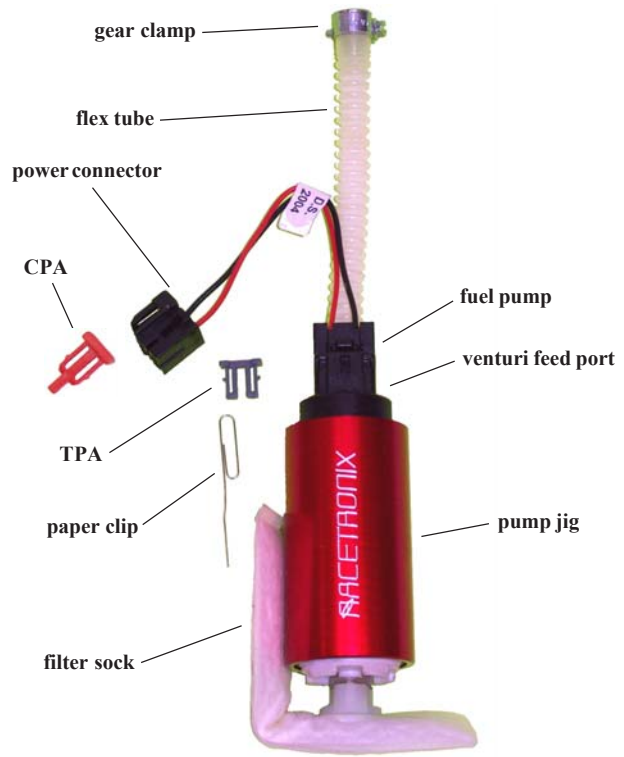
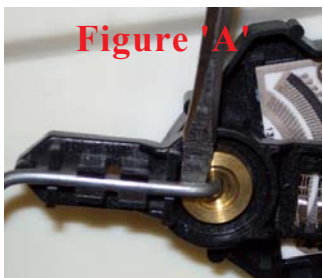


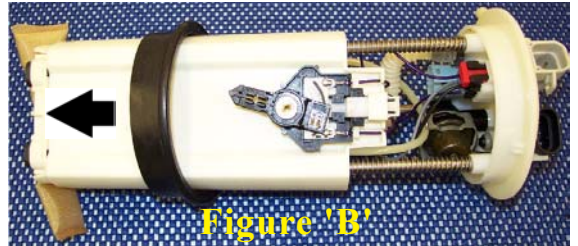
F99-FPA Fuel Pump Assembly



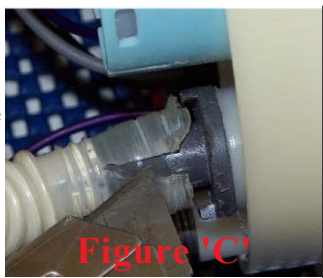
1. Gently remove the float arm by placing the blade of a small flat screwdriver between the metal rod and the black plastic level sender as shown in figure 'A'.
CAUTION: Be very careful not to bend the float arm at any time. A bent float arm will provide false readings on your gas gauge.



2. Slide the round tank seal off the bottom of the fuel module as shown in figure 'B'.



3. Remove the pump's feed tube from the fuel module's bulkhead outlet by making a small slit down the side of the tube as shown in figure 'C'.



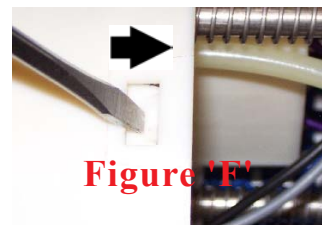
4. Remove the red CPA lock from the electrical bulkhead receptacle by placing the blade of a small flat screwdriver between the lock and the black connector body while gently rotating the screwdriver as shown in figure 'D'. The lock will slide out. Place the CPA lock aside as it will be needed for re-assembly.



5. Using a pair of small tip pliers gently squeeze the locking tabs on either side of the black electrical connector while sliding it forward and out as shown in figure 'E'.



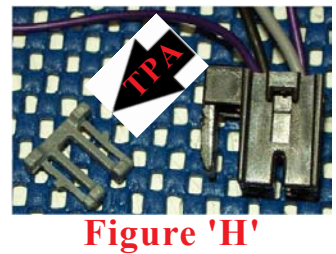
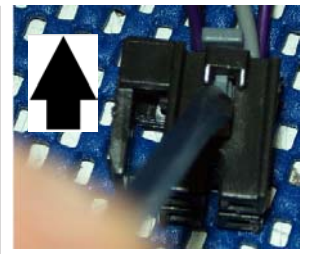
6. Using the blade of a small flat screwdriver depress the locking tabs at either top side of the fuel bucket as shown in figure 'F'. Gently slide the fuel bucket out from the upper half of the module by approximately 1.5 inches in order to expose the top of the fuel pump.



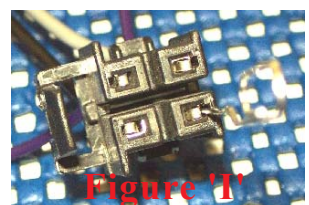
7. Locate the venturi feed tube coming off the brass fitting on top of the fuel pump. Using a pair of flush side cutters, cut the venturi feed tube directly above the bump as shown in figure 'G'. Make sure that a straight, flush, clean cut is made.



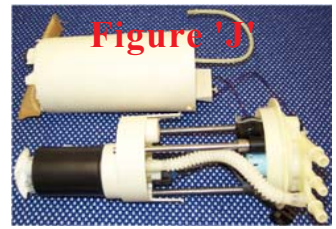
8. Using the blade of a small flat screwdriver depress the gray TPA's locking tabs on either side of the black power connector while gently pushing up and out as shown in figure 'H'.



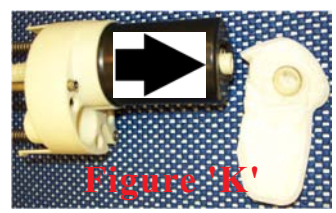
9. Insert the end of the supplied paper clip into the black power connector's terminal release channels while pulling out each violet level sender wire from behind as shown in figure 'I'.



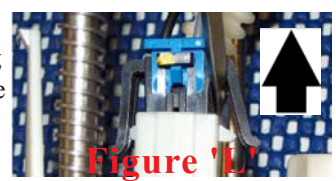
10. Separate the top and bottom half of the fuel pump module as shown in figure 'J'.



11. Remove the fuel pump's filter sock by pulling it off as shown in figure 'K'.



12. Unplug the fuel pump's power connector by releasing the locking tabs on either side while pushing up as shown in figure 'L'.



13. Remove the flex tube from the factory fuel pump by making a small slit in its side with a utility knife as shown in figure 'M'.



14. Remove the factory fuel pump with its sleeve by sliding it up and out of the fuel module as shown in figure 'N'.



15. Remove the factory fuel pump from its sleeve by pushing out from the bottom. If your pump is older the sleeve will have shrunk from gas immersion. **Do not force the pump out.** If you have the **slightest** difficulty removing the pump from its sleeve simply make a slit down the side of the sleeve as shown in figure 'O'.



NOTE: This will not damage / impede the module's operation and will allow for easy installation of the Racetronix pump assembly. Do not attempt to remove the sleeve with heat or lubrication.

16. Using a pair of side cutters trim the opening in the bottom of the pump sleeve to the outer edges of the raised elliptical opening as shown figure 'P'.



17. Place the Racetronix pump assembly into the pump sleeve as shown figure 'Q'.



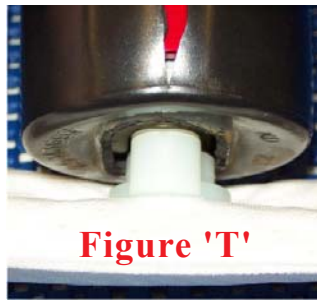
18. Place the Racetronix pump assembly into the fuel module as shown figure 'R'. The pump sleeve is keyed so it will only fit in one way.



19. Rotate the pump in its red sleeve so that the inlet is positioned to the outer side of the plastic sleeve as shown in figure 'S'.



20. Press the filter sock onto the inlet of the pump as shown in figure 'T'. To make sure the filter sock is fully seated and the lock ring is fully engaged gently tap the filter sock on a flat surface. Visually inspect the sock to make sure it is properly seated.

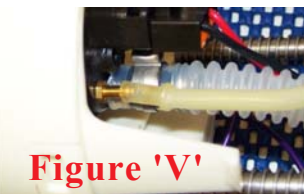


NOTE: Do not attempt to remove the sock once engaged as damage will occur to the lock ring requiring replacement of the filter sock.

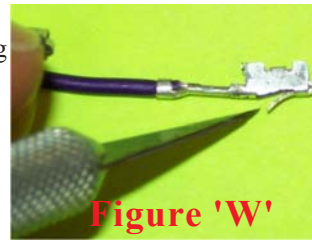
21. Place the pump assembly into the lower half of the fill bucket. Fold the filter sock so that the long end is folded up the side of the bucket (U1/U2). Route the venturi tube out the top of bucket (U1). Push the two halves together enough to tuck the sock inside but not so far as to engage the side locks.



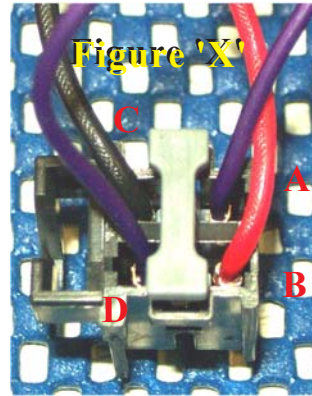
22. Push the venturi tube onto the pump's venturi outlet as shown in figure 'V'. Be careful not to exert excessive side force on the fitting. **Make sure the tube is fully seated on the fitting.**



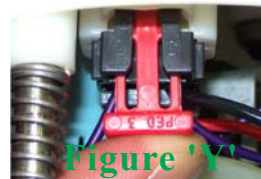
23. Using a small utility blade gently bend the locking tangs of the level sender terminals on the ends of the violet wires as shown in figure 'W'.



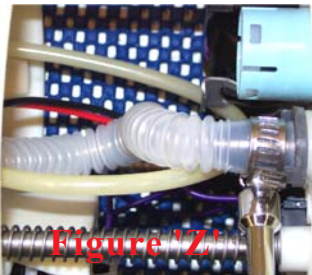
24. Insert the violet level sender wires into the black power connector. The violet wires are not polarity sensitive so either open cavity (A or D marked on either side of connector) will work. The terminal locking tangs are pointed towards the release slots in the terminal cavities. The terminals will make a quiet click once locked into place. Check that the terminals are locked in place by giving a gentle tug on the wire. Check the polarity of the pump wiring as a precaution. Red + from the pump goes to cavity 'B' and negative - goes to cavity 'C'. Insert the new supplied gray TPA so that it locks into place on either side of the black connector.



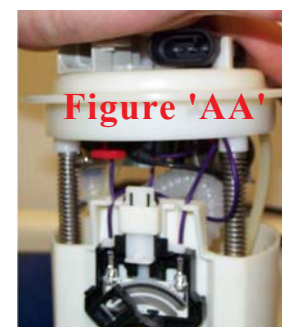
25. Plug the black power connector back into the bulkhead socket. Make sure the connector locks into place. Insert the red CPA as shown in figure 'Y'.



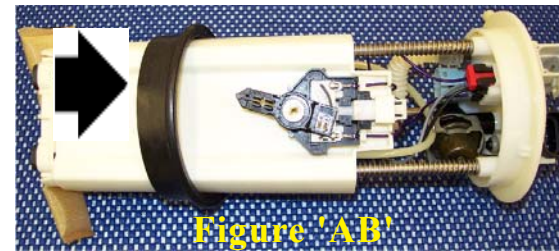
26. Position the pump's flex tube as shown in figure 'Z' to avoid binding. Loosen the gear clamp with a 1/4" nut driver. Slip the flex tube over the module's outlet barb making sure it is fully bottomed. Tighten the gear clamp in the position shown to avoid installation obstructions. Do not overtighten the gear clamp. Snug will do!



27. Push down on the top of the module as shown in figure 'AA' in order to engage the side locks which hold the top and bottom halves of the module together. Inspect the tubes and wiring for binding. When the two halves are compressed the flex tube should tuck up inside the top of the module. If the flex tube binds or touches the pressure regulator reposition it. The two halves should compress properly in order to be inserted into the tank.



28. Slide the tank seal onto the fuel module above the level sender. The flared lip goes towards the top of the sending unit as shown in figure 'AB'.



28. Lock the float arm onto the level sender by snapping it into its locks as shown in figure 'AC'.



29. Re-check the pump installation. Replace module as per GM factory manual instructions.

*** CAUTIONARY NOTES ***

Inspect the gas tank for contamination (i.e. sand rust). A brown / black dirty factory filter sock indicates potential trouble / premature pump failure. F-body plastic tanks do not rust but gas station tanks contain all types of contaminants.

Fill the fuel module with gas before installing it back into the tank to help the new pump prime. The fuel module's check valve should not allow the fuel to leak out the bottom.

Fill the tank with at least 10 gallons of fuel and let stand 10 minutes before attempting to run the pump.

Do not use gas that has been open or sitting for long periods of time. (i.e. winter storage) as it can contain water which will damage the pump.

For support please contact your dealer or support@racetronix.com

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1999 & Up

LSI Camaro/Firebird/Trans AM
High-Performance In-tank Fuel Pump
Assembly Manual



1999 and up
Camaro, Firebird
and Trans AM
High-performance
Fuel Pump Assembly



CAUTION

This product is intended to be installed by a qualified automotive service technician. Review this entire manual before starting installation. Proper safety precautions must be implemented when working with gasoline.

Please refer to your factory GM manual for gas tank and fuel module installation procedures.

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