

9-651/307/437-1026

10-19 Ford Taurus SHO 65c/300c/430c Fuel Pump Installation Guide



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Parts List:

- DW65c/300c/430c, 9-651/9-307/9-437
- Fuel Sock
- O-Rings (x2)
- 10" Pigtail Connector
- Super Lube

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PLEASE READ – this guide is intended to aid in the installation of our products. It is recommended that factory manuals or instructions are followed to remove the fuel pump assembly from the vehicle. Some instructions in this guide are generic. The factory manual should supersede any contradiction.

NOTE: Due to the differences between the 2010-2012 and 2013-2019 modules, this guide will cover the key differences between them. The different versions will be listed after each other.

Below is a picture of suggested tools that will make the installation process easier.

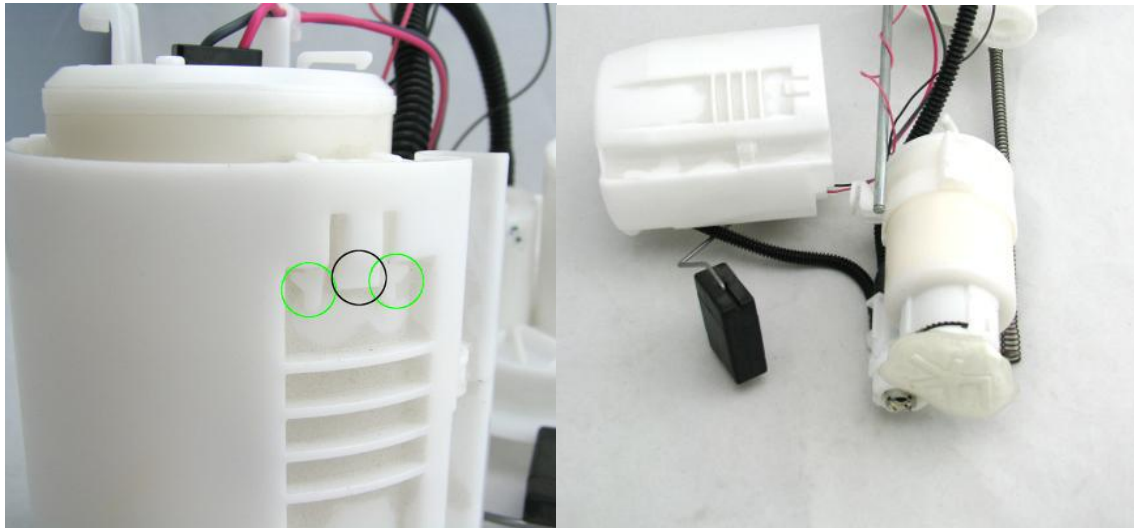


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1 – push the top of the assembly down to expose the retainers for the vertical supports of the assembly, then pull the retainers out



2 – to remove the center section of the assembly from the bucket, there are 2 spring tabs and 1 clip. While pulling on the center section of the assembly, lift the middle tab (black circle) and squeeze the outside tabs together (green circles). Once all 3 tabs and clip are loosened, separate the center assembly from the bucket



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3 – lift the 3 clips holding the pump pre-filter on the center section and pull the pump out of the assembly. There may also be an additional two clips on retaining the PRV.

CAUTION: do not put stress on the pump or level sender wire harness!

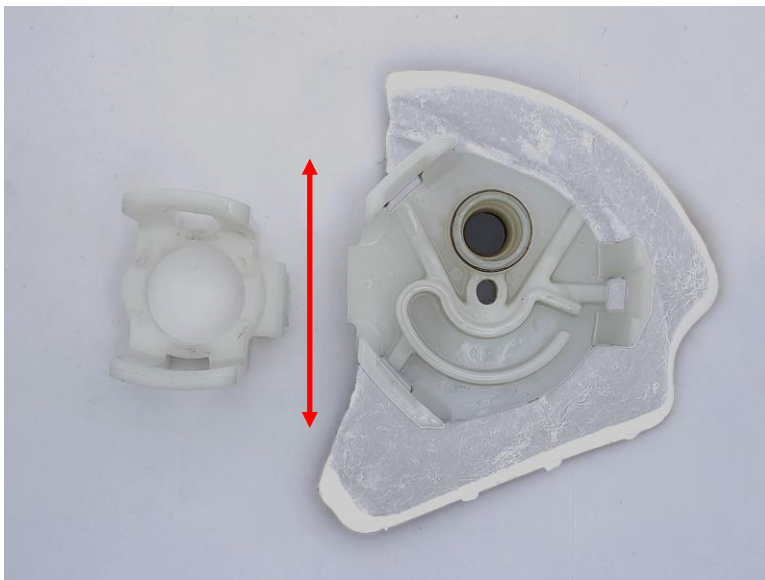


4 (2010-2012) – prep the supplied pre-filter for use by separating the PRV retainer from the pre-filter. The clips are orientated slightly different, this will make the installation easier. Install the retainer onto the OE PRV first.



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4 – (2013-2019) For the 2013+ model year you will be reusing the factory pre-filter. Prep the pre-filter for use by separating the PRV retainer from the pre-filter. The clips are orientated slightly different, this will make the installation easier. Install the retainer onto the OE PRV first.



5 (2010-2012) – transfer the outlet spacer from the OE pump to the DW pump and install 1 of the new o-rings from the installation kit. Install the new, clipped pre-filter on the DW65c/300c/430c and install into the center assembly while connecting the electrical connector and snapping the pump retainer in place



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5 – (2013-2019) Transfer the outlet spacer from the OE pump to the DW pump and install 1-2 of the new o-rings from the installation kit.



6 – (2013-2019) Due to a slight size different between the DW and OEM pump, you will need to remove a small ridge located inside the center section of the module. This can be accomplished with a Dremel style tool to sand down the area, or a 38mm hole saw to enlarge the opening. Take care not to damage the port that the pump seals into. Remove the ridge until the pump slides freely into place and is flush with the bottom of the center assembly.



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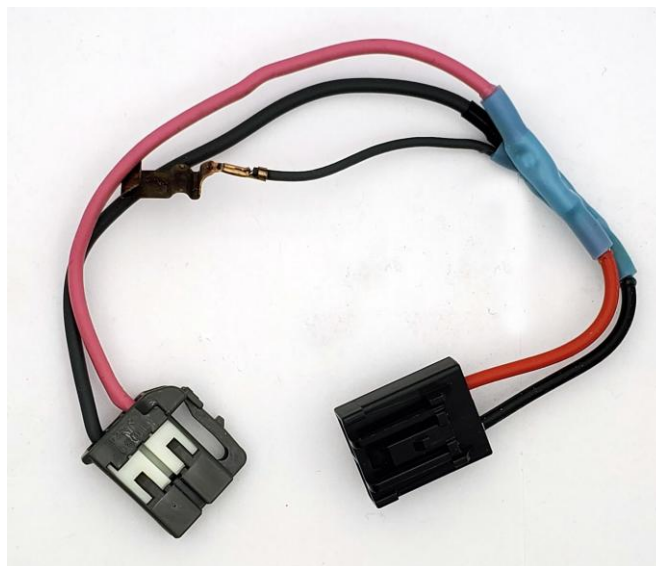
7 – (2013-2019) Install the DW65c/300c/430c into the center assembly, re-install the modified OEM pre-filter to retain the pump. It may be necessary to adjust the clocking of the fuel pump by twisting it slightly to align the inlet on the pump correctly with the pre-filter.

NOTE: It's very easy to break the outlet of the pump if you twist the pump too hard, minimal effort should be used to align the pump with the pre-filter.



8 – (2010-2012) install the assembly into the bucket and check to make sure all connectors are installed, and wires are tucked in place, reinstall the vertical support retainers.

8 – (2013-2019) Cut and combine the OEM module connector with the new supplied DW pump connector. Cut below the static ground to retain functionality. Use of fuel safe heat shrink or crimp connectors is advised for submersed applications. install the assembly into the bucket and check to make sure all connectors are installed, and wires are tucked in place, reinstall the vertical support retainers.

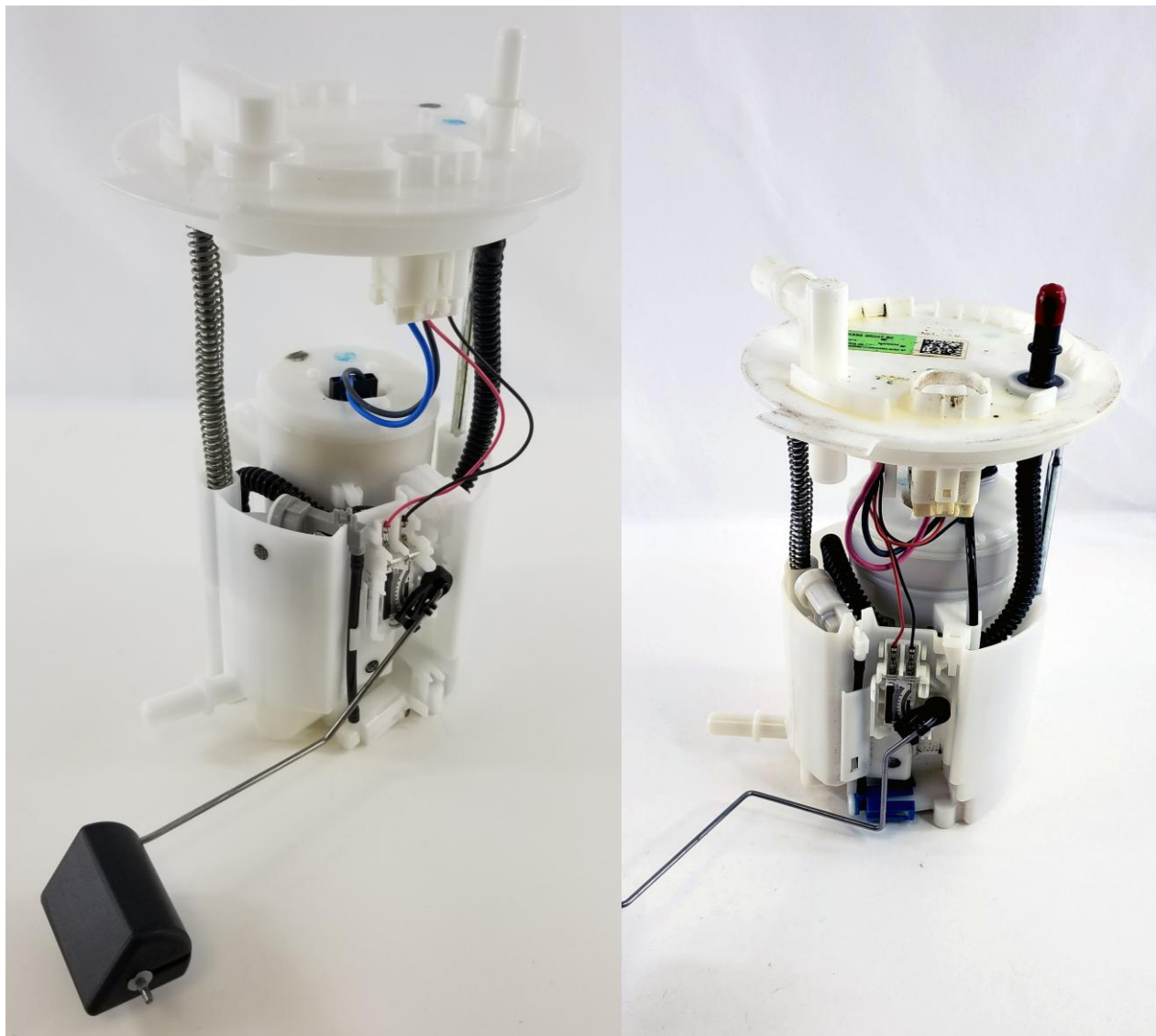


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7 – reinstall the assembly into the fuel tank and attach a length of hose to the outlet of the pump assembly allowing it to drain into a fuel safe container and prime the fuel pump assembly

8 – crank the engine for a period long enough to prime the pump assembly and evacuate the air introduced during the pump installation process

9 – attach supply line to the outlet of the pump assembly



For additional technical support please contact us at: TechSupport@Deatschwerks.com or 405.233.3991