

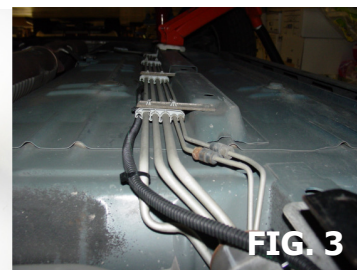
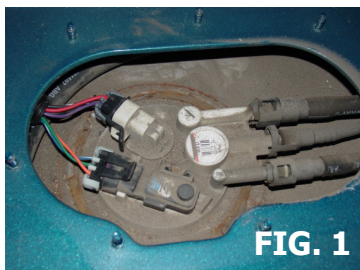
INSTALLATION INSTRUCTIONS

102152 FUEL PUMP WIRING UPGRADE KIT GP/GTP

This kit is designed to install into your 1997-2003 Grand Prix GT, GTP and Regal GS with no wire cutting or splicing. 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 jumper for the "Fuel Pump Resistor", a common point of failure (if so equipped - located in front fender, right side).



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 four-wire connector inserted into the white fuel tank connector, as shown in **FIG.1** and insert the "TEE" shaped end of this kit in-between the connections. The system is a male-female connection. See **FIG.2**.
4. Run the jacketed wire from the tank connection 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**.
5. Follow the brake lines up into the engine compartment ensuring that the wire is secured away from the driveshaft, steering rack, and front suspension.
6. Secure sealed fuse holder and attach ring terminal to the positive stud on back of alternator.
7. Locate the Fuel Pump Resistor (on inner fenderwell behind battery on GT/GTP and behind headlight on Regal GS) and disconnect connector. Attach jumper connector included in the kit.
8. 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 for either item is required, fuse is a common automotive blade fuse and the relay is available from Casper's Electronics www.casperselectronics.com