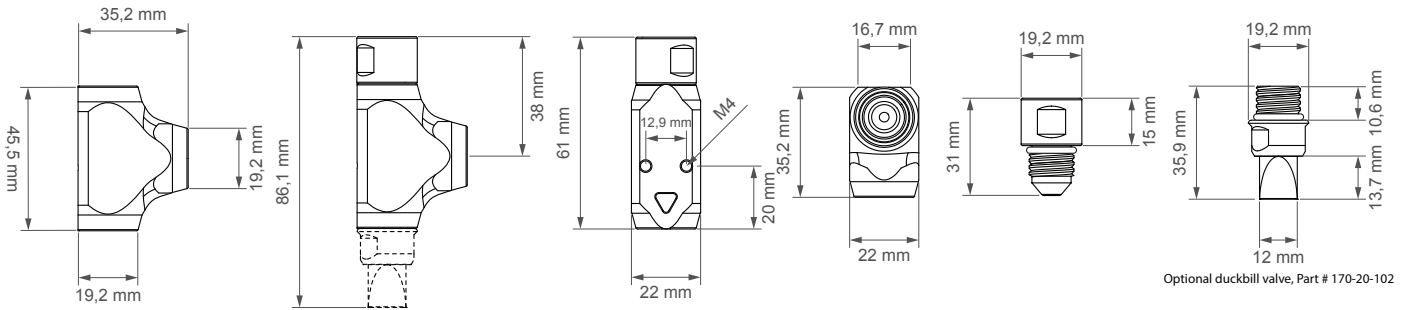
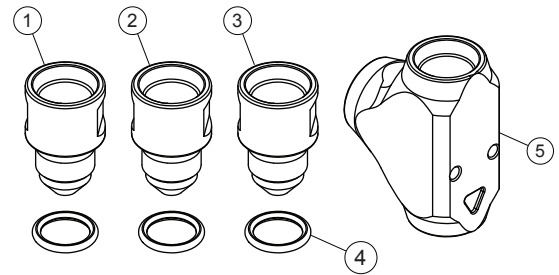


Venturi Jet Pump Unit, AN-6

Part # 170-20-101 EAN # 7340209511109

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NO.	Spare part #	Description
1	1700-20-101	1x VJPU Adapter, Feed line only
2	1700-20-102	1x VJPU Adapter, Return line standard flow
3	1700-20-103	1x VJPU Adapter, Return line high flow
4	700-20-102	3x O-ring for AN-6 ORB fittings, FPM (Viton)
5	N/A	1x Venturi jet pump body, AN-6 ORB ports



Venturi Jet Pump Unit, AN-6 specifications

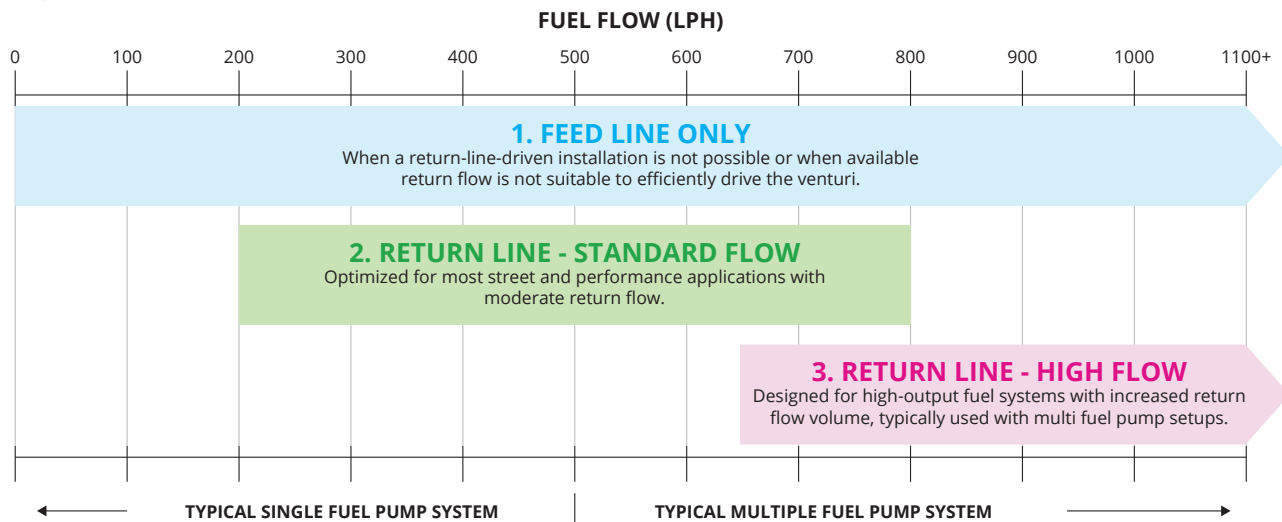
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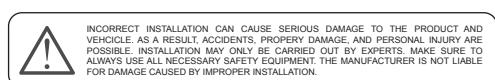
Venturi nozzle size included	1. Feed line only 0.85 mm 2. Return line standard flow 3.1 mm 3. Return line high flow 3.5 mm	Weight	56.5 g (1.99 oz)
Fuel pump LPH range	200-1100+ LPH	Feed line pressure loss	≈33-37 LPH at 2.0 BAR (29 PSI) ≈40-45 LPH at 3.0 BAR (44 PSI) ≈46-52 LPH at 4.0 BAR (58 PSI) ≈52-58 LPH at 5.0 BAR (73 PSI)
Port threads	AN-6 ORB (no fittings included)	For motorsports use	YES, only for motorsports use
Mounting point thread	2x M4 (no bolts included)	Part # / EAN	170-20-101 / 7340209511109
Fuel compatibility	Gasoline, Petrol, Methanol, Ethanol, E85		

Recommended orifice selection

The VJPU is delivered with three interchangeable orifice adapters, laser-marked Feed Line Only, Standard Flow, and High Flow, that install in the inlet port. Select the adapter that best suits your fuel system configuration and available drive flow.



Actual orifice selection depends on the fuel system layout, fuel pump flow rate, fuel pressure regulator configuration, and available return flow. Verify fuel pressure, regulator operation, and fuel transfer performance after installation.



Information:

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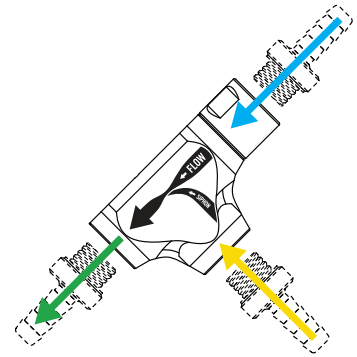


Venturi Jet Pump Unit, AN-6 operating principle

The VJPU is designed for high-flow fuel systems where the OEM venturi can become a restriction, causing excessive return-line back pressure and rising fuel pressure. By increasing transfer capacity and reducing restriction, the VJPU is better suited for high-performance aftermarket fuel pumps.

Fuel enters the VJPU through the selected orifice adapter (blue arrow) and passes through the venturi nozzle. The resulting high-velocity flow creates a low-pressure area that draws fuel from the passive side of the tank (yellow arrow).

The transferred fuel mixes with the drive fuel inside the venturi and exits through the outlet port into the active side of the tank (green arrow), continuously transferring fuel between tank compartments and helping prevent fuel starvation.



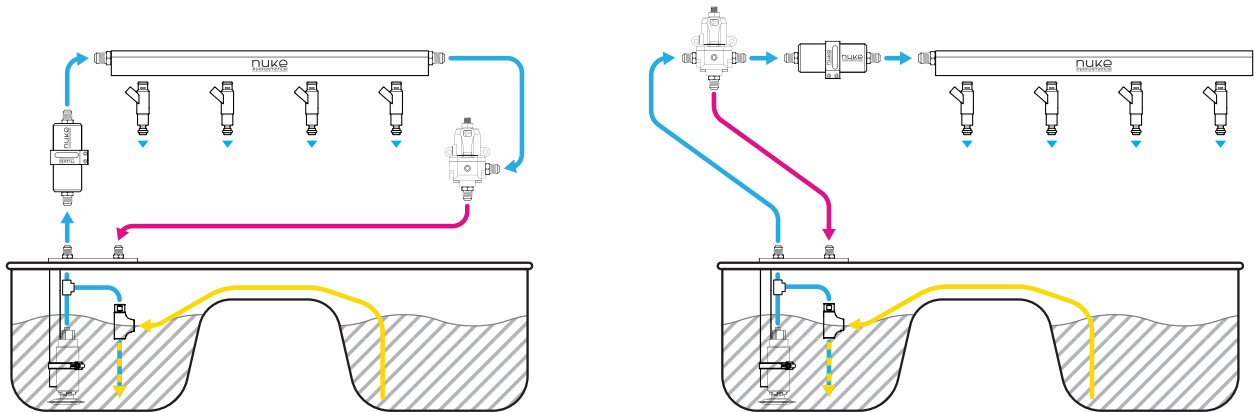
- VENTURI INLET, RETURN / FEED LINE
- SIPHON INLET, FROM PASSIVE SIDE OF FUEL CELL
- OUETLET, TO ACTIVE SIDE OF FUEL TANK

Venturi Jet Pump plumbing examples

The Venturi Jet Pump can be powered either from the regulator return line or from a Y/T-fitting installed in the feed line. Both methods are effective but involve different compromises.

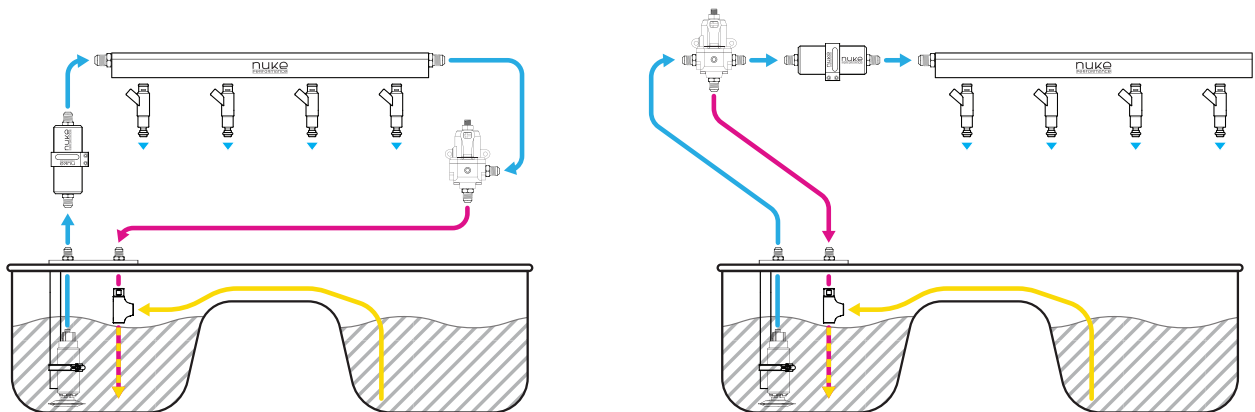
A return-line-driven installation is generally preferred, as it preserves the full fuel pump flow to the engine. However, the venturi acts as a restriction in the return path and may increase return-line back pressure.

A feed-line-driven installation eliminates any impact on the return line but diverts a portion of the fuel pump output to drive the venturi. This flow loss must be considered when sizing the fuel system. Calculated flow loss found in specification list on page 1.



Feed line plumbing

The Venturi Jet Pump can be powered directly from the feed line. This installation method eliminates any impact on return-line pressure and is recommended when available return flow is insufficient to efficiently drive the venturi. A portion of the fuel pump output is diverted to power the venturi, and the resulting flow loss must be taken into account when sizing the fuel system.



Return line plumbing

The Venturi Jet Pump can be powered directly from the regulator return line. This installation method preserves the full fuel pump output to the engine while utilizing returning fuel to drive the venturi. As the venturi acts as a restriction in the return path, fuel pressure and regulator performance should always be verified after installation.

- FEED LINE / HIGH PRESSURE
- CROSS OVER FROM PASSIVE SIDE OF FUEL TANK
- RETURN LINE FROM FPR

INCORRECT INSTALLATION CAN CAUSE SERIOUS DAMAGE TO THE PRODUCT AND VEHICLE. AS A RESULT, ACCIDENTS, PROPERTY DAMAGE, AND PERSONAL INJURY ARE POSSIBLE. INSTALLATION MAY ONLY BE CARRIED OUT BY EXPERTS. MAKE SURE TO ALWAYS USE ALL NECESSARY SAFETY EQUIPMENT. THE MANUFACTURER IS NOT LIABLE FOR DAMAGE CAUSED BY IMPROPER INSTALLATION.



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