

SAVVA Technical Tip 125 – Safety fuel pump cut-offs

We received this excellent advice about fuel cut-offs from Ferrari owner Robert van Zyl and regretfully I have been remiss in not publishing it earlier – apologies Rob.

The warning is that if you use or convert to using an electric fuel pump a cut-out should be installed to disconnect the electric pump should the vehicle be involved in an accident. If the engine is not running for whatever reason the pump should stop pumping.

To Quote Rob:

“I agree that the fitting of electric fuel pumps is a practical solution to the problem of cars that are not in use on a daily basis. I have also fitted electric pumps to some of my cars. During the carb era Ferrari also fitted an electric pump to his cars in addition to a mechanical pump. In some instances he fitted an electric pump and two mechanical pumps.

There is a problem with fitting an electric pump without some cut-out device in the electric circuit. Early fuel injected cars had an inertial cut-out switch which stopped the fuel from pumping when the car was subjected to an impact. This could also be a problem when driving on some of our bumpy roads.

There are two solutions:

- Fit an inertial cut- out switch.
- Fit a pressure sensing switch to the oil supply which would cut off the electricity to the pump if the engine is not running.

It might be possible to use the oil pressure warning light switch but I have not tried this. You will have to fit a press- button over riding switch to get the car started before the oil pressure has had time to build up.

Good Luck

p.s. Ideally the electric pump should be used for priming the carb and then switched off and the mechanical one then taking over.”

