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Trackspeed Fuel Pump Rewire Kit Instructions – Version 2

Version 1 kits have a blue wire at pin 85 and a small red wire at pin 86.

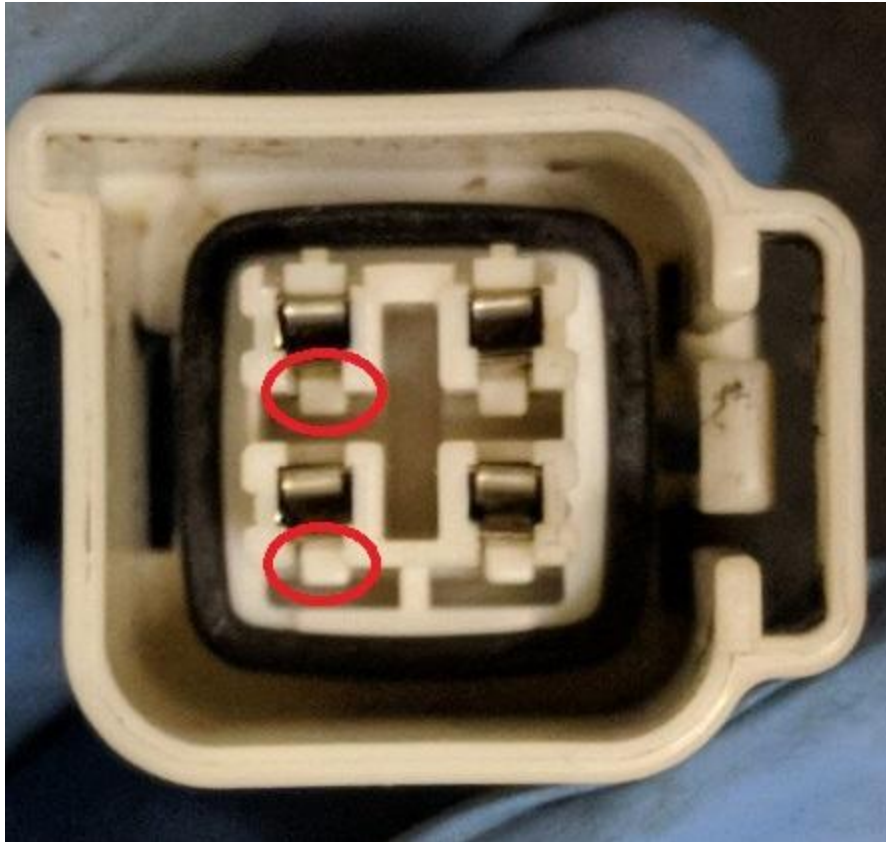
Version 2 kits have a black wire at pin 85 and a blue wire at pin 86.

Disclaimer: This product requires you to modify your electrical and fuel systems. Mistakes when working with these two systems can cause severe damage to your vehicle, severe bodily injury, death, or an unpleasant combination of those. Please evaluate your skills honestly. If you are unsure of anything during this installation, ask for help, either from us or from another professional. By attempting to install this product, or having anyone else install it for you, you agree to hold harmless Trackspeed Engineering LLC and its members from any and all damages arising from the use or misuse of this product.

This product is intended for off-road use only. Use of this product on pollution-controlled vehicles is strictly prohibited.

- 1. Disconnect your battery. Seriously.**
2. Remove your driver's seat, raise the soft-top, and un-fasten the carpet behind the driver's side. There are a series of push-clips that must be removed.
3. Underneath the carpet, there is a large access panel held in with lots of M6 bolts. Remove all of the bolts, then remove this access panel and set it aside.
4. Remove the access panel for the fuel pump hangar.
5. If you skipped step 1, un-skip it. (Seriously, disconnect your battery.)
6. Unplug the white connector on the top of the fuel pump hangar.
7. The wiring for the fuel pump passes through a black grommet that is behind the access panel removed in step 3. Remove this grommet, pull the wiring into the interior of the car, and remove the electrical tape which holds the grommet in place. We will be re-using this grommet.
8. Remove the orange clip inside the fuel pump connector. Grab firmly on both sides with needle-nose pliers and pull.
9. With the orange clip removed, find the Blue/Red (1990-1997) or Red/Blue (1999-2005) wire. Start with only this wire so you don't mix up the wire positions.

You will be removing this wire and its pin from the white connector housing. You will need a very small flat-blade screwdriver or a de-pinning tool. The pins are held in with a small plastic clip which must be pushed out of the way (see picture). Once the clip is out of the way, the wire and pin will slide out of the back of the connector. Pull this wire back through the grommet so it is inside the car. Set this wire aside – we will use it again later.



(pin clips are circled in red)

10. The rewire kit has a red wire with a similar pin and seal already installed. Pass this wire through the OEM grommet and install this pin in the original connector the same way the old one came out. It will click into place when it is fully seated. Give it a tug once it's seated to ensure it's firmly in place.
11. There is a thick black wire in the connector that will be replaced as well. In the rewire kit, there is a thick black wire which is completely separate from the rest of the harness. Depin the OEM thick black wire, pull it through the OEM grommet, pass the new supplied thick black wire through the grommet, and install in the same way.
12. Reinstall the orange clip to secure all the pins.
13. Re-wrap the new wires and re-tape the grommet, making sure that you leave enough slack for the fuel pump connector to easily plug in without stretching or pulling on the wires.
14. The new black ground wire from the fuel pump (from step 11) will run to the OEM grounding point behind the driver's seat. Remove the existing bolt, add the new ground lug, and reinstall. Be sure to leave the old ground block installed as well – this is the ground point for lots of things, including your fuel gauge.
15. The new fuel pump relay should be held down with zip-ties or screws. Ensure that the new wires do not rub on anything sharp.

16. The original Blue/Red (90-97) or Red/Blue (99-05) wire will be re-purposed to trigger the new relay. Cut off the old pin and crimp the wire to the short Blue wire on the rewire harness.
17. There is a small black wire attached to the relay harness. Attach the wiring lug to the same ground point as the wire in step 14.
18. At this point, you should have four of the five wires for the new relay and harness installed: A new power wire from the relay to the fuel pump (step 10), a new ground wire from the fuel pump to the chassis (step 11 and 14), a new trigger wire from the ECU to the relay (step 16), and a new ground wire for the relay itself (step 17). The last step is to bring power to the new fuel pump relay.
 - a. For street cars, route the long red wire to the battery in the trunk and connect it to the positive terminal. If you need to shorten this wire, do so WITHOUT removing the small connector at the end near the ring terminal – this is your new 25A fuel pump fuse.
 - b. For race cars, route the long red wire to your emergency kill switch. The fuel pump should be wired so that the kill switch cuts power to the new relay, and thus cuts power to the fuel pump.
19. Make sure all of the new wiring is secured down with zip-ties or electrical tape.
20. Before reinstalling the interior or any of the access panels, test your new wiring. Re-connect the battery and ensure the car starts and runs as normal.
21. Reinstall the access panels, carpet, and driver's seat.

If you have any questions, call or email. If you damage your fuel pump connector during this installation, you can order a new one from Ballenger Motorsports, part number CONN-75905.