

INSTALLATION INSTRUCTIONS

102150 FUEL PUMP WIRING UPGRADE KIT for GM VEHICLES

This kit is designed to install into the following vehicles/years:

Grand Prix:	2002, 2003 3.1L and 3.8L 2004 3.8L, 5.3L 2005, 2006 3.8L, 5.3L
Buick GS:	1998-2003 3.8L
Sunfire:	1998-2005 2.2L, 2.4L
Cavalier:	1998-2005 2.2L, 2.4L
Bonneville:	2000-2005 3.8L, 4.6L
Monte Carlo:	1997 3.1L, 3.4L, 3.8L
Cadillac:	2004-2007 CTS, CTS-V 2.6L, 2.8L, 3.2L, 3.6L, 5.7L, 6.0L
GMC/S10:	1998-2005 4.3L
Blazer:	1998-2005 4.3L
Sonoma:	1998-2005 4.3L

The Wiring Upgrade Kit utilizes Plug and Play design. The relay switch of this kit is rated at 30 amps and will deliver full battery voltage to the fuel pump connector at the rear of the vehicle, with negligible voltage drop, using a 12 gage feeder line. This kit also provides a bypass for the "Fuel Pump Resistor" **FOUND ONLY ON THE 1997 TO 2001 SUPERCHARGED 3800**, a common component associated with fuel system failure.

1. Remove battery negative lug to prevent accidental short-circuit during installation. Raise the vehicle using suitable jack with jack stands to access under-car wiring bulkhead.
2. Working from inside the trunk, pull back padding to reveal inspection cover. Remove inspection cover to access the fuel pump and sensor connectors as shown in **FIG. 1**. This is located in front of the trunk pass through (it will be easier to work from inside the back seat at this point).
3. Unplug the black 4-way connector as shown in **FIG. 1** below. Starting in this location, attach the kit connectors in-between the connection between this black connector and the white bulkhead connector.
4. Secure the relay under the vehicle as shown in **FIG. 2**. Attach the ground wire ring terminal and use the supplied screw. You will need to drill a 1/8 in. hole into the frame rail. **BE SURE TO KEEP THE ROUTED HARNESS CLEAR OF ALL MOVING, HOT, OR SUSPENSION COMPONENTS.**
5. Run the jacketed wire from the bulkhead up over the suspension and down along the brake lines and fuel lines to the front of the vehicle. Attach with cable ties every 12-18 inches, see **FIG. 3**.
6. Follow the brake lines up into the engine compartment ensuring that the wire is secured away from the driveshaft, steering rack, and front suspension.
7. Secure sealed fuse holder and attach ring terminal to the positive stud on back of alternator.
8. Locate the Fuel Pump Resistor (on inner fender well behind battery on GT/GTP and behind headlight on Regal GS) and disconnect connector. Attach jumper connector included in the kit.
9. Double check your work then re-attach the battery cable. Your conversion is complete. The factory fuel pump relay powers the auxiliary relay, which provides low-loss voltage to the pump.



The relay in this kit is a sealed 30 amp unit and does not require additional waterproofing or sealant. The 20 amp fuse in the fuse holder is also sealed and requires no additional sealant. If replacement of either item is necessary, the fuse is a common automotive fuse and the relay is available from Caspers Electronics. Contact Caspers on-line at www.casperselectronics.com or call 847 247 0484 for more information.