

PK-280

This kit contains upgraded and redesigned parts for the BG280 Fuel pump.

You will be replacing everything inside of the red housing.

Remove the bottom plate of the fuel pump. Then remove the Oring, then the Rotor and Vane assembly. Now the only thing left is the tan Cavity insert and the lower black wear plate.

You will remove the tan cavity insert first. Then turn the pump right side up and the black wear plate should fall out. You will discard the black wear plate. The new cavity insert in this PK-280 kit has incorporated the wear plate into the cavity insert. It is now one piece.

Turn the pump back over and look inside the RED housing. You will see the motor shaft and a guide pin. The guide pin is close to the wall of the red housing. When you put the new cavity insert in you will NOT be reusing the Black wear plate, as previously mentioned. There is a slot on the outside of the new cavity insert to line up with the guide pin. Slide the insert in until it is flush with the red housing. Put the new oring seal in the groove in the red housing.

Now put the new rotor onto the shaft of the motor, with the drive pin facing you. If you look at both sides of the New rotor you will notice that one is completely flat and the other is not. The side that is NOT has the drive pin pressed into it. This must face you when it is put onto the shaft.

After this you can put the vanes into the slots of the rotor. Now you are ready to put the NEW end plate on. There is a wear disk that goes into the recess that is machined in the new end plate. Put it in and then attach the end plate to the Fuel pump. Be sure to tighten all the screws.

Reinstall the fuel pump and check for leaks before driving.