

FUEL PUMP BOOSTER INSTALLATION INSTRUCTIONS – LATE C5 and C6

This would be after VIN 114930 (last six digits) built November 25, 2002.

These instructions cover installation in late C5 and C6 Corvettes, using the optional Racetronix Plug & Play (AND HIGHLY RECOMMENDED) Hotwire Harness. 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 directly into the harness.

If you choose not to use the harness, you will be required to cut and crimp the power wires to the pump. Those instructions will be at the end of this manual.



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

1 Remove the left rear wheel and plastic inner liner.

2 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. If there is a sticky mat sort of material glued to the panel Try to cut it away where the screws are going to go. For some reason, the self-tapping screws will get dull going through that stuff.

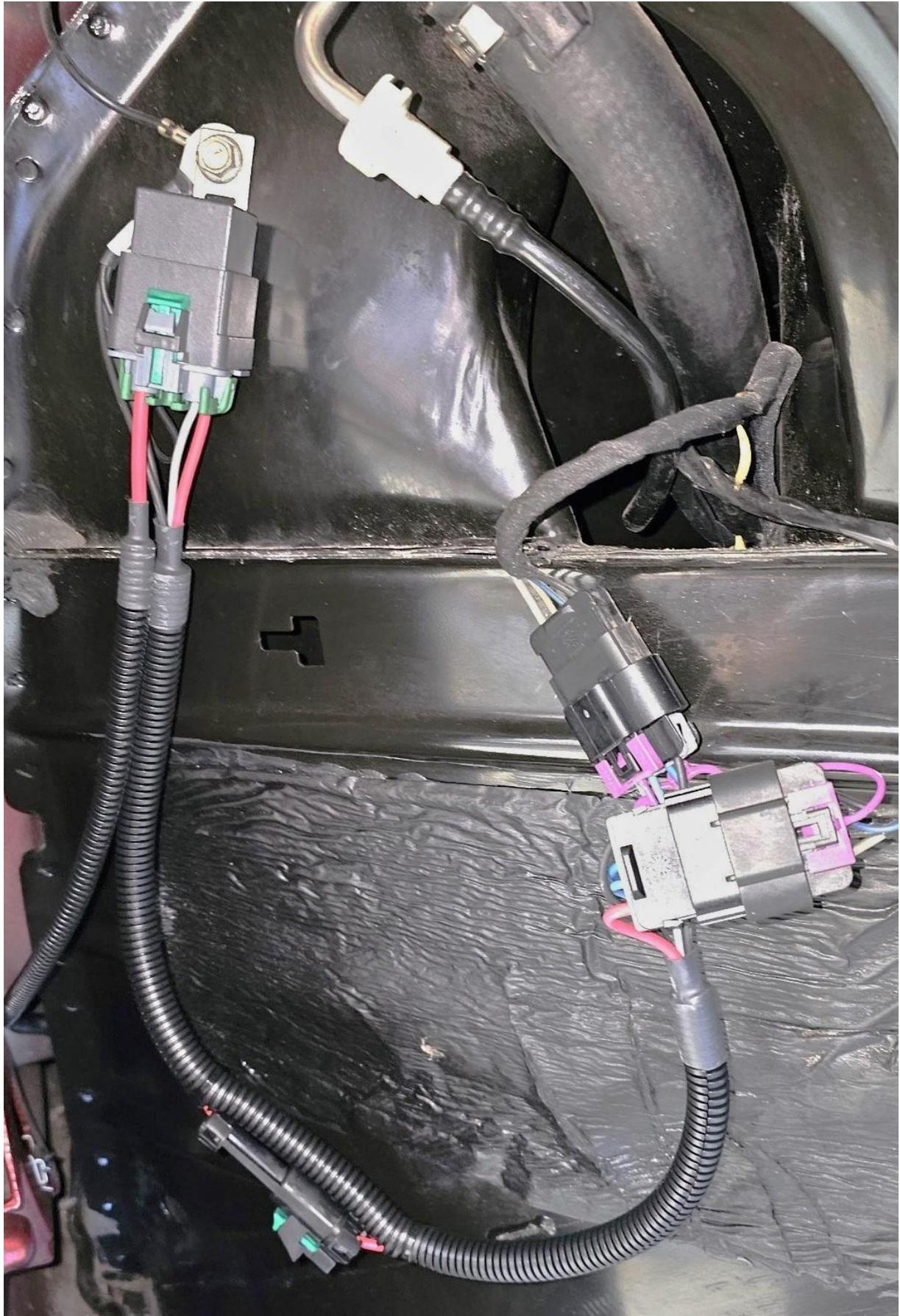


3 Grind a small section of the panel to attach the ground wire with the 3/8" self-tapping screw.

4 Remove the left front wheel and the panel behind it. Run the alternator hot wire AND the brown trigger wire from the booster through the rocker panel to the front fender area. Pushing a tape measure through from the front, taping the wires to it, and pulling them through works well.

5 Connect the power wire to the alternator stud. Bring the brown wire up near the brake booster where it will be accessible from the top. It will connect to the pressure switch later.

6 The hotwire harness relay can mount where the factory ground wire is located. Disconnect the plug in the middle of the factory fuel pump harness. The two 4-wire plugs are connected directly to the factory harness. This picture does not show the Booster installed yet for clarity. Disconnect the single wire plug at the bottom of the picture below. The red and orange wires from the booster will plug right into them. Tie your wires up and you're done back here.



RELAY AND HARNESS CONNECTIONS

7. The brown 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, go to step 9 before you heat shrink the terminal.



8 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.

9 Test the operation by connecting a handheld pressure pump, such as a Mighty Vac, to the pressure switch. Jump the factory fuel pump relay so the 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 ground the brown wire to test the booster and connections, but that wouldn’t actually test the pressure switch.

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

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 in the middle of the factory fuel pump harness. On the male plug side, 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 helps soften it up.

The gray wire, at the end, is the power wire coming from the car to the pump. 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 the wire.



MALE PLUG- CUT GRAY WIRE FROM THIS PLUG

The end 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 connect the factory harness back together at this point. Tie up your wires, install the rear liner and wheel and you're done.

