

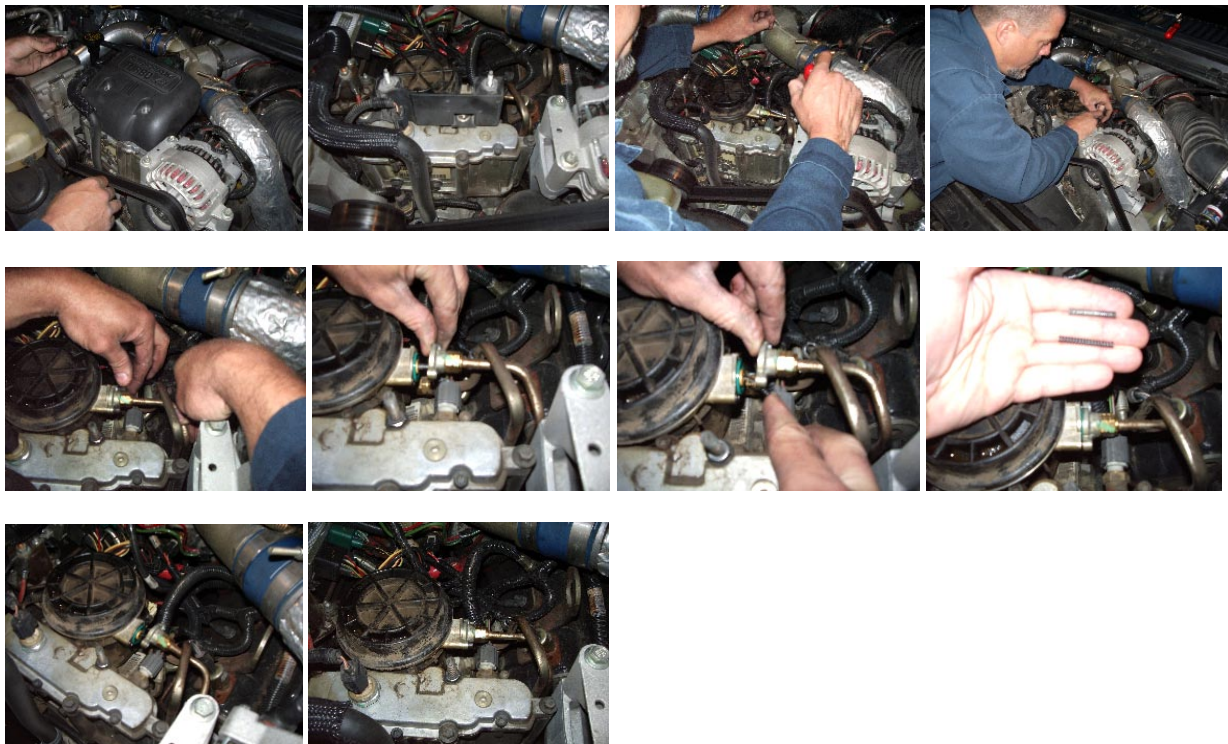
GDS FUEL PRESSURE SPRING

The stock fuel pressure spring runs about 60-80psi of fuel pressure, give or take some depending how long it has been run and the condition of the pump. This may be sufficient for a stock motor, but on stock applications looking for better performance and especially if any performance upgrades have been added, an increase in fuel pressure can add both power and drivability. This power is noticeable mostly at the bottom end, and right off the line where fuel pressure is at its lowest.

The GDS Fuel Pressure Spring differs from the stock spring in two ways. The first is in fuel pressure. It raises fuel pressure from the stock 60-80psi which usually comes out to be about 65psi, up to 90-110psi which usually comes out to be about 95psi. The second difference in the GDS and stock spring is in pressure loss due to cyclic fatigue. The stock spring loses about 25% of its spring tension in 10,000 cycles. The GDS spring loses about 1% to 5% of its spring tension in 1,000,000 cycles. Not bad for a \$20.00 upgrade that can be installed in 15 minutes!

Installation is simple and requires no special tools (except for a T-27 torques bit). You simply remove the pump cover pieces, and then remove the two T-27 torques screws on the driver's side of the pump. Carefully separate the line from the pump and remove the spring (careful not to lose or damage the o-ring seal). Install the new spring making sure it seats properly, and button it back together; once again making sure that the o-ring gets or stays in its proper place.

This fix will permanently optimize fuel pressure the right way, and prevent the need for trying to achieve the same results by using potentially damaging and leak-causing shimming of the weak stock spring.



Photos showing installation of the GDS fuel pressure spring.

***See below for Ford 6.0 spring location. Removal of the (4ea) - T-27 Torques screws is required.**

