H. pump has steel 90° elbow installed at pump outlet.
10. Install 45° elbow removed from old pump into the outlet fitting of new L.H. pump. If heater is not installed, plug off 1/8" opening in L.H. pump outlet fitting.
11. Install new fuel pumps to engine per instructions of Continental Bulletin M-48-1.
12. Check pump and fitting clearance with engine baffles. (R.H. outlet fitting requires 3/16" x 45° chamfer on top edges of female opening, for baffle clearance).
13. Connect the fuel inlet hoses to the 752 x 6 tee at firewall per Paragraph No. 3.
14. Connect fuel inlet hoses, outlet hoses and heater supply line to same respective positions on new pumps.
15. Each fuel pump should be operated with the lines on the opposite pump plugged. Check the operation of each pump by reading fuel pressure gage on instrument panel. A visual inspection of pump lines should be made to check for fuel leaks.
16. NOTE: New fuel pumps do not require periodic cleaning of strainers as did the old style pumps.

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