

## **Wiring kit**

This is a fuel pump wiring kit to provide more voltage to the fuel pump directly from the battery. The stock wiring is very thin and thus drops voltage when the pump has high demand on it, this means at high pump demand the AFR can go very lean thus dangerous.

**Note:** always check wiring and pre installation. AJI holds responsibility for any damage/loss caused by using this product.

It is beneficial to firstly check voltage directly at the battery at idle and/or at 3000 rpm with a multimeter then at same load check directly at the fuel pump, there will be a difference in voltage i.e. it should drop as much typically by 0.1 to 0.3v. You can choose to do this before and after installation.

## **Tools needed**

- A brain and patience: p
- (Optional) Multimeter, Crimps, wire cutter or snips, knife or blade, heat gun or hot hair dryer, drill piece or item to enlarge fuel pump connector.

## **Instructions**

1. Beware of petrol fumes.
2. Assumes moderate level of skill/experience.
3. Observe diagram/pictures below when reading these instructions this isn't an exhaustive list, user can decide as long as wiring is correct.
4. Disconnect battery terminals.
5. Expose fuel pump by removing parcel shelf etc and remove top metal lid.
6. Measure first, test before crimping/depinning! Sit everything in location test then finish up.
7. Relay can generally sit near fuel pump or use existing screws from metal lid and put through the hole in the relay bracket.

8. Make the black ground wire (Relay pin 85) as short as possible and utilise existing bolt hole in the right-hand part of the boot floor by crimping on the ring connector removing paint if needed with the included sandpaper to make a good ground connection.

Cut the yellow/green wire in middle attached to the fuel pump connector you'll want a more length after fuel pump. One end is from the ECU this will go to the wine wire (Relay pin 86) use the crimp connector. You'll be left with some of this wire going to the fuel pump plug (for thin red wire) and the rest floating (for the wine wire relay pin 86).

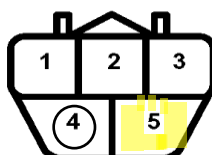
9. Take the thinnest red power wire (Relay pin 87) to the pump should also be as short as possible. Best practice is to feed through black rubber loom grommet, de-pin existing

connector, repin and crimp using included pins, enlarge hole in the fuel pump connector to feed in the thicker red wire through plug, even better practice is to take same thickness wiring direct the pump connector on chosen fuel pump when in the hanger – this is generally not needed but every car is different. Optionally remove rubber micro bung that sits in plug (will need wire legs pulled back) and put on red wire first or use new yellow rubber bung included.

10. Feed thick red/pink battery power wire with inline fuse (Relay pin 30) direct to the positive battery terminal, this can be feed through the boot, through the side kick panels or through centre console (which is a little more difficult) there are many options you may wish to temporarily unclip spade connector from connector by inserting item in slot and pushing down to release it, there is a black rubber grommet in engine bay on firewall near battery low down behind battery, crimp ring connector on and put on positive connection.
11. Fuel pump ground – some cars require the ground wire to be replaced too, follow same principle as the thin power wire on the fuel pump connector thus, depin and add included 17a black wire, crimp O connector on the end and bring wire to same external ground point chosen previously.
12. When ECU map loaded and put ignition on but car not started, you should hear the fuel pump prime for a couple of seconds.
13. Check before re-assembly, if working tidy up work and put parcel shelf etc back on. Use corrugated trunking wire (optional)

## 96. Fuel Tank Unit

- Gray
- Top of fuel tank, below rear tray
- On rear wire harness (left branch)



- 1 BLK (G601)
- 2 YEL/BLK  
'00-'03: (Fuel gauge output)  
'04-'05: (Fuel gauge output)
- 3 —
- 4 BLK (G601)
- 5 YEL/GRN (Fuel pump control (+))

Showing removed wire and colour note orientation.



Showing fuel pump connector with blue locker prized out to help depin, black rubber gromit (top middle) that will have wire fed through, relay can sit using hole from 3 existing screws through bracket or installer can decide where to place.

