

## FUEL PUMP BOOSTER INSTALLATION INSTRUCTIONS - EARLY C5

These instructions cover installation in C5 Corvette up to early 2003, using the optional (BUT HIGHLY RECOMMENDED) Plug & Play Hotwire Harness.

Not only does the Hotwire Harness make installation easier, but it also supplies alternator -direct power for up to an 18% gain in pump capacity.

These instructions apply to C5s VIN 114930 (last six digits) and under, built before November 25, 2002. C5s after this VIN should refer to the C6 instructions.

**If you are using the Hotwire Harness, NO cutting of wires will be necessary. Install the hotwire harness, as directed, and simply plug the Weatherpack style fittings on the booster directly into the harness.**



The vehicle should be on a chassis lift or jack and a stable jack stand to complete the installation.

1 Disconnect the battery.

2 Remove the left rear wheel and plastic inner liner.

3 Mount the booster on the bulkhead as shown. Use the provided ¼" self-tapping screws to attach it to the bulkhead. The metal panel is slightly curved so you will only be able to install 3 screws.



4 Grind a small section of the panel to attach the ground wire with the 3/8" self-tapping screw.

5 The brown trigger wire and the alternator hot wire will need to be fished through the rocker panel to the engine compartment. Remove the access panel behind the front tire. Pushing a tape measure from the front, through the rocker panel, and taping the wires to it works best. Just pull the tape measure back to pull the wires through. The brown trigger wire will go to the pressure switch. There are two terminals on the switch. One goes to ground and the other connects to the brown booster wire. Slip a short piece of heat shrink over the end of the wire and crimp the provided eyelet onto the wire. Once the eyelet is screwed to the switch, slip the heat shrink over the connection and shrink it with a torch or lighter. If you want to test the operation, don't connect the switch ground wire yet.



6 Connect the red positive wire to the alternator terminal.

7 Attach the supplied piece of vacuum hose to the barb fitting on the pressure switch. This hose will “T” into the power brake hose along with the blowoff valve hose. The switch can be located anywhere around the fender opening, near the brake booster.

8 Plug the two Weatherpak style connectors on the booster wires into the corresponding connectors on the hotwire harness.

9 To test the operation, connect a handheld pressure pump, such as a Mighty Vac, to the pressure switch. Jump the factory fuel pump relay so the fuel pump is running and pump pressure to the switch. You should hear the pump speed up considerably when the switch is activated. You could also just disconnect the switch ground wire to test the booster and connections, but that wouldn’t actually test the pressure switch. (The switch is normally closed. It opens the circuit when activated, If the brown wire is not connected, or the switch is not grounded properly, the pump will run wide open all the time. This is not good for the pump) When done, attach the supplied piece of vacuum hose to the barb fitting on the pressure switch. This hose can “T” into the power brake hose along with the blowoff valve hose. The switch can be secured anywhere around the fender opening, near the brake booster.

10 Put your panels and wheels back on and you’re done.

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## **THE FOLLOWING IS FOR WIRING UP THE BOOSTER WITHOUT THE PLUG AND PLAY HARNESS**

Cut the connectors off the red and orange booster wires. Strip approximately 3/8" from each.

Disconnect the plug from the factory fuel pump. Peel back the factory tape on the fuel pump harness approximately 6". The tape is often very brittle. We've found that heating the tape with a heat gun or hair dryer helps soften it up.

The thicker gray wire is the power wire coming from the car to the pump. (To test if you have the correct wire, probe the wire with a test light and turn the key on. The wire should turn hot for about 3 seconds before shutting off.) Cut this wire about 3" from the plug. (Strip approximately 3/8" of insulation from each end. Crimp the small end of one of the provided butt connectors on each end of the wire. Slip a piece of the heat shrink over both ends.

Cut both Weatherpak style connectors from the red and orange booster wires. Strip about 3/8" from each. The end of the factory wire furthest from the plug connects to the red (fused) booster wire. Slip the large end of the butt connector over it and crimp it.

The end of the wire closest to the plug connects to the orange booster wire. Install the connector and shrink tube as you did on the red wire. Shrink the tubing with a heat gun, micro torch or lighter.

You can reconnect the factory harness at this point. Tie up your wires, install the rear liner and wheel and you're done.