



Fuel Pump Wiring Kit (Upgrade kit & Heavy Duty kit)

Warning: The fuel system is under pressure! Please do not remove any fuel component until the pressure has been safely relieved. Refer to the appropriate vehicle service manual for the procedure and precautions necessary to relieve fuel system pressure safely.

- In some cases the factory pump wiring may not be suitable to handle the current draw of the TRE 340lph series pumps. To achieve and maintain the desired 340lph of flow at the current draw, we recommend installing heavier 10 or 12 gauge wire direct from the alternator.
- We offer 2 Fuel pump wiring kits, an upgrade and a heavy duty kit. The upgrade is for single pumps under 340lph, used on the 340lph and 300lph and 255lph fuel pumps from Walbro Deatschwerks and Aeromotive, this upgrade kit uses 12 gauge wires. We recommend the heavy duty kit for the Walbro 400lph, external inline pumps like the Bosch or Walbro or Aeromotive, and any set up using dual intake fuel pumps 255lph each and up, this set up uses 10 gauge wires.
- Be sure to route all electrical wires away from suspension or drive train components
- **Caution:** We recommend installation by a knowledgeable qualified technician. Be sure you are in a well ventilated area, gasoline fumes are highly combustible; please have a fire extinguisher on close by.

Parts Included: Upgrade Kit

30 Amp Fuse
12G Inline Fuse Holder
40 Amp Automotive Relay
2 Blue Female Blade connector
2 Yellow Female Blade Connector
2 Yellow Ring Connector #10
2 Yellow Ring Connector 3/8" Stud
2 Yellow But connectors
2 Yellow But connectors
25 Ft 12 Gauge Red Wire
3 Ft 12 Gauge Black Ground Wire

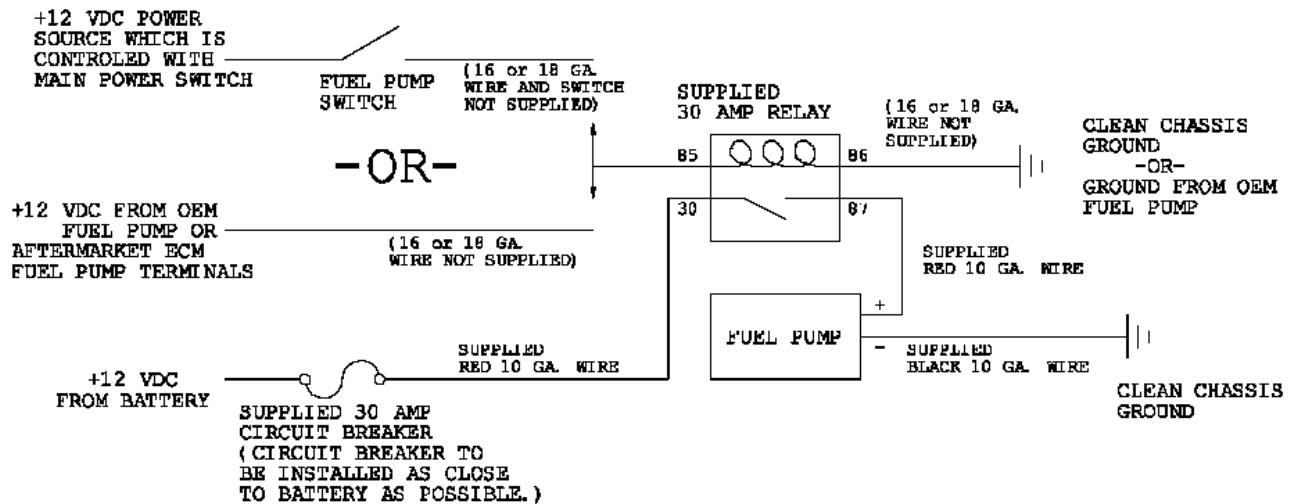
Parts Included: Heavy Duty Kit

40 Amp Fuse
12G Inline Fuse Holder
40 Amp Automotive Relay
2 Blue Female Blade connector
2 Yellow Female Blade Connector
2 Yellow Ring Connector #10
2 Yellow Ring Connector 3/8" Stud
2 Yellow But connectors
2 Yellow But connectors
25 Ft 10 Gauge Red Wire
3 Ft 10 Gauge Black Ground Wire

Installation procedures:

1. Disconnect negative battery cable
2. Raise vehicle where needed either jack stands or a lift
3. Mount Fuel pump relay around factory wires and pump. Do not put relay in fuel tank.
4. Attach OEM fuel pump wires using supplied blue blade connectors to relay terminals 85 and 86. These wires are now your switch wires to activate the solenoid.
5. Mount inline fuse as close as you can to the battery terminal using 3/8" ring connector
6. Use but connectors to attach fuse to run 10 or 12 gauge red wire from fuse back to solenoid terminal 30 with supplied yellow blade connector. Be sure to route all electrical wires away from suspension or drive train components
7. Connect terminal 87 on the relay to positive terminal on the fuel pump with yellow blade connector and ring connector on fuel pump or but connector
8. Connect negative terminal on the pump to chassis ground using supplied ground wire and ring connector or blade connector
9. Be sure electrical components and wires are properly protected from road debris abrasion and are clear of any moving drive train or suspension parts.
10. Test proper fuel pump priming by switching ignition key to on position a couple times

Wiring diagram below



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