

## DOUBLE PUMPER INSTALL INSTRUCTIONS:



Step 1) Disconnect the battery terminals, Safely jack up the rearend of the car and properly support it with jack stands. Disconnect the factory harness going to the gas tank. Pull down the gas tank. Remember how much fuel is in there, because that is what you will be lifting once you un do the straps holding the tank in place. Once it's on the ground, disconnect the fuel lines going to it, and remove the stock fuel pump.



Step 2) Gather together all the components for the double pumper to install it into the tank. Assemble the ring at the top of the pump that locks the pump in place. This requires disconnecting the harness to get it on. Then slide the rubber gasket at the bottom of the pump that seals the double pumper once it is installed. Now remove the red caps at the bottom of the pumps and install the fuel filters/socks. Look at you gas tank first before installing this. There is a baffle in your tank, so don't put these on before checking this out. Bring the double pumper by the tank and look which way the lines run. That is in a fixed position. Once you know that, look inside your tank and see what is the best position to put your filters on. Once you have done that, take make sure the tank surface the pump is mounting on is clean and apply the silicone lube around the opening of the tank.



Step 3) This is how the sending unit looks like with the float on. The best way to get the float on the pump is to insert the pump in the tank and hold on to it. With a needle nose pliers, grab the side of the float and attach it to the pump inside the tank, then put the locking tab around the hanger of the float and secure the double pumper in the tank with the locking ring.



Step 1) Now for the lines. Get all the lines together and read the tabs printed on the ends, telling you which is which and how it is to be run. We choose to start from the back and work our way to the front.



## DOUBLE PUMPER INSTALL INSTRUCTIONS:

Step 4) Take out all the parts to the fuel filter and assemble it.



Step 4) Take out all the parts to the fuel filter and assemble it. First, take the ORB fittings out and put them on the Racetronix fuel filter. On our webstore, we carry our own adjustable wrench for AN fittings that doesn't scratch up the fittings.



Once the filter is assembled, there is a Racetronix fuel gauge and fitting that goes on the end of your stock fuel rail once you pull the shreader valve out of it.



Step 3) The first line to install is the one that attaches to the gas tank, and ends at the fuel filter.



We find it best to start where the stock fuel filter is and run the line up behind the lower control arm and emergency brake cable as seen in the picture



Then grab the end of that line and continue to run it upward to the top of the frame where it will exit the top area by the spring perch.



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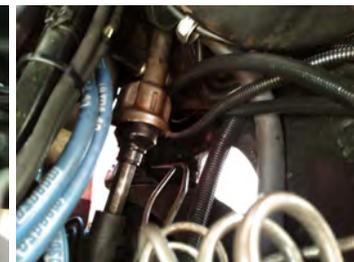
Step 4) Take out the feed line that connects the fuel rail, and the return line that connects to the fuel pressure regulator. because the are going to run in the same line together.



Run both lines along the frame where the factory fuel line is. Do not secure any of the lines with zip ties as yet.



Step 3) Run each line up in the corner of the frame near the front, keeping it close to the edge of the frame and the floor board. In the engine compartment you will follow the same procedure keeping the lines closest to the plastic inner fender as you come upward on the right side of the steering arm.



disconnect the fuel line going to your regulator and remove it. Connect the new teflon line to it. If you cross thread it, it will never seal, so take it off if need be to make sure you get it threaded correctly



Disconnect the factory fuel line and remove it. The teflon feed line should route in the same direction and go under the throttle body to the fuel rail.



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Step 4) With the opposite end of the return line, follow the way the fee was run



Step 4) Now you can attached both feed and return lines to the tank. In the first picture you see the end of the fitting. Unscrew the end, because that is what is going to tie in these lines



You will notice the open side of the end. Place the end over the lines on the double pumper feed and return. The end of the line on the sending unit has a ridge on it that will butt the fitting to it, securing the line. Place the line over the end of the fuel sending line and screw the end fitting back into the line the way it was originally, and tighten it up. Lastly, attach the rubber line from the factory for your vent on the sending unit and tighten it up.



Step 3) Now that all of your lines are run along the driver side of the car. It's time to install the fuel filter and bracket to the frame. You will notice a 2.5" bar on the floor board running from the drivers side to the passenger side at the back of the car. Take your bracket and mount it onto that bar and mark where you need to drill a hole for your nut and bolt, that stays in the middle of the bracket, to secure the fuel filter. Through the opening in that bar, you can put the nut onto the bolt and tighten it up. Then place your filter in the bracket (following the arrow that indicates flow) and attach the AN fittings to it.

Now that all your lines are done. Don't zip tie anything as yet. Now we are going to install the double pumper harness.



## DOUBLE PUMPER INSTALL INSTRUCTIONS:

Step 4) First attach the double pumper harness on the sending unit to the double pumper harness. Position the gas tank back around the straps of the tank and mount it back into position, but don't fully tighten it up, because the harness is going to run along the drivers side of the tank inbetween the tank and the frame afterwards. Now take the double pumper harness and connect it to the stock harness for the sending unit/pump. Once connected, use the green saftey, and put it through the loops on the harness so they can not come apart unless that is removed.



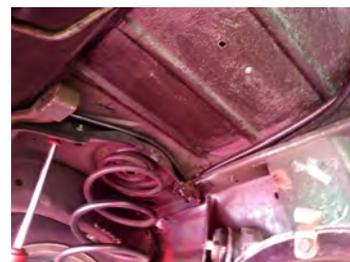
Step 4) Now lets secure the 2 relays. On the tank tank strap, there is a nut and bolt holding it to the body of the car. On the passenger side. take off the nut and mount the relay over the bolt and fasten it. Over on the driver's side. Do you same, but this time clean that area to bare metal and use the silicone lube supplied with the kit and apply a little to that area, then mount the relay and secure it with the nut.



Once the relays are mounted, it's time to run the harneass along the driver's side of the tank inbetween the frame and follow the top of the shock perch



Follow the harness along the frame wedged inbetween the spring perch. At the top of the body of the car there is a opening where you can run the harness that will follow the contour of the fuel lines



Near the frame underneath you can see where the harness comes out. From there, follow the teflon lines at the side of the frame to the front of the car, and run it the same way into the engine compartment.



Next mount the fuses and run the 2 wires to the back of the alternator where they will be secured using the 10mm nut.



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There is a terminated connector on the harness up front. With the Hobb switch harness, disconnect one of them and hook up the one for the hobb switch. By doing this, it doesn't have 2 pumps running constantly heating up your fuel and stressing the pumps. The 2nd pump will now come on when the hobb switch see's 15lbs of boost.

At the end of the hobb switch, you need to connect that to a vacuum source at your intake manifold

Last item is the new battery nuts. Take off the old ones and install the new ones along with the ground strap that will be attached to the 1/2" nut as a accessory on the back of the negative nut. You can use a 10mm nut on the fender as a point to secure it to the body.

Now that everything is hooked up. Grab your zip ties and secure all lines and harness as you see fit. Set your fuel pressure, prime the system and enjoy.

