

9-651/307/437-1063

DeatschWerks 2011-2016 Chevy Cruze DW300c/430c Pump Installation Guide



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Included Parts:

- DW65c/300c/430c, 9-651/9-307/9-437
- Fuel Pump Pigtail
- Fuel Sock Pump Pre-Filter
- 2x O-rings
- ¼ to ¼ 10 inch hose
- 2 8.7mm Pinch clamps
- 1/16" NPT Tap
- 15/64" Drill Bit



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. Instructions in this guide are generic and are intended to aid in the installation of a DW300c/430c fuel pump. The factory manual should supersede any contradiction.

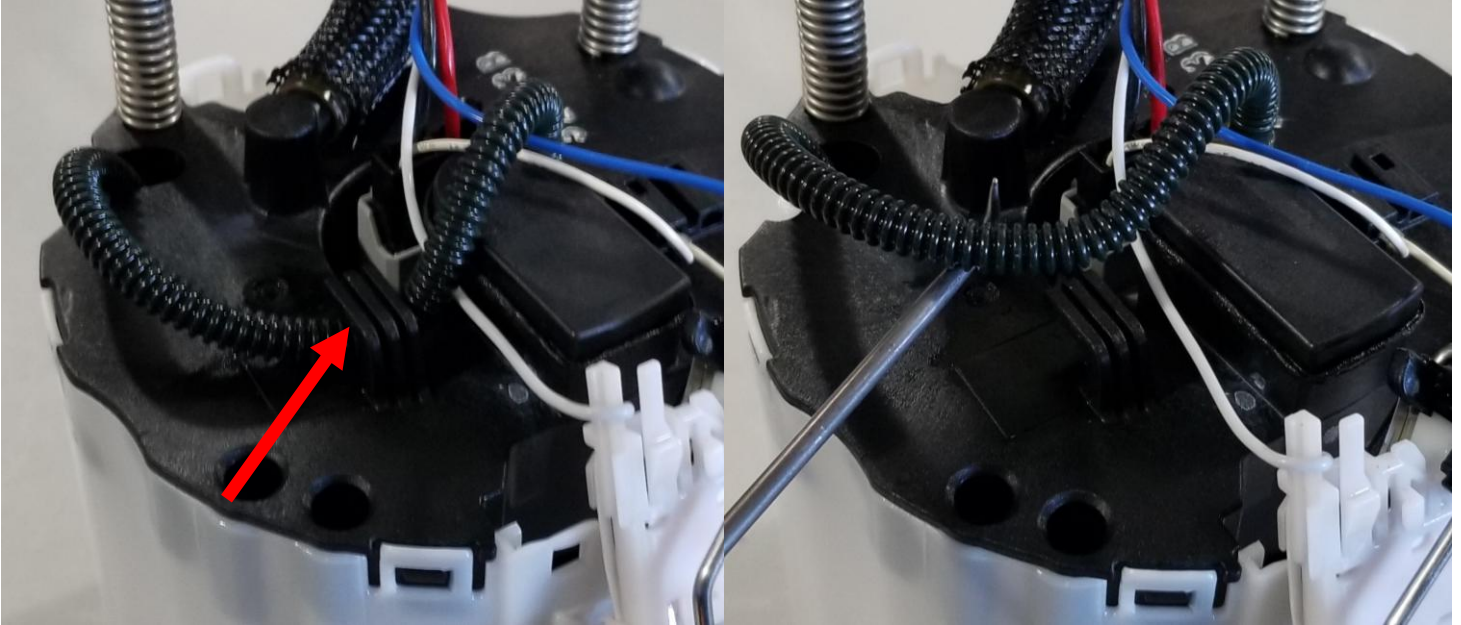
Note: The DW300c/430c is missing an additional outlet the OE pump has. Modification of the bucket will be required to maintain all OE functions.

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

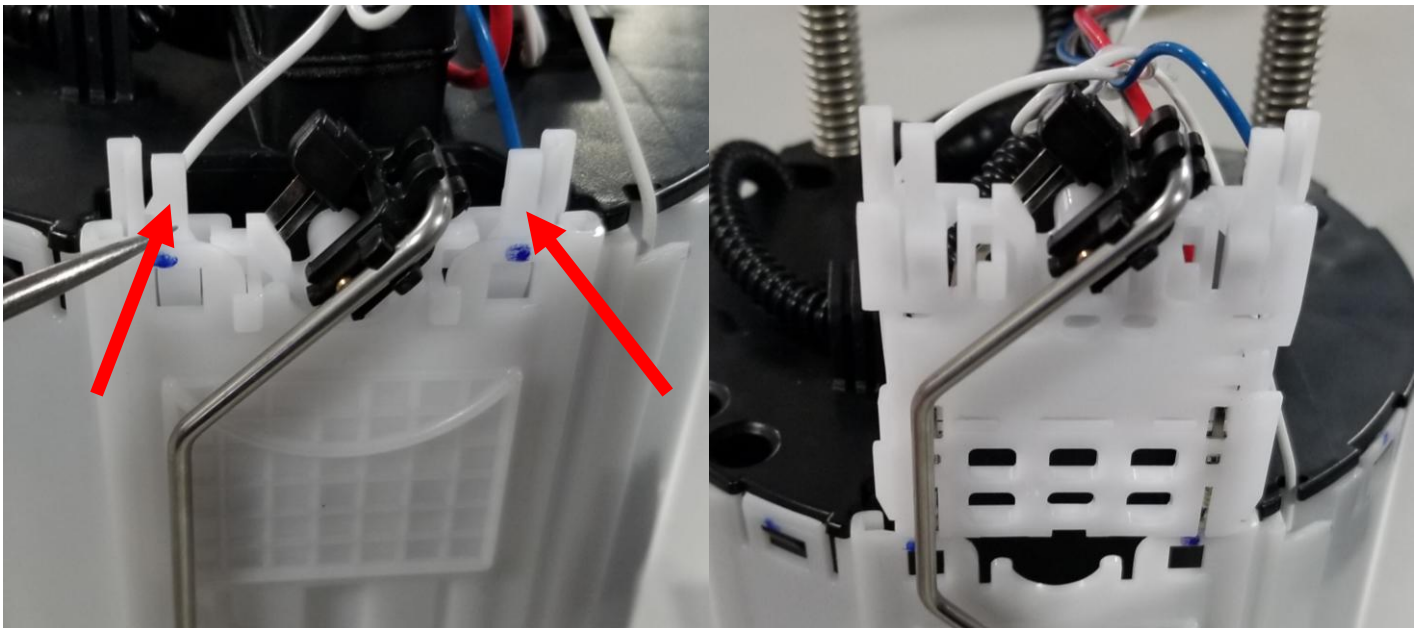


Disassembly of the Module

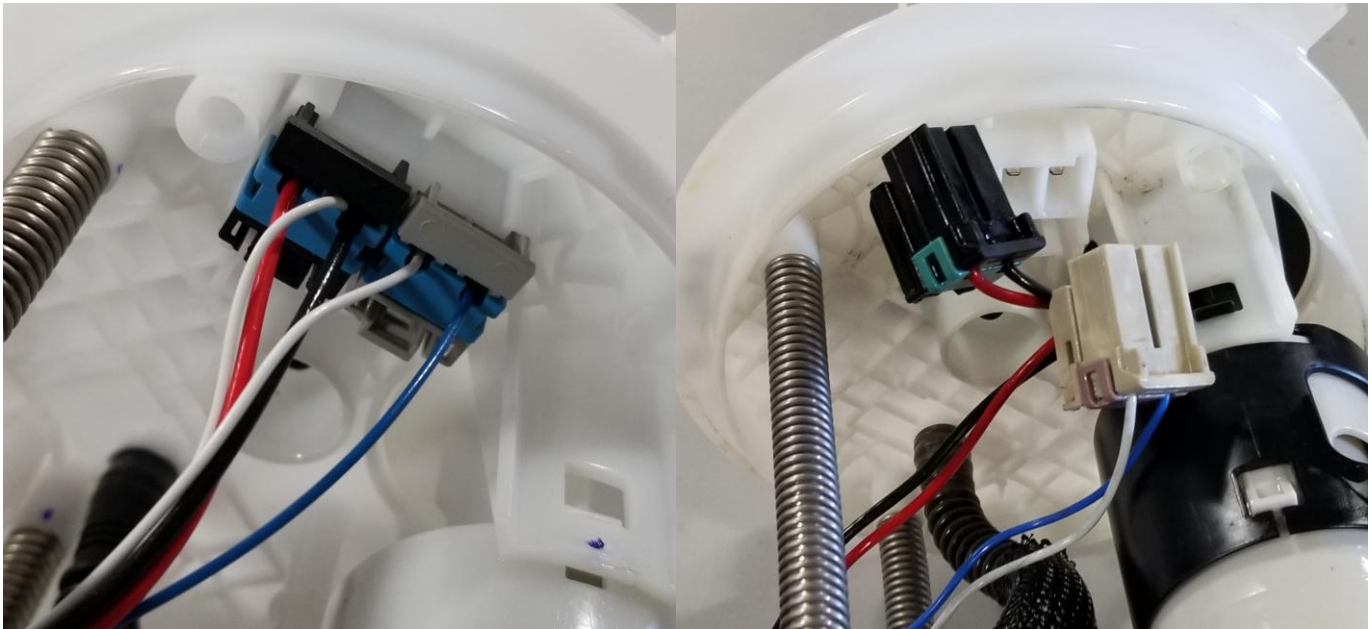
1 – We begin with moving the Original Venturi line. This is in the way of the wiring for the fuel level sender.



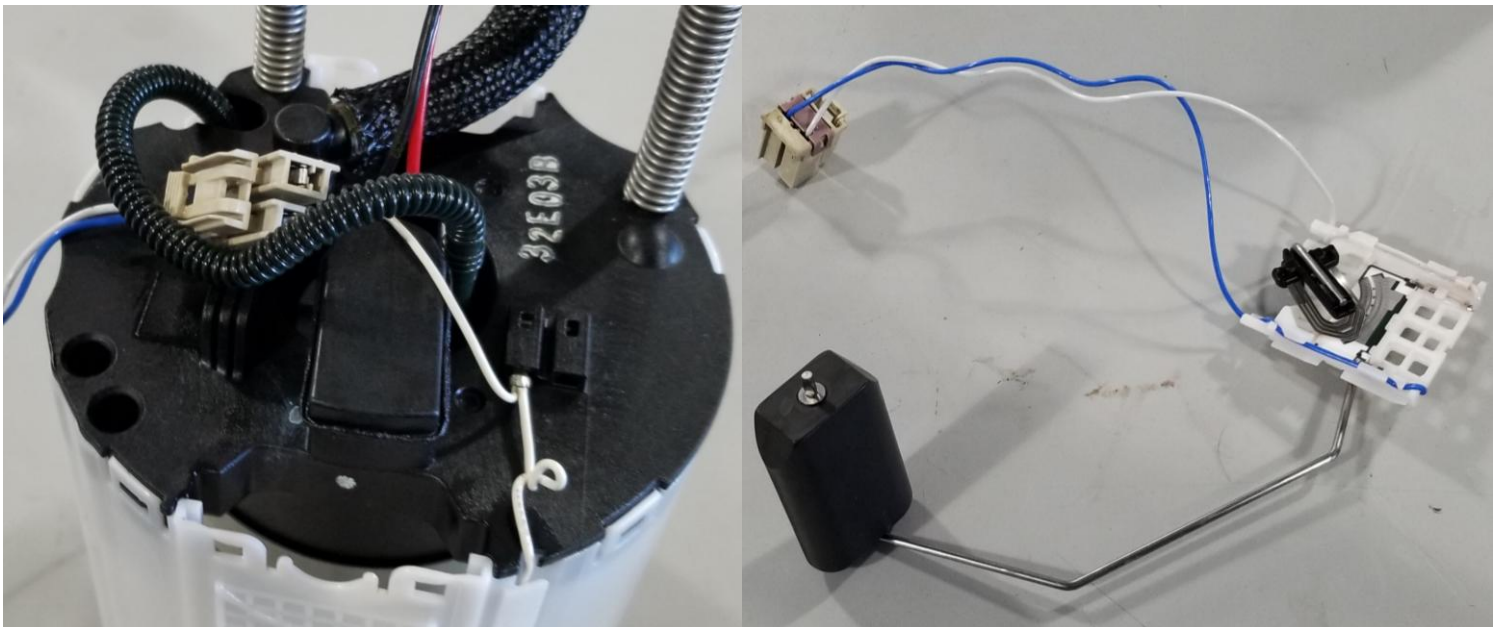
2 – Depress the 2 tabs on the fuel level sender to un-latch it from the module then pull up.



3 – Unplug both the fuel pump plug and fuel level sender plug from the top hat of the module.



4 – Now you can fish out the fuel level sender and set this to the side as it will need to be reinstalled later.

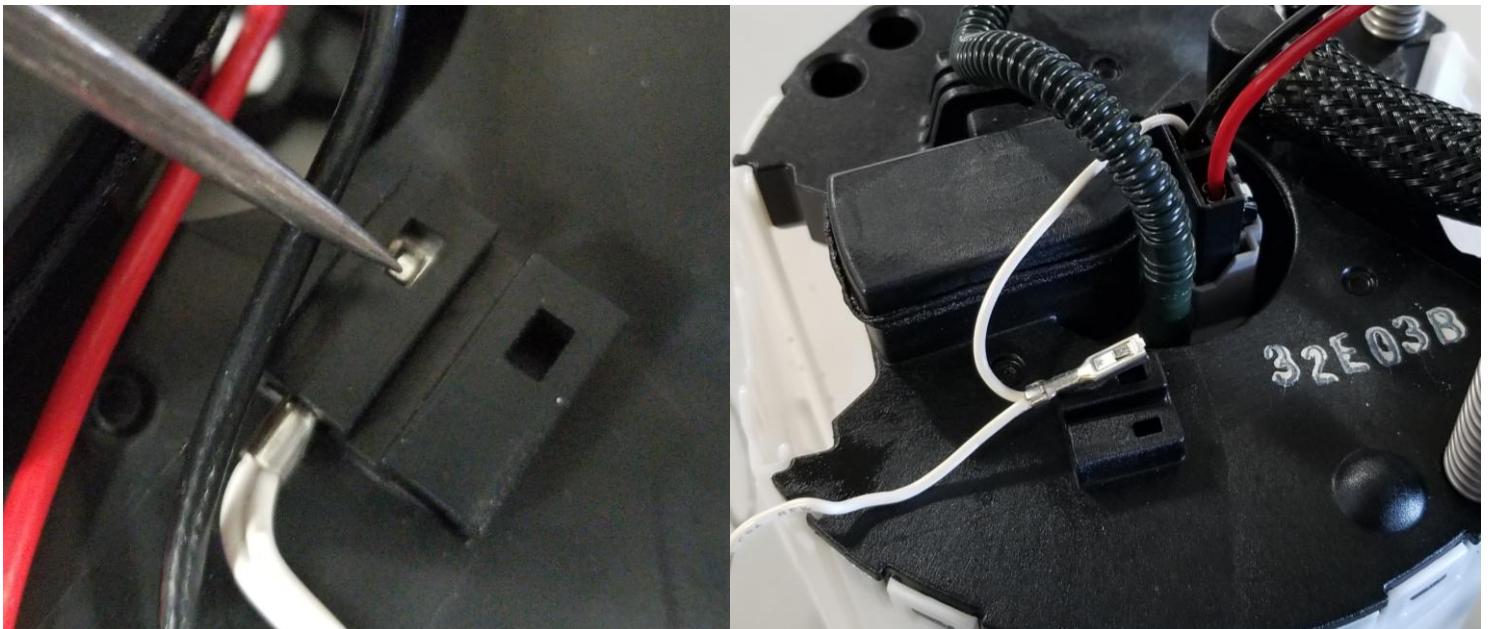


Removing the Fuel Pump

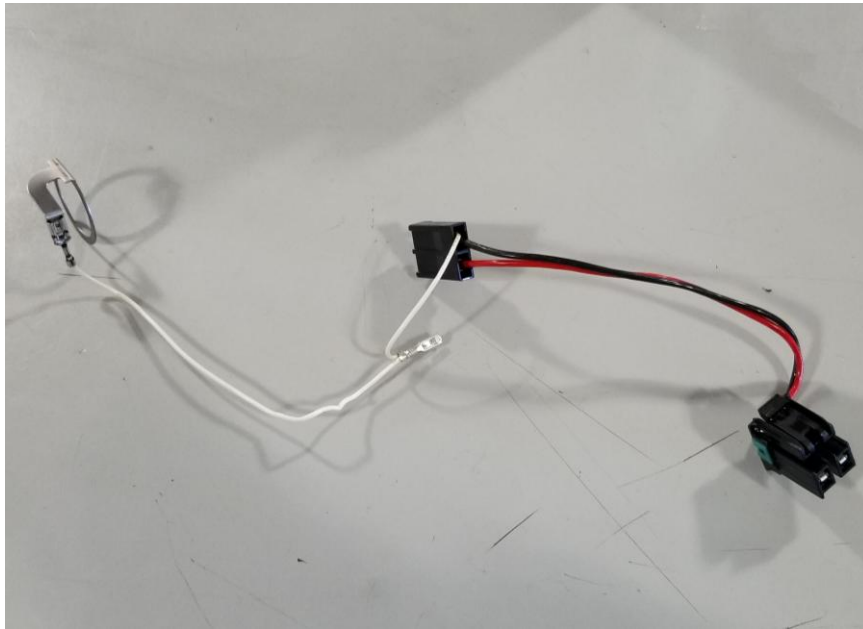
5 – To remove the fuel pump wiring you will need to undo this static ground from the Pressure Relief Valve. Leave the pressure relief valve installed to not lose it. This is what regulates the fuel pressure in the system. Place the clip to the side with the fuel level sender for safe keeping.



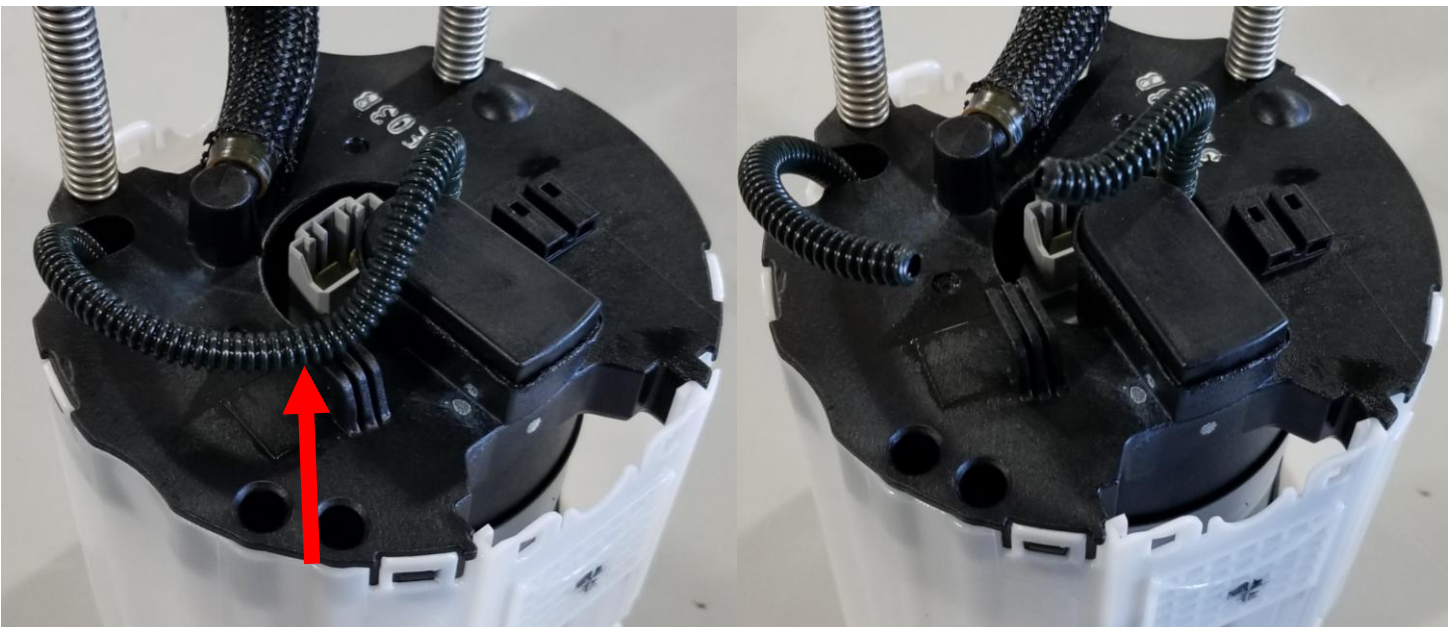
6 – There is another small static ground on top of the filter assembly. To remove it, depress the small tab and pull on the wire.



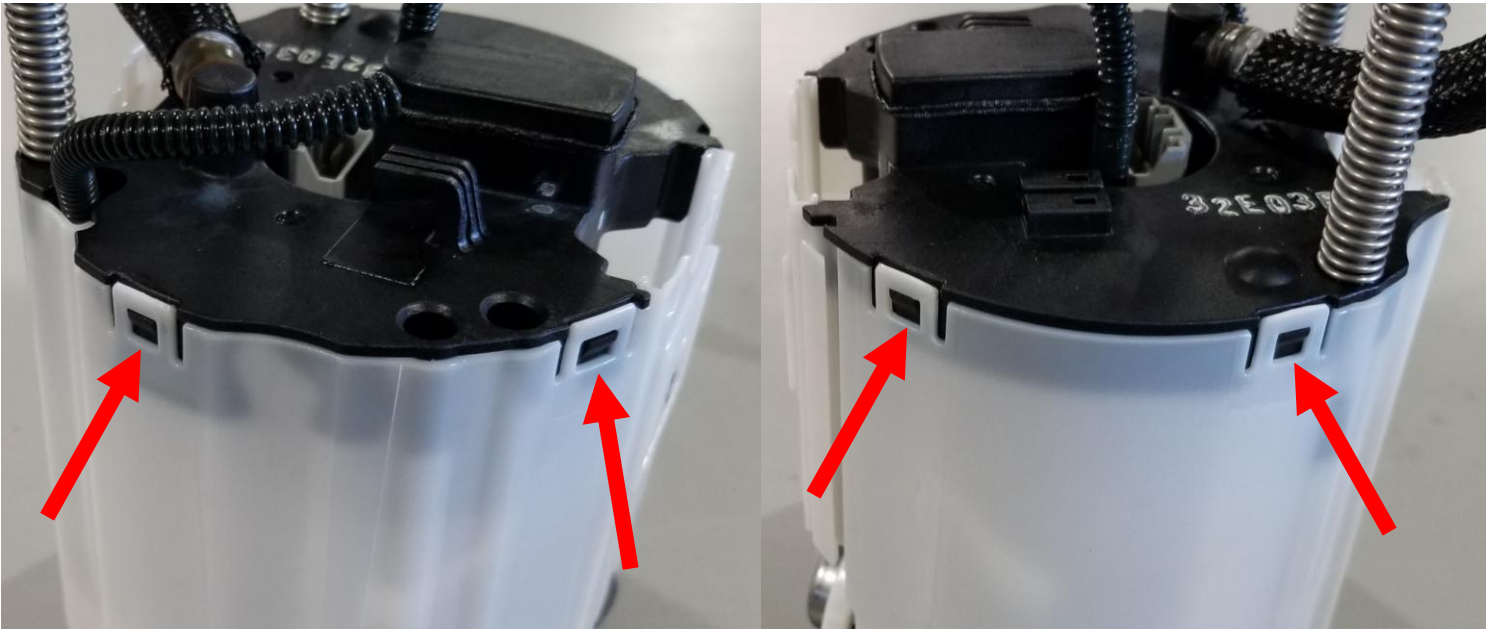
7 – Depress the tab on the fuel pump and pull the plug out of the pump. Now place this small harness to the side with the PRV clip and fuel level sender.



8 – Cut the hose somewhere in the middle between the bucket and the pump. This will be replaced with a new hose supplied in the install kit.



9 – There are 4 tabs that hold the black Filter Assembly into the bucket. Pull back each tab and pull on the top hat to remove the filter assembly from the bucket. Using 4 picks wedged under the tabs is usually the easiest method.



10 – Once the filter assembly is removed, on the bottom side of it lies the pump pre-filter/retainer. Unlatch the tabs and pull the pump out of the filter assembly.

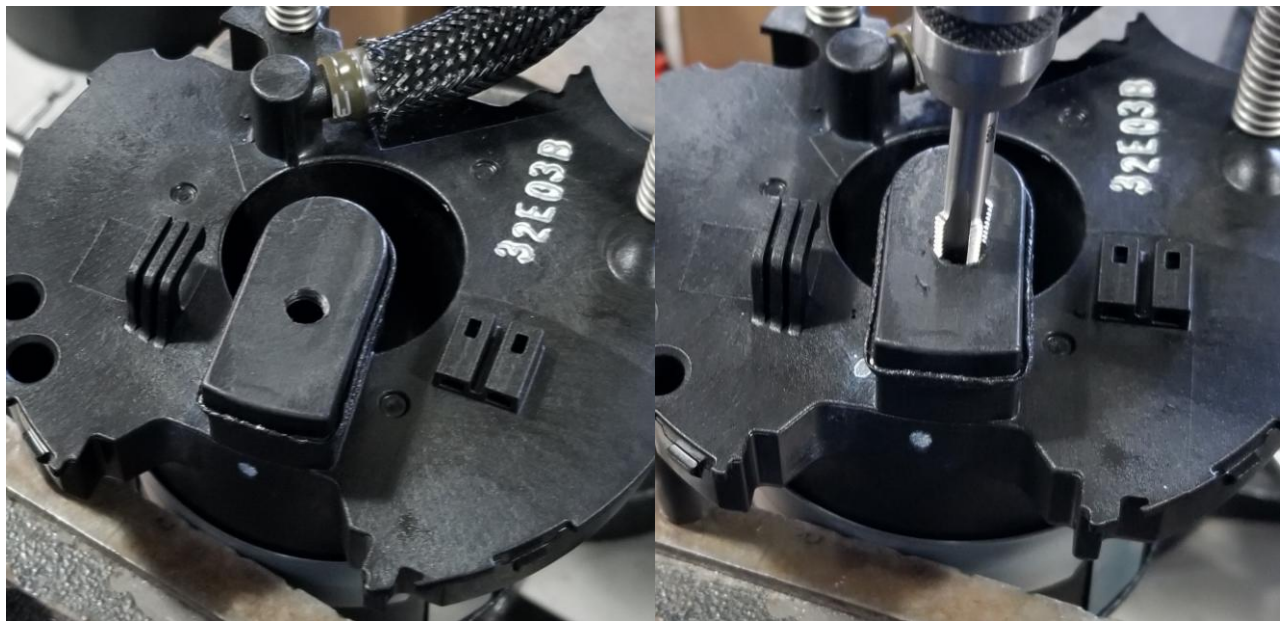


Modifying the Filter Assembly

11 – Now there should only be the top hat and hose attached to the filter assembly. Now we will begin the modification process. Mark the new hole for the new venturi feed. Centering the venturi barb has yielded the best results. See 2nd picture below.

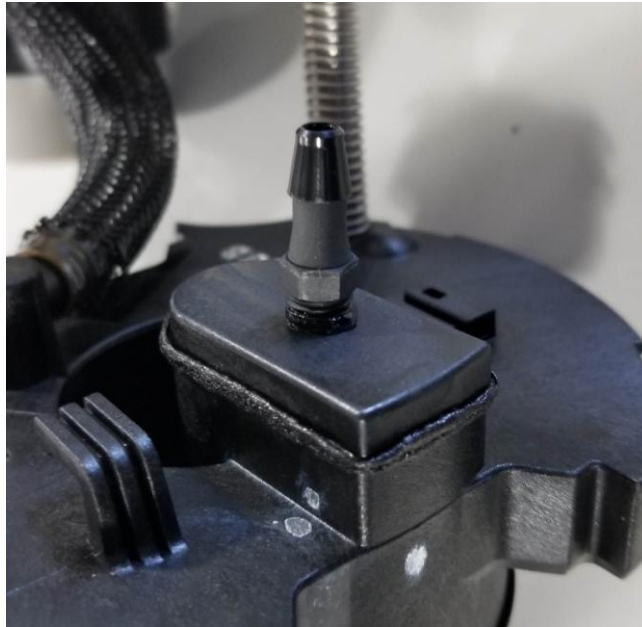


12 – Drill the marked hole with the supplied drill bit. Tap the hole with the supplied tap and do not tap the hole any further than what is shown below. If the hole is tapped any further down than half the bit, the main feed port from the pump may be blocked by the new fitting. This will cause poor performance from the pump.

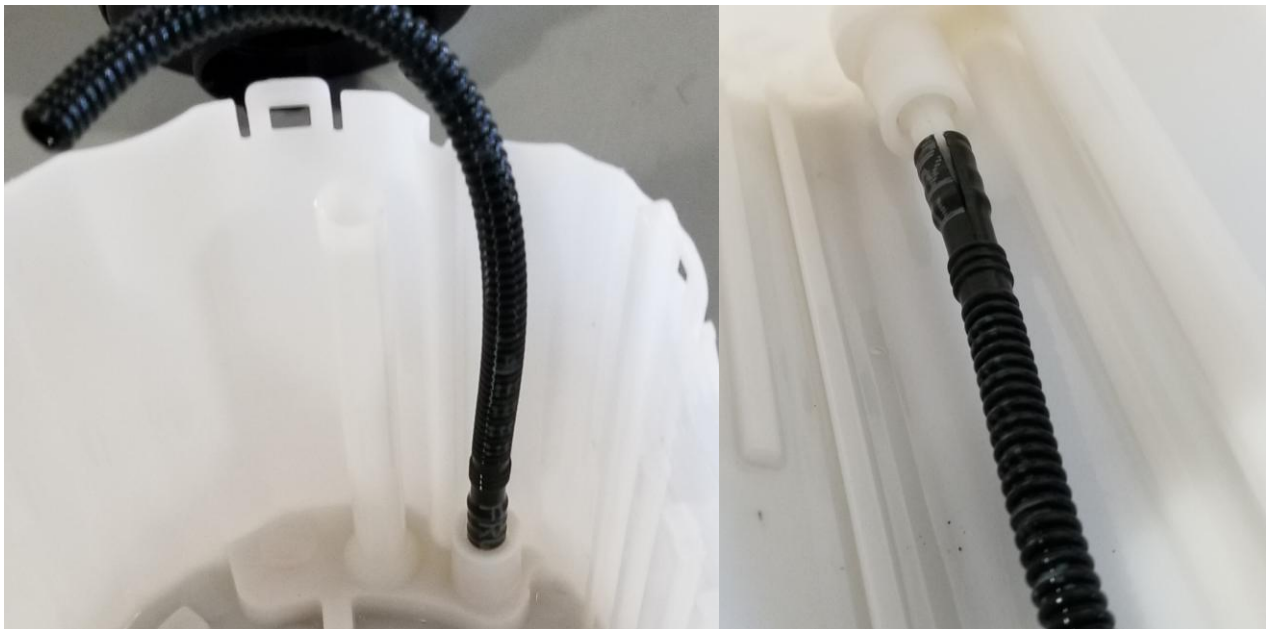


Installing the New Venturi Line and Fitting

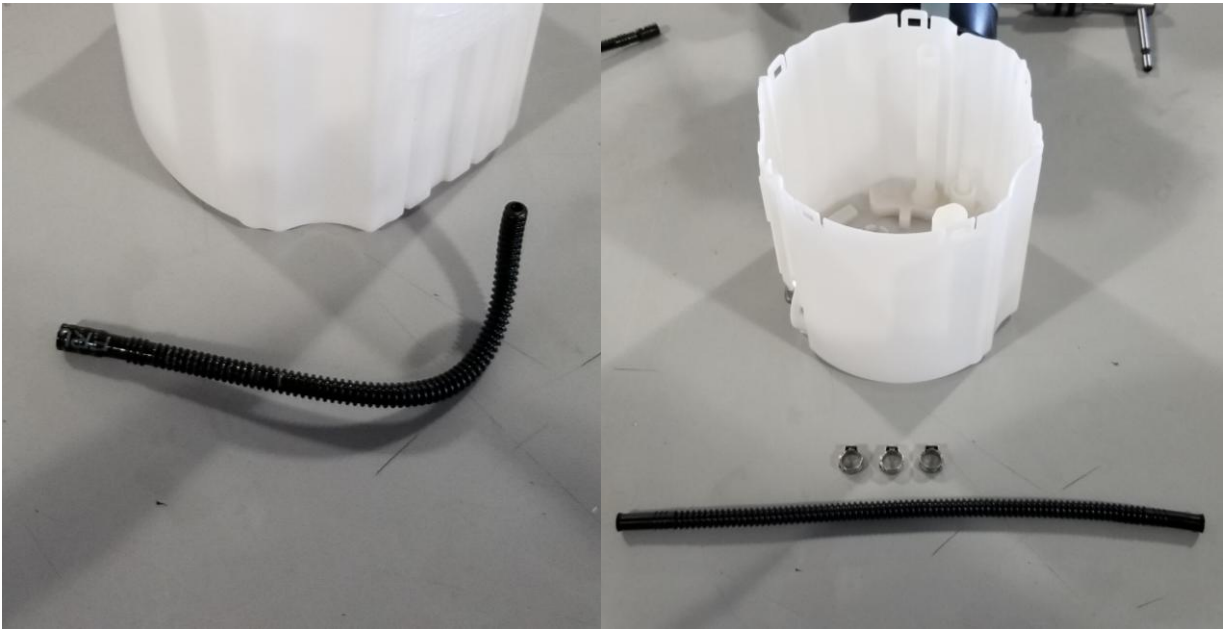
13 – Screw the supplied 1/16 NPT ¼ inch barb into the top of the filter assembly. Use super glue to seal the threads and keep the fitting from loosening over time. You can tighten the fitting with a 5/16 or 8mm socket.



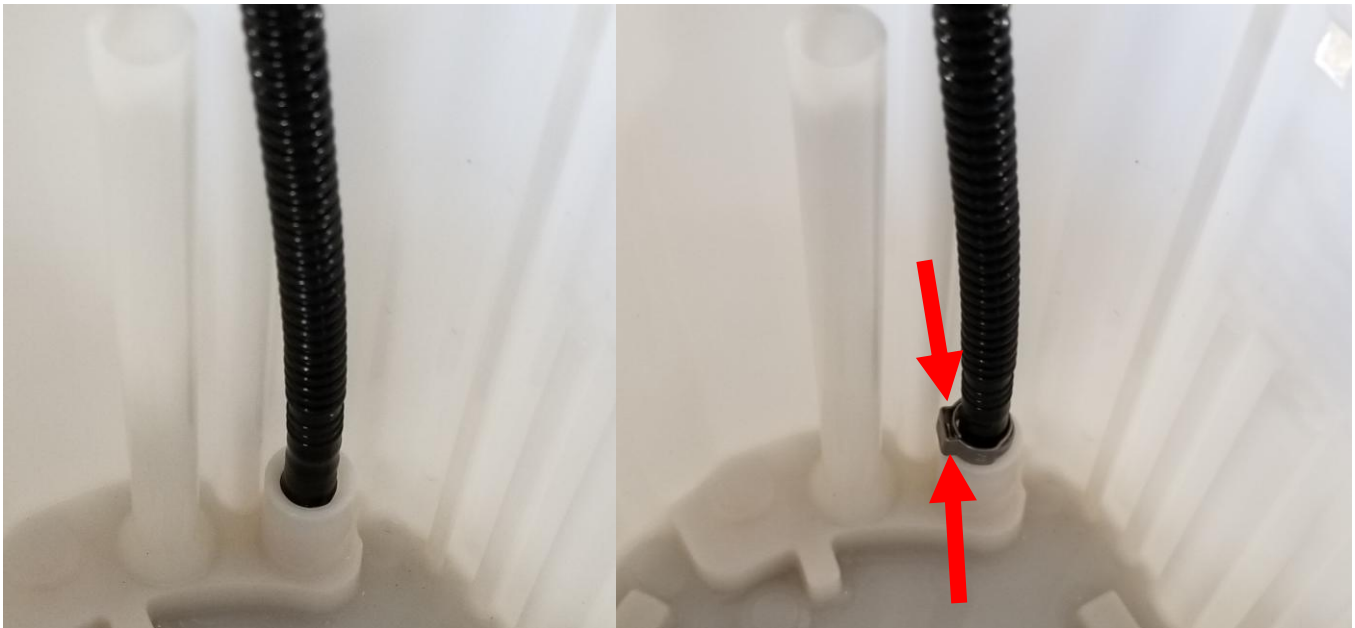
14 – We need to replace the venturi hose. Use a razor blade to cut the hose shown in the 2nd picture. Take care to not damage the barbs under the hose.



15 – After the cut, the hose should slide off with ease. In the 2nd picture is new hose that is supplied in the kit with the clamps. This will be the replacement for the hose we just removed.



16 – Push the hose onto the bard inside the bucket and then slide a hose clamp down. You can use a pair of side cutters to pinch the clamp. Marked in the 2nd picture is where we need to pinch.



Installing the New Pump

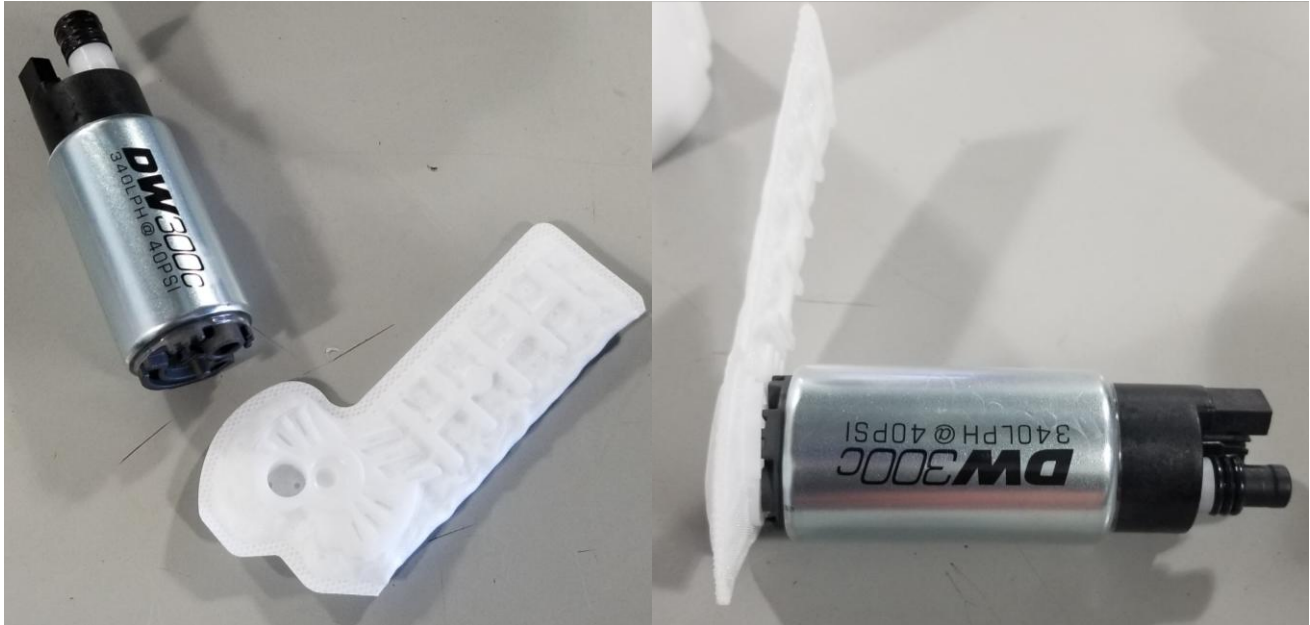
17 – Shown below is the supplied pump, o-rings, your existing seal, and spacer. You can use either the o-rings or your original seal to seal the pump.



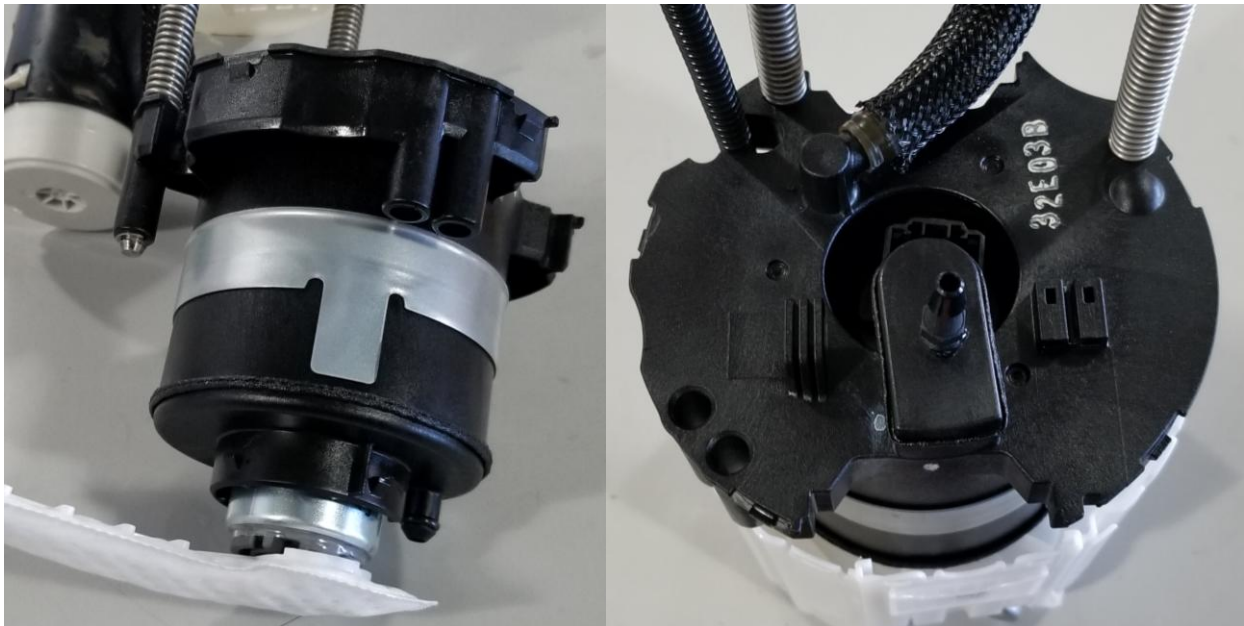
18 – Below is a picture of the OE seal and the new o-rings. Either method can be used.



19 – To install the pre-filter, a small amount of force is needed to get it to seat properly on the pump. Set the pre-filter on a sturdy surface like a work bench and push the pump into the pre-filter. Make sure it is seated like the 2nd picture.

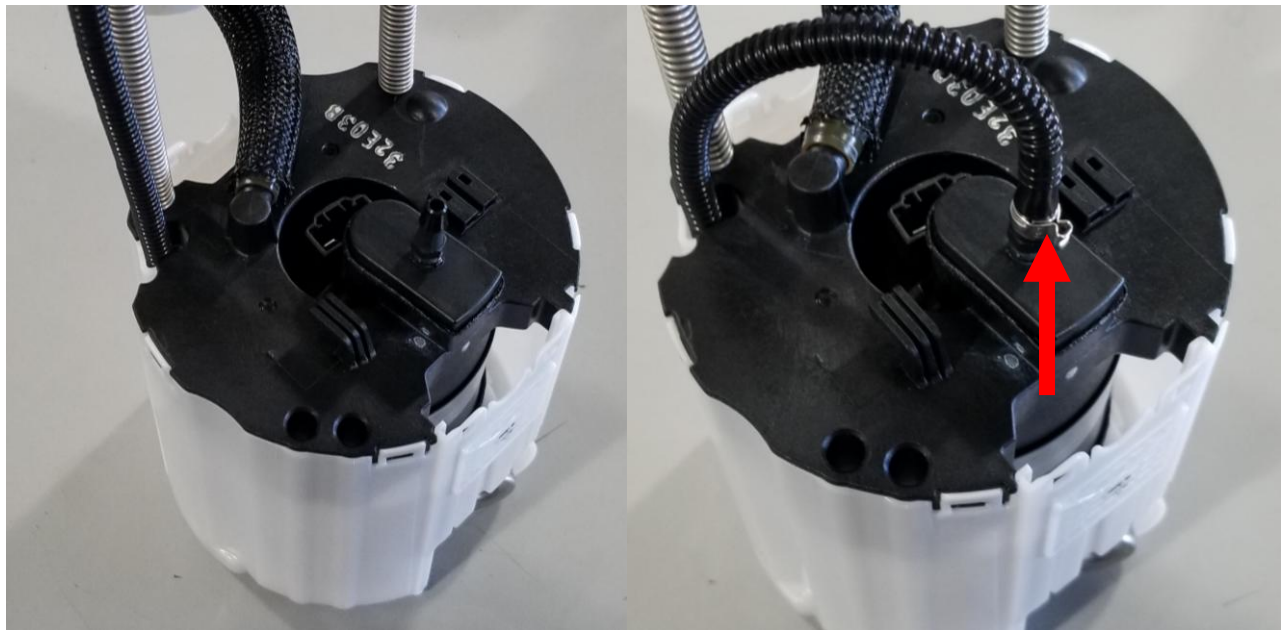


20 – Slot the pump into the filter assembly. It will only clock in one way. Now take the filter assembly with the pump and slide it into the bucket. It will only go into the bucket one way. The venturi hose on the top left of the 2nd picture is an easy marker if the filter is being installed correctly as there is a groove for the hose.

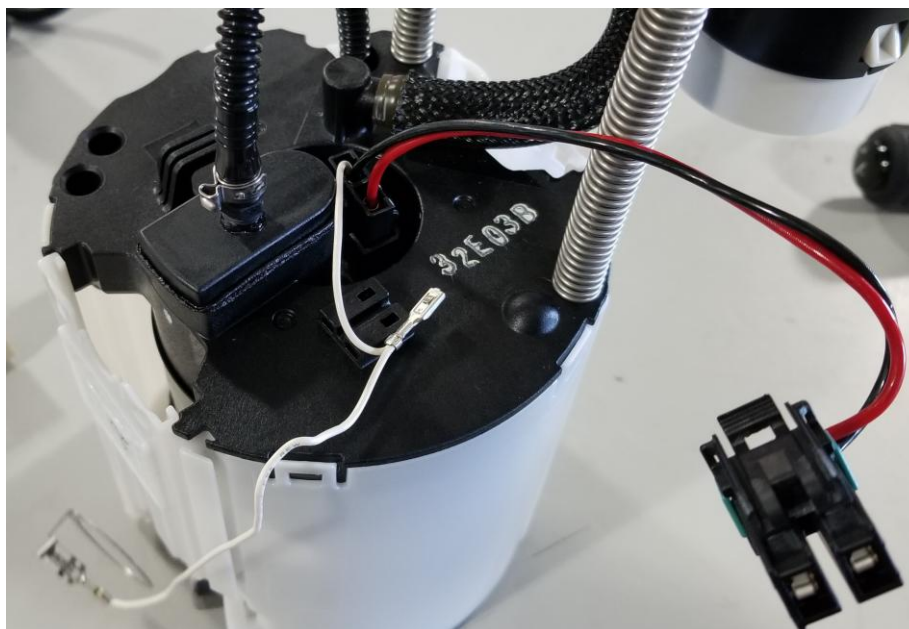


Wiring and Finishing the Install

21 – Slide a clamp onto the hose before installing it onto the fitting on top of the filter assembly. Slide the hose onto the fitting and pinch the clamp shown like in the 2nd picture.



22 – Plug in the fuel pump harness into the pump. Slot the small static ground back into the top of the filter assembly like it was before.



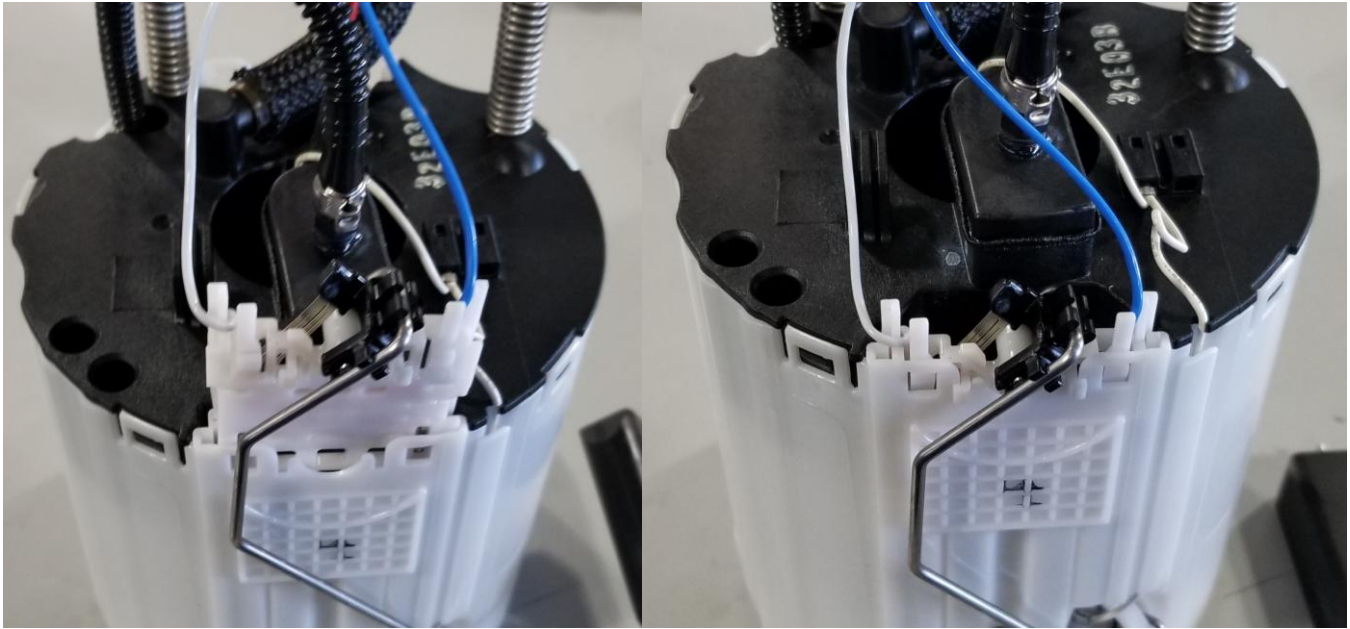
- 23 – Route the small wire down the channel on the side of the bucket and hook the static ground around the PRV. Once around the PRV install the PRV retainer shown like the 2nd picture.



- 24 – Plug in the pump harness into the top hat.



25 – Slot the fuel level sender until it clips in with both locking tabs.



26 – Plug in the fuel level sender harness into the top hat.



Finish



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

