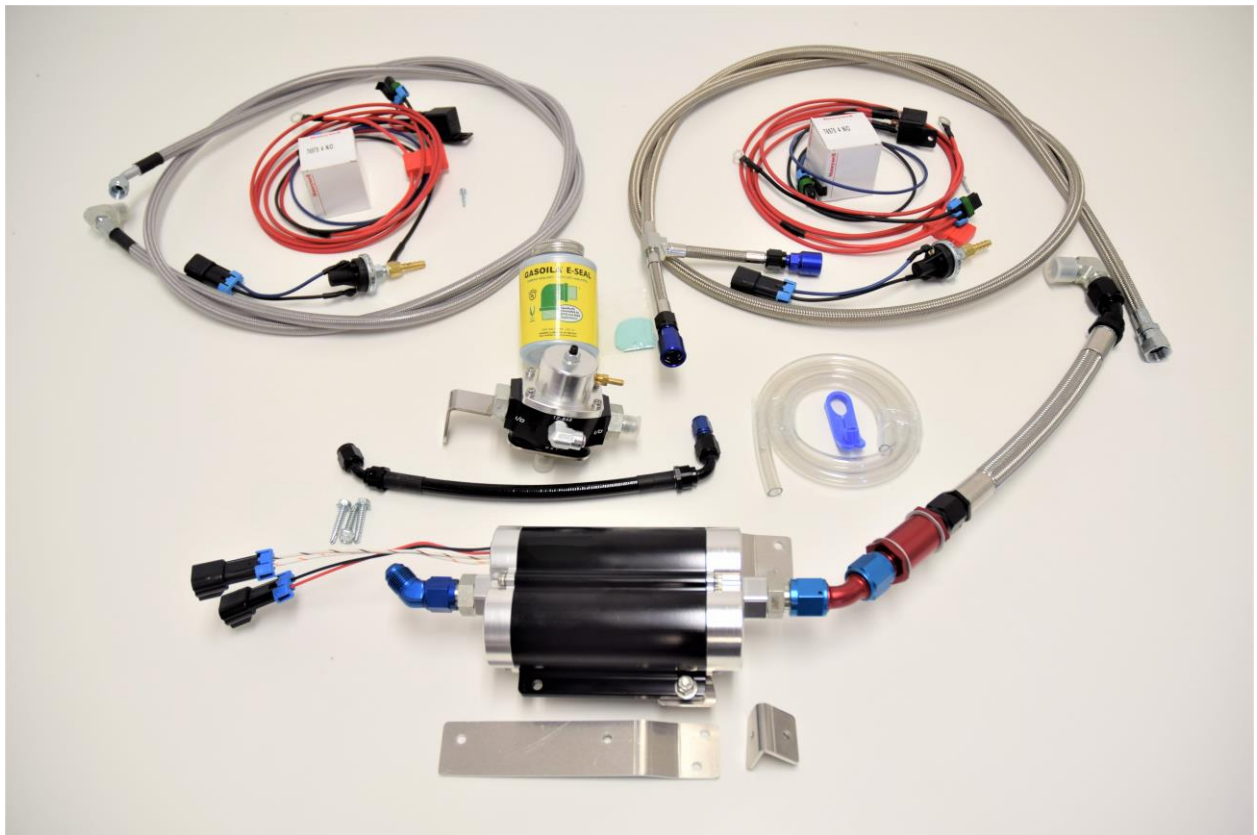


A&A CORVETTE PERFORMANCE DUAL PUMP FUEL SYSTEM INSTALLATION INSTRUCTIONS – 1997 - 1998 MODELS



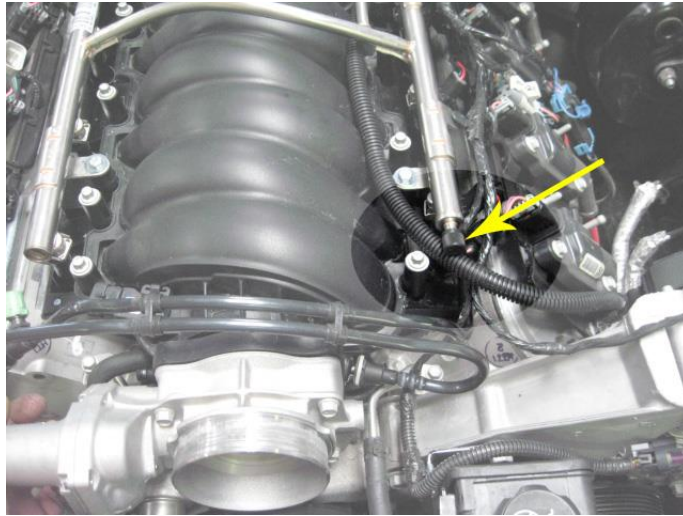
1. GETTING STARTED

Proper installation of this fuel system requires general automotive mechanic knowledge and experience. Please browse through each step of this instruction manual prior to beginning the installation to determine if you should refer the job to a professional installer/technician. Follow all safety precautions needed for handling gasoline. Please contact A&A Corvette if you need assistance.

NOTE: Some pictures are from later models, but the procedure is the same

1.1. It's best to drive it until the fuel level is as low as possible to start with. You will be using the factory fuel pump to drain most of the remainder.

With the engine off, relieve any remaining fuel pressure by depressing the Schrader valve on the end of the driver's side fuel rail. Catch any escaping fuel in an appropriate container.



(SCHRADER VALVE)

- 1.2 Using the supplied quick disconnect tool, remove the 3/8" braided fuel line that runs from the hard factory fuel line to the fuel rail. Catch any escaping fuel in an appropriate container.



(REMOVE BRAIDED LINE)



(SUPPLIED QUICK DISCONNECT TOOL)

- 1.3 Attach the supplied clear hose to the factory hard line and route the other end into a large gas can or similar container. Remove the fuel pump relay from the fuse box located in the engine compartment. Check your owner's manual to verify the correct location for the relay. Insert a jumper wire into the fuse box terminals as shown. This will run the fuel pump and drain the tank into the gas can. Continue to drain the tank until no more fuel flows. **Disconnect the battery when the draining is completed.**

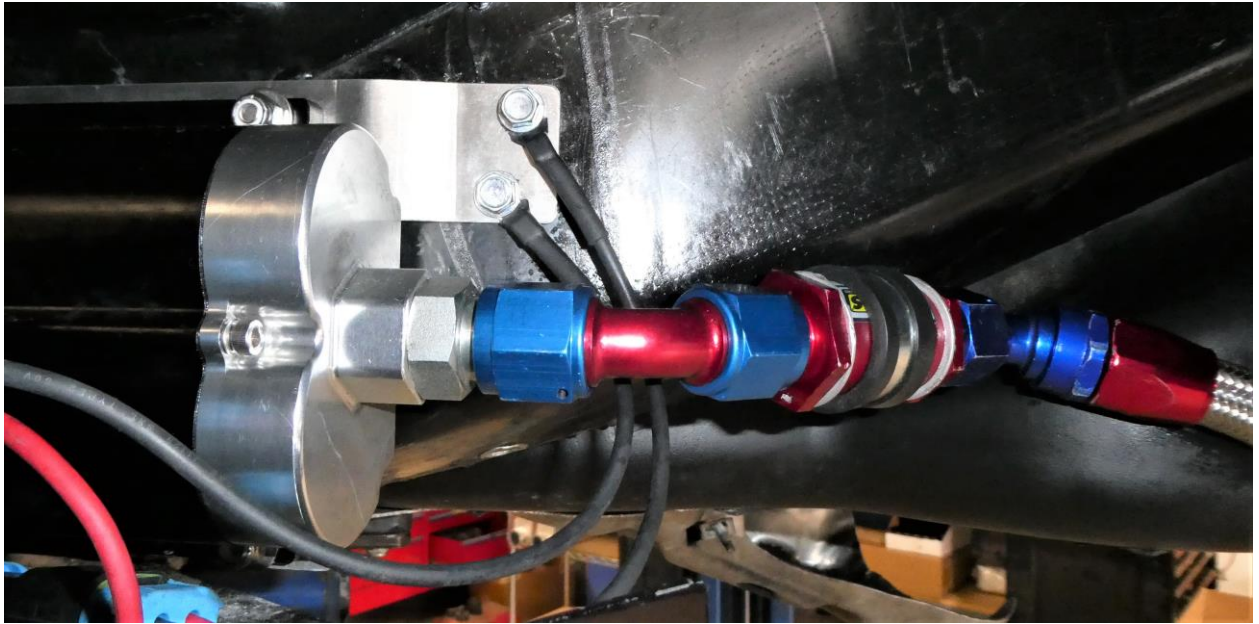


(JUMPER WIRES INSERTED)

2. FUEL LINES

- 2.1. Raise the car on a suitable lift or jack stands. Remove the rear driver side wheel. Remove the aluminum tray that holds the tank in place. With the tank empty, it will only drop an inch or so when the tray is removed. Remove the inner left rear wheel liner.
- 2.2 Locate the pump and pump feed hose assembly.
Loosely attach the assembly to the pump as shown and put the assembly in the left fender well. The pump will mount to the frame with self-tapping screws as far forward

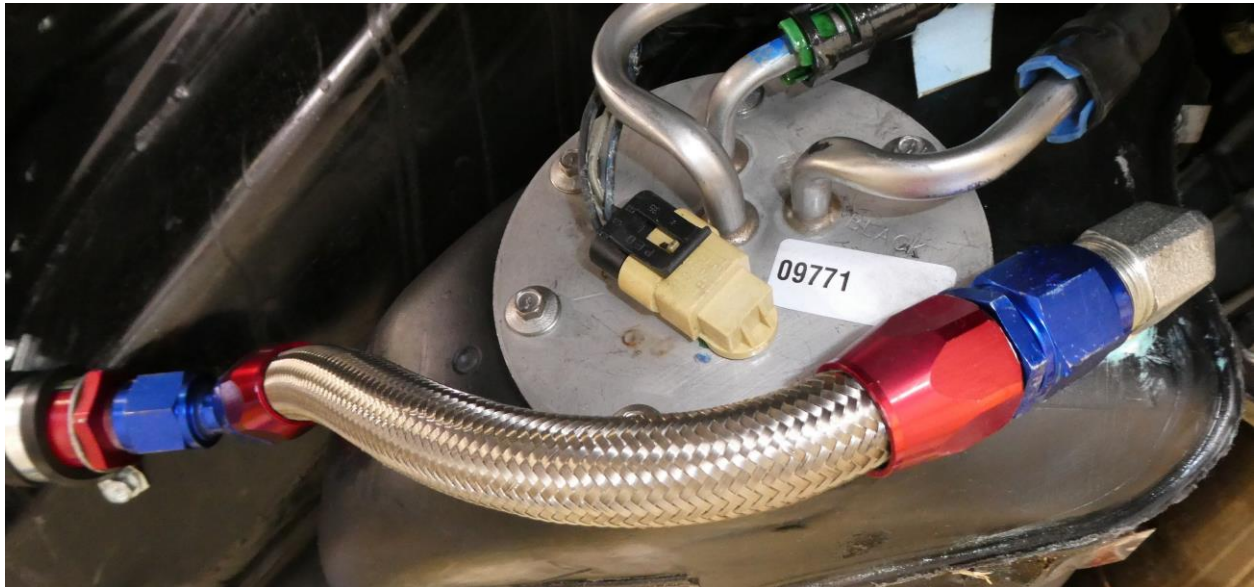
as you can get it. The aluminum brackets will line up nicely with the bottom and side of the frame. The angles of the fuel line – filter assembly will show you where the pump will best fit. The fuel line assembly should follow the contour of the tank and end up at the inside rear corner of the tank.



PUMP AND FUEL LINE ASSEMBLY



BOTTOM MOUNTING BRACKET



FUEL LINE FROM TANK FITTING TO PUMP

2.3 The fuel line should follow the rear surface of the tank. Locate the spot where the 90-degree end will meet the tank and mark it. Make sure the spot is as low as possible on the back of the tank. Remove the pump assembly for now. You will be drilling a hole in the tank at this spot. The fitting is a tapered thread and will tighten up as it is screwed in. Drill the hole with an 11/16" bit **(Use an air powered drill. DO NOT use an electric or battery powered drill around fuel)**. Some remaining fuel will come from the hole, so be prepared with a pan or container, and rags, to catch it. Tap the hole with a 1/2 NPT tapered tap. **Tap just deep enough so that the fitting will start in the hole.** This way the tapered fitting will get extremely tight as it goes into the hole. If you tap it too deep the hole will be too large. The tank is quite thick and made of a nylon sort of material. It will seal on the tapered thread as it goes in. Put some of the provided "Gasola" sealer on the tapered fitting and install it in the hole. You'll find a small packet of the sealer with your hardware. The end of the fitting should face the driver's side when finished. Attach the fuel pump feed line assembly to the tank fitting and secure it at an upwards angle just to stop the dripping for the time being.

2.4 Remove the driver side front wheel. Remove the access panel behind the left front wheel. Locate the braided fuel line with two quick-connect ends and the two fuel pump relay wires. Tape the plug ends of the long red wires to the single female end of the fuel line and push it through the rocker panel until it comes out the back side. Tape over the fitting so as not to get dirt in the fuel line. Un-tape the wires and plug them into the wire harnesses on the pumps.

Attach the braided hose to the pump outlet and tighten. Find the right spot on the frame, using the brackets and intake fuel line assembly to guide you. The supplied self-tapping screws are used to attach the pump brackets to the frame. Check the position of the pump before screwing it in place.

Clean some paint off and attach the ground wires to the frame.

The front of the fuel line snaps directly onto the factory fuel rail and the original hard line that runs up the firewall. Running it up and over the master cylinder seems to work best. Your feedline is now finished.

2.5 Next is the return side of the fuel system.

Remove the nut attaching the master cylinder to the booster and attach the polished stainless bracket to the booster. Reinstall the nut and tighten. Attach the short return line from the remaining port on the fuel rail to the port on the side of the regulator, The fitting on the rear of the regulator can be used for an optional fuel pressure gauge sender.

The remaining short fuel line runs from the bottom of the regulator and snaps onto the original factory fuel line.

3. ELECTRICAL

Mount the relays in a convenient place under the hood. The long red wires should already be attached to the fuel pump. The relay wires with the 3/8" eyelets are attached directly to the alternator positive terminal. The other relay wires are attached to the two pressure switches. Each switch is plugged into a vacuum line running from a "T" in the brake booster hose. Find a suitable ground (NOT the valve cover or coil bracket as they are NOT grounded!) and attach the remaining wire from each Hobbs switch to the ground point. The first relay will be grounded when the switch sees about 3-4# of boost and will fire the first pump. The second switch is set for about 6-8# of boost and will fire the second pump. You can jump the switch to test the pump and connections and to set your base fuel pressure.

Make sure everything is routed where it can't chafe, touch the hot terminal on the alternator, or run too close to the exhaust.

Test the operation by applying pressure to the vacuum hoses with a small pressure pump such as a Might Vac or by jumping the two terminals on the pressure switch.

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