

# QUICKIE

## Fore Precision

### LATE-MODEL MOPAR FUEL HAT & RAILS

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Behind the Lens: The Author & Stacy Reynolds

**L**ate-Model muscle cars, although being largely more powerful and efficient than their predecessors, are still fairly limited when it comes to achieving ultimate power.

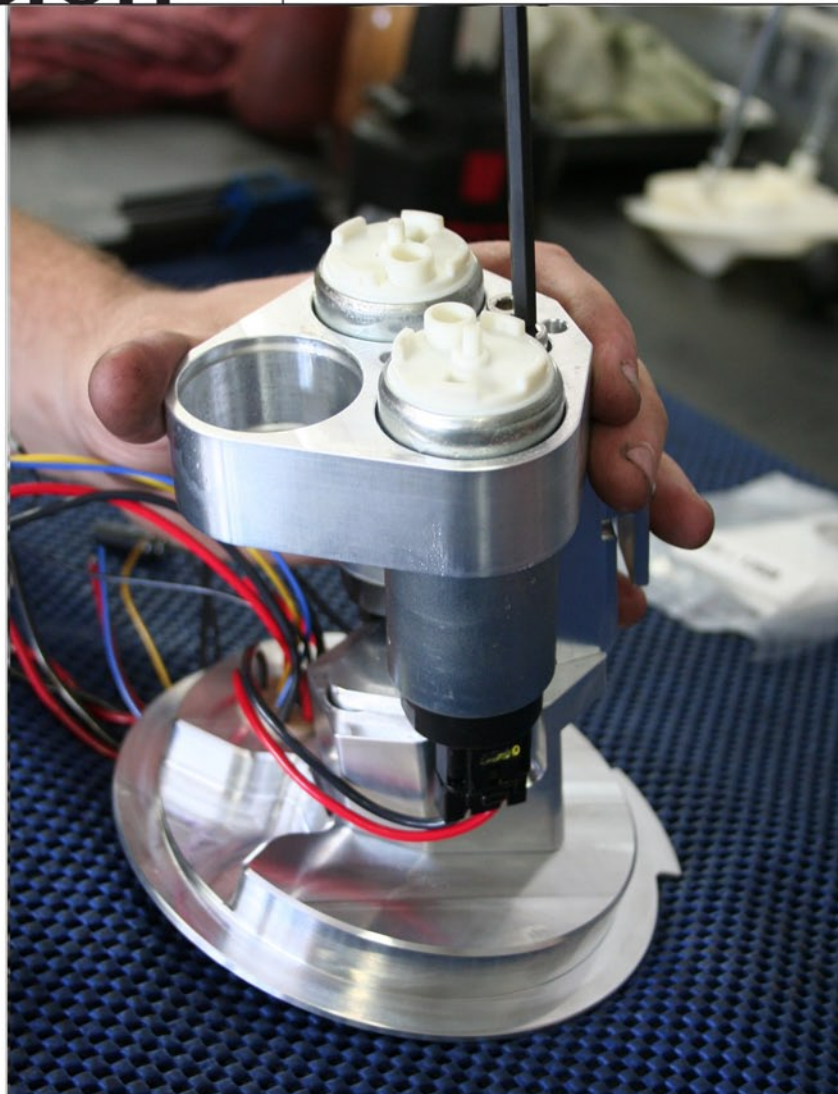
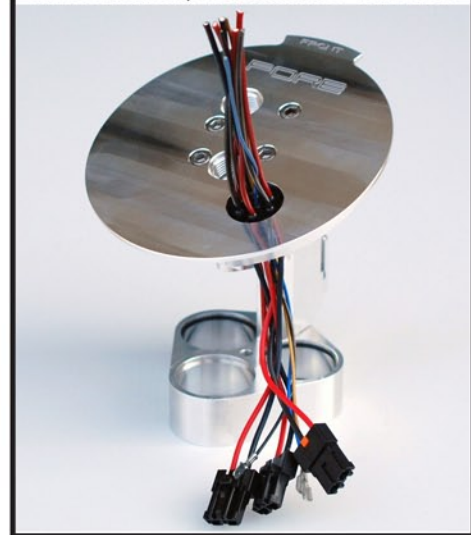
Cars like new Camaros, Mustangs, and late model HEMI-powered vehicles, don't have the same benefits as old carbureted muscle cars in many ways. Mopar's HEMI-powered bunch of LX body styles for example, are limited by suspension, transmission, weight, and when it comes to the fuel system, these cars were seriously deprived without hacking up the stock system.

Fuel flow can severely dictate your engines overall power output and now the folks at Fore Precision have released a setup that allows you to upgrade your HEMI's in-tank fuel pump configuration to a high-flow system that provides the power-hungry HEMI crowd the fuel volume needed to push their rides to the limits.

With the horsepower levels of the late model HEMI engines continuing to grow, adequate fuel delivery has been a limiting factor. For the HEMI Charger, Challenger, Chrysler 300C, Jeep and Dodge Magnum owners, the only in-tank fuel pump option was to run dual Walbro pumps from the Dodge

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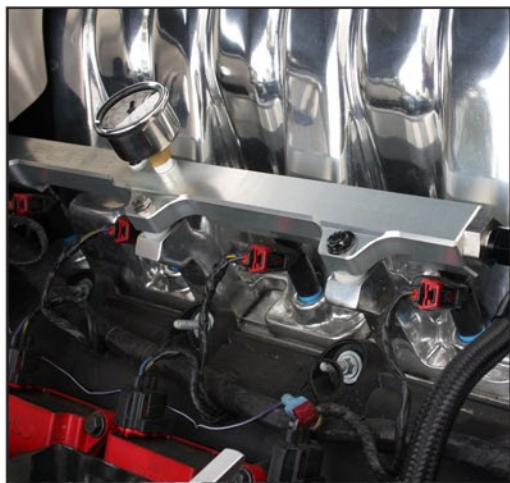
We recently upgraded Dimitri Cretikos' blown 426 Charger with a setup from Fore Precision Works and utilized the regulator, billet y-block, and fuel hat. With some more fuel on hand, we'll now be able to get the most from this late HEMI stroker. It's already made about 650 to the tires.



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SRT-4, a mod that a lot of HEMI owners felt was more of a "band-aid" than a true solution to their high-powered engine's fuel starvation.

This new setup for HEMI-powered vehicles comes from Fore Precision out of Clayton, North Carolina and was designed to provide the big-time fuel flow, while still being bolted into the stock gas tank. The Fore fuel hat features true OEM fuel tank functionality, as it uses stock level senders and fuel filler neck. The hat accommodates dual or even triple Walbro 255 lph pumps, which according to Fore, supports over 1,000 rear wheel horsepower. The cool thing is this eliminates the need for any fuel pump "boosters" and it's an easy,



#### the 411

► The **Fore fuel rails** for the 6.1L HEMI look very trick bolted up to Dimitri Cretikos' blown 426. They come in black anodized or clear, and Fore is also working on applications for HEMI's with Kenne Bell "Mammoth" 2.8-3.6 superchargers. Also look for the Hemi 5.7 fuel rails soon.

► The **fuel pressure** regulator comes in 2-port and 4-port versions. The base fuel pressure is adjustable from 25 psi to 70 psi, with an optional spring available for base pressure up to 110 psi.

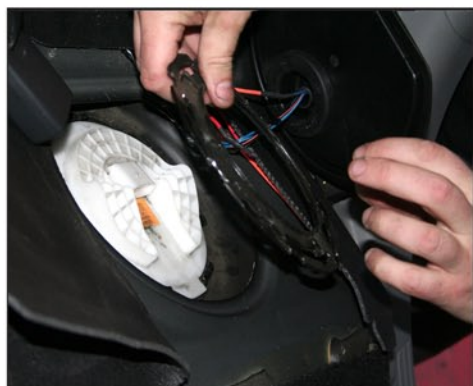
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► Installation of the Fore fuel hat is a matter of unscrewing the **retainer ring** that holds the fuel hat assembly in the gas tank. Then, the fuel "basket" is disconnected and removed in preparation for the new Fore unit.



► The pumps commonly used in this setup are **Walbro 255** lph pumps. We do have to mention there are different part numbers for essentially the same pump, so you'll need to know which you have in order to get the correct fuel strainer/filter

► The pumps are held in place by this billet aluminum piece. They are simply pressed in like a typical injector would be, and fastened down in the center. A **keeper** on top also holds the pumps in place. To use the third pump, contact Fore Precision Works for an upgrade kit that includes a triple keeper, o-rings, and an extra pre-filter.

► Here is why you need to know the part number of the Walbro pump you have. There are a few different **filter** configurations, so make sure to have the info ready if you plan on ordering this setup.



bolt-in installation that requires no cutting or welding. There's also an optional treatment for alcohol fuels (E-85) available. The hat features full billet construction with hermetic wire seals, integrated venturi pump, and AN-8 ports for feed and return.

For the HEMI enthusiast hell-bent on ultimate power, the Fore fuel hat also supports a third fuel pump, as mentioned. For nitrous cars, this third pump can work when the nitrous is armed, giving the added fuel when it's time to spray. For high boost applications, the third pump can activate at a predetermined boost level and these pumps can make even smaller injectors flow a higher fuel pressure. According to Fore, their triple pump system has supported over 850 rear wheel horsepower on GT500s with stock injectors.

In addition to the fuel hat, Fore also offers high-flow fuel rails, as well as a regulator, for the late model HEMI vehicles. The rails were designed for 6.1L Hemi engines and are machined from a solid block of 6061 aluminum. They feature OEM positioning, orientation, and size of o-ring seats for injectors. They are also cut with strong mounts for safe and reliable injector seating. Fore Precision offers two different regulators: a two-port and four-port version. These both feature optimized orifice and spring

**Fits:**  
2005-2009 300C  
2006-2010 Charger  
2008-2010 Challenger  
2005-2008 Magnum



#### QUICK SPECS

##### Features:

- Accommodates dual or triple Walbro 255 lph pumps
- Full billet construction with hermetic wire seals, integrated venturi pump, and AN-8 ports for feed and return
- Proven OEM fuel tank functionality including low fuel levels, level senders, and fuel filler neck

combination minimizes pressure variations in high-output and/or multi pump fuel systems. Internally there is a Fluorocarbon/Nomex diaphragm for the highest possible strength, heat resistance, and chemical resistance. There's a stainless steel valve seat for a high-precision valve operation and contoured internals that help overall flow. The base fuel pressure is adjustable from 25 psi to 70 psi, with an optional spring available for base pressure up to 110 psi. Other features include fine pitch adjustment screw for precise setting of fuel pressure, and a stainless steel mounting bracket is included. ■

The cool thing is this eliminates the need for any fuel pump "boosters" and it's an easy, bolt-in installation.



#### S O U R C E

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