

9-000-7034 and 9-437-7034

DeatschWerks 1998-2004 Ford Mustang X3 Triple Fuel Pump Module Installation Guide

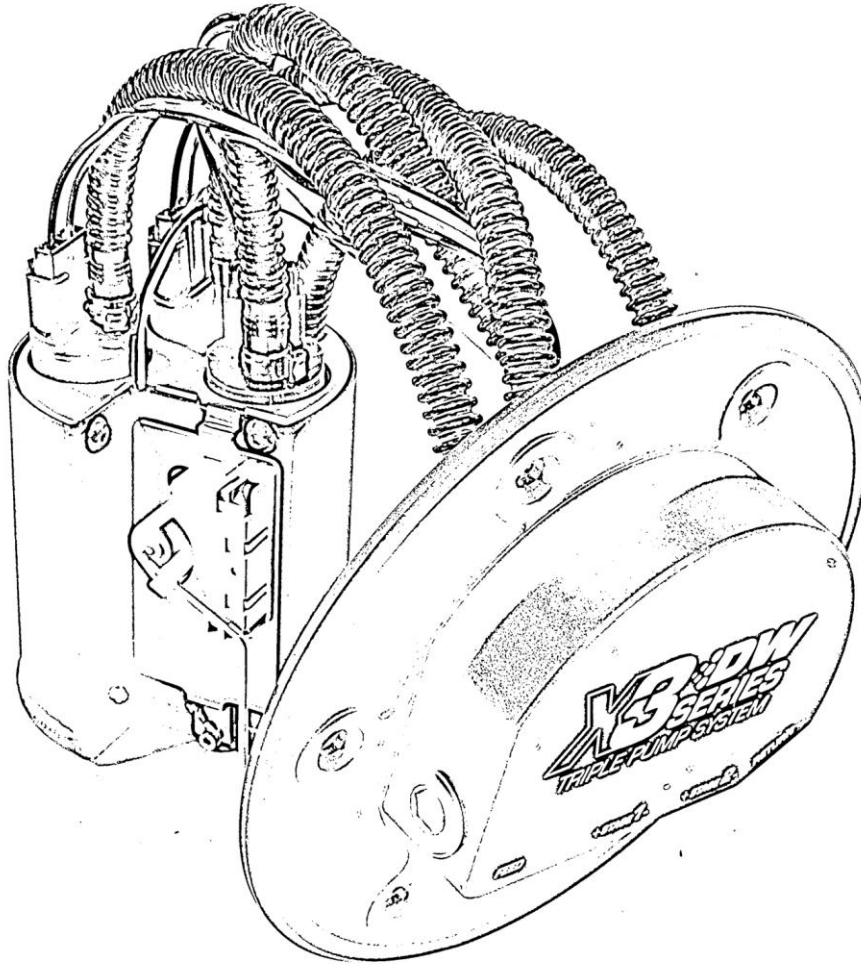


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Included Parts:

- Billet Aluminum X3 Module (Bucket and Tophat)
- DW430c 430 LPH Fuel Pumps (x3) *"437" PN# Only*
- Pump Electrical Connectors (x3)
- Convolute Tube 12"x 5/16" (x3)
- Convolute Tube 12"x 3/8"
- 13mm Pinch Hose Clamp (x8)
- Pump Pre-Filter Socks (x3)
- Rubber One Way Valves (x3)
- 12-10awg #10 Ring Terminals (x4)
- 16-14awg #10 Ring Terminals (x6)
- 22-18awg #10 Ring Terminals (x4)
- M5 Electrical Terminals (x4)
- M4 Electrical Terminals (x2)
- 6ORB to 5/16" Hose Barb Fittings (x4)
- 8ORB Plug Fitting

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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. Instructions in this guide are generic and are intended to aid in the installation of an X3 DW430c pump module. The factory manual should supersede any contradiction.

Important Notes: The DeatschWerks Ford Mustang X3 module is designed to fit the OEM “New Edge” Mustang V6 and GT fuel tanks, it will not fit the 2000 Cobra R or 2003-2004 Cobra fuel tank.

Below are some of the suggested tools that will make the installation process easier.



Assembly of the X3 Module

1 – Locate the bucket assembly and pump holder portion of the X-series module. Remove the three 3mm hex button head bolts and remove the orange pump holder from the bucket.



2 – Locate the three round rubber one way check valves and install them into the bucket. They install from the inside out, with the nub in the center popping through the smaller center hole.

Note: The bottom two may be harder to install for people with large hands, use a pick tool or micro screwdriver into the center of the valve to lower it into the bottom of the bucket and pull the nub through with your free hand.



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3 – Locate the three included DW430c fuel pumps and filter socks. Install the filter socks into the pumps by pressing them firmly to engage the locking washer.

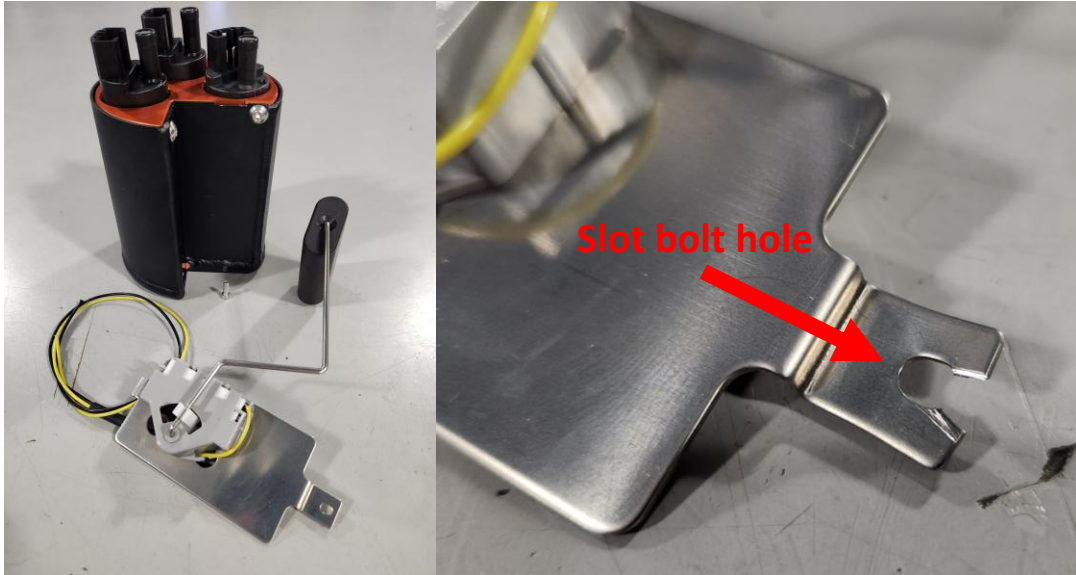


4 – Slide the pumps into the bucket as shown below. Install the orange pump holder on top of the pumps and install the three screws into the pump holder, the shorter screw goes in the location behind the fuel level sensor.



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5 – Locate the included fuel level sensor. The lower bolt hole will need to be modified for fitment to the X-series surge bucket, using a wire cutter style tool you can clip the bottom of the bolt hole to elongate it, it may also be possible to slot it with a Dremel style tool.



6 – There is a notch in the X-series surge bucket designed for the level sensor. Slip the top edge of the level sensor between the orange pump holder and surge bucket at this notch and secure the level sensor and black level sensor ground wire with the included 2.5mm hex M3 socket head bolt.

Note: Route the wiring behind the level sensor so it says out of the way of the float arm.



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7 – Locate the X-series module tophat, four orange 6ORB to hose barb fittings, the black 8ORB plug fitting, and the six electrical terminals. Install the 8ORB plug into the port on the side of the tophat as shown.

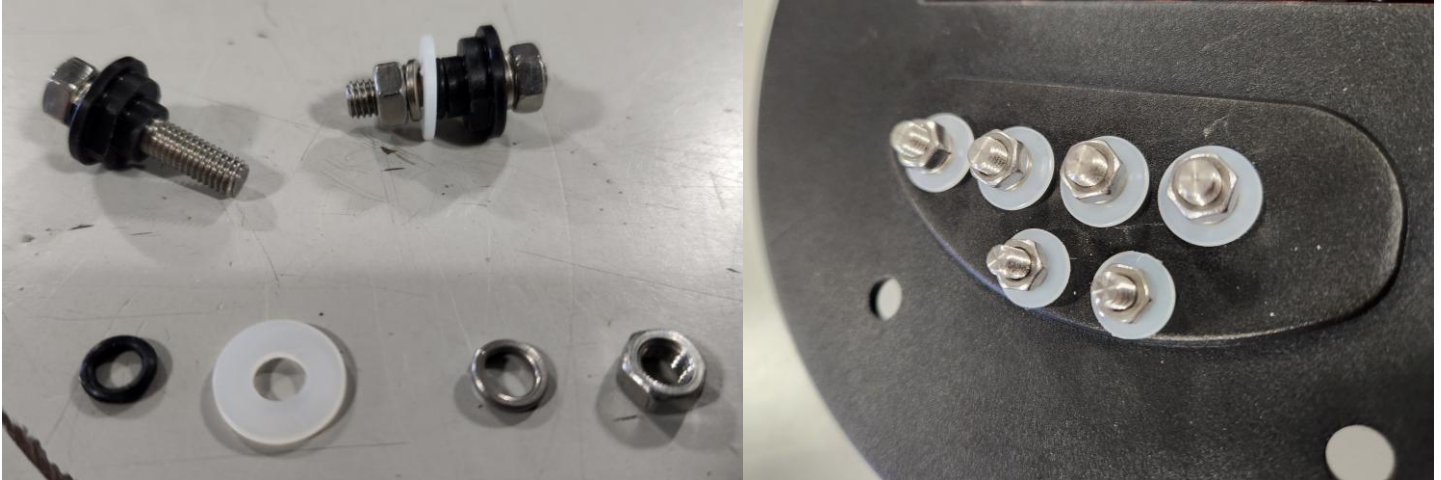


8 – Install the four orange 6ORB hose barb fittings on the underside of the tophat assembly.

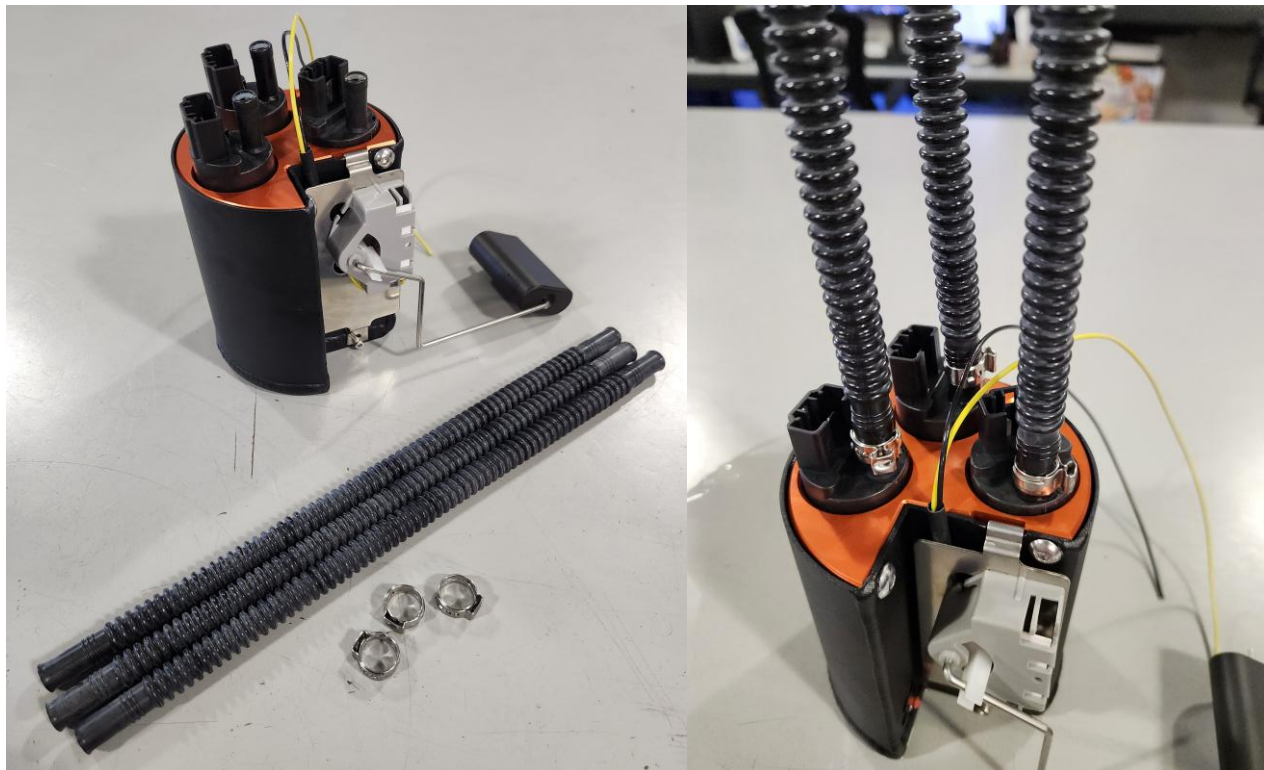


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9 – Install the six electrical terminals into the tophat. There are four larger M5 terminals for the Stage1 and Stage 2 pump power and ground, and two smaller M4 terminals for the level sensor. Separate the lower nut, lock washer and nylon washer and slip the top half through the tophat, making sure the O-ring seats in the lower round hole. Re-install the nylon washer, lock washer and nut to hold it in place.



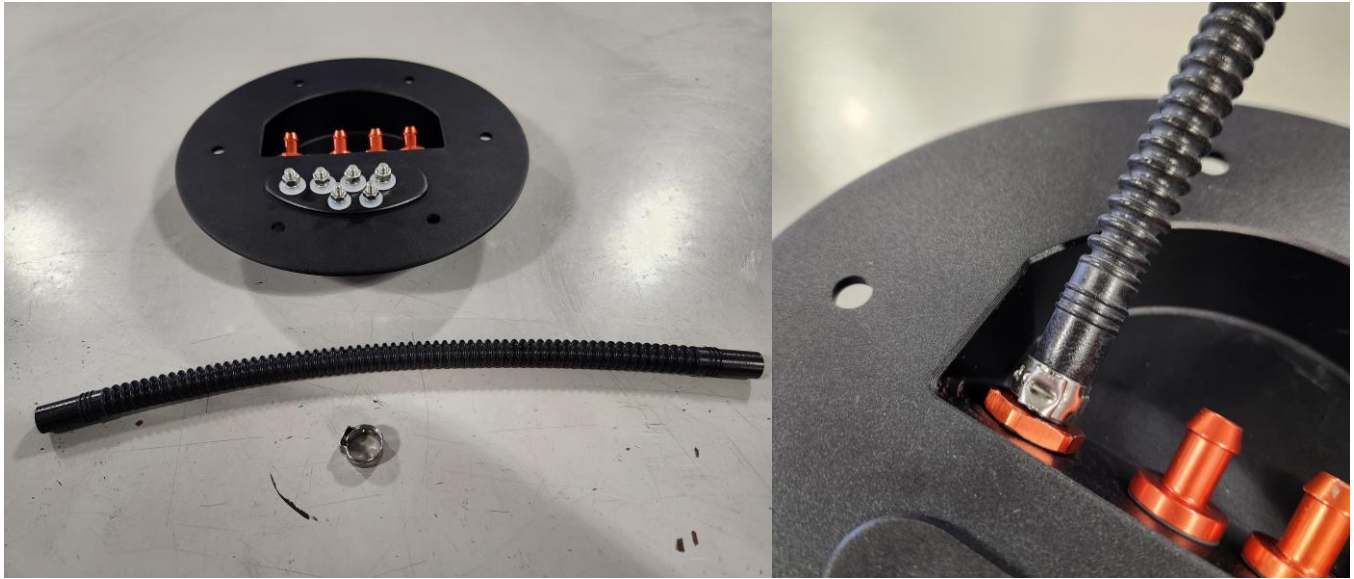
10 – Locate the three included 12" (305mm) long 5/16" convoluted tubes and three pinch clamps, install the hoses onto the fuel pumps and secure them with the clamps.



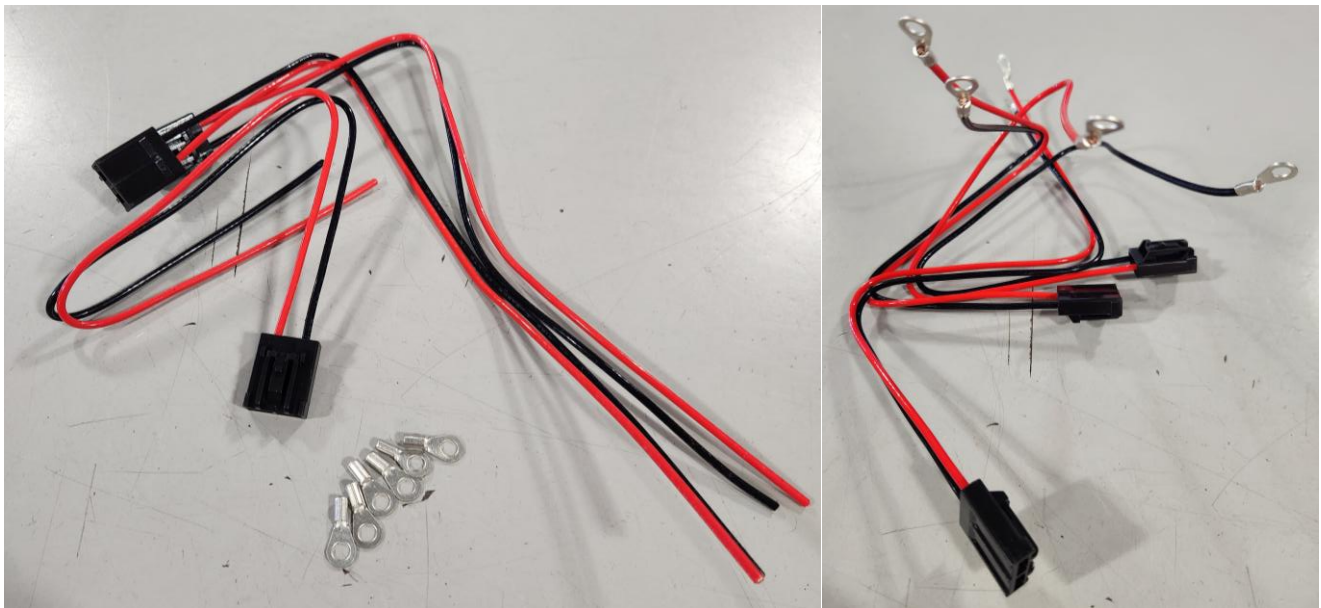
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11 – Locate the larger 3/8" 12" (305mm) long convoluted tube and clamp. Install this on the Return hose barb fitting on the tophat. The return is located opposite the return port on the tophat, it is also spaced away from the three feed fittings slightly.

Note: The return is under no fuel pressure so the slightly loose hose will not be an issue, once tightened the clamp will secure it in place correctly.

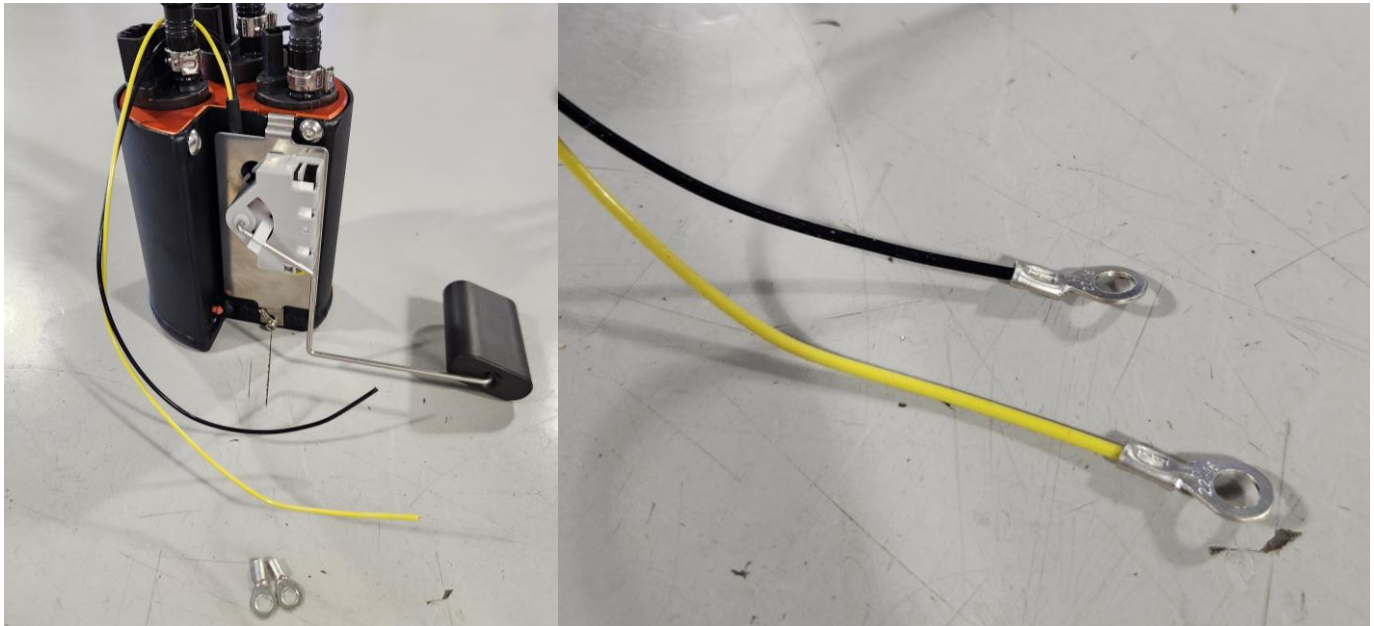


12 – Locate the three fuel pump pigtails, and the six 16-14awg ring terminals. Strip and crimp the ring terminals to the pigtails. Leaving the pigtails at their current length will help with installation, shorten them at your own discretion.



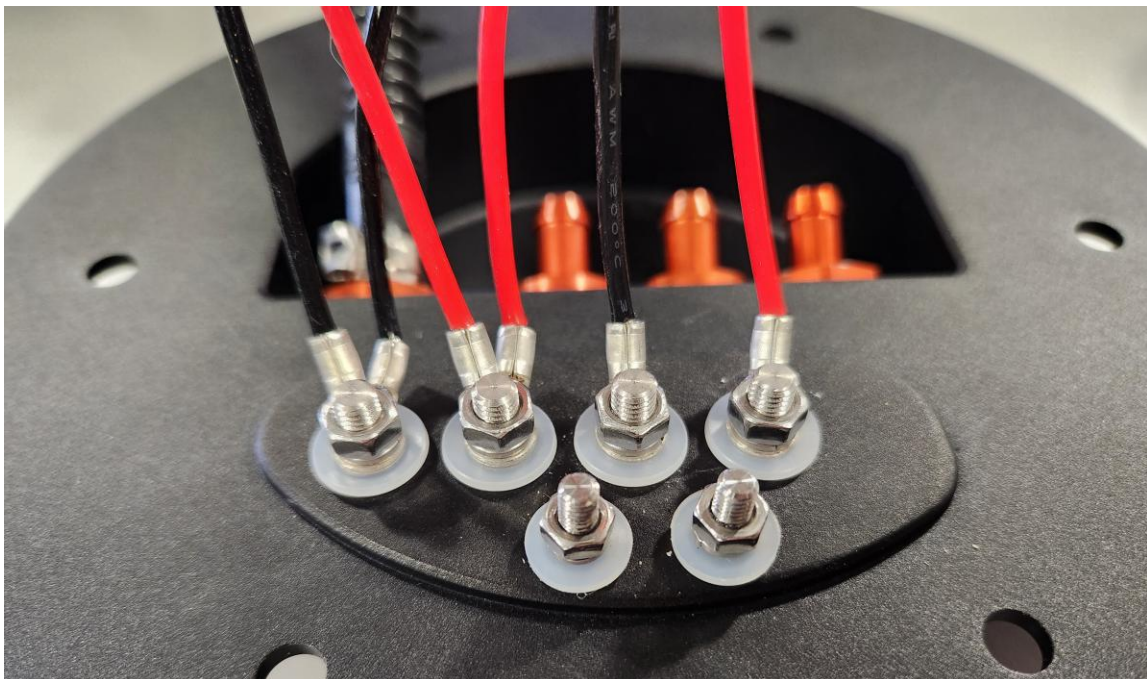
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13 – Locate two of the smaller 22-18awg ring terminals. Strip and crimp these on the ends of the Black and Yellow wires for the fuel level gauge. Like in Step 12, leave the length as long as possible to ease installation.



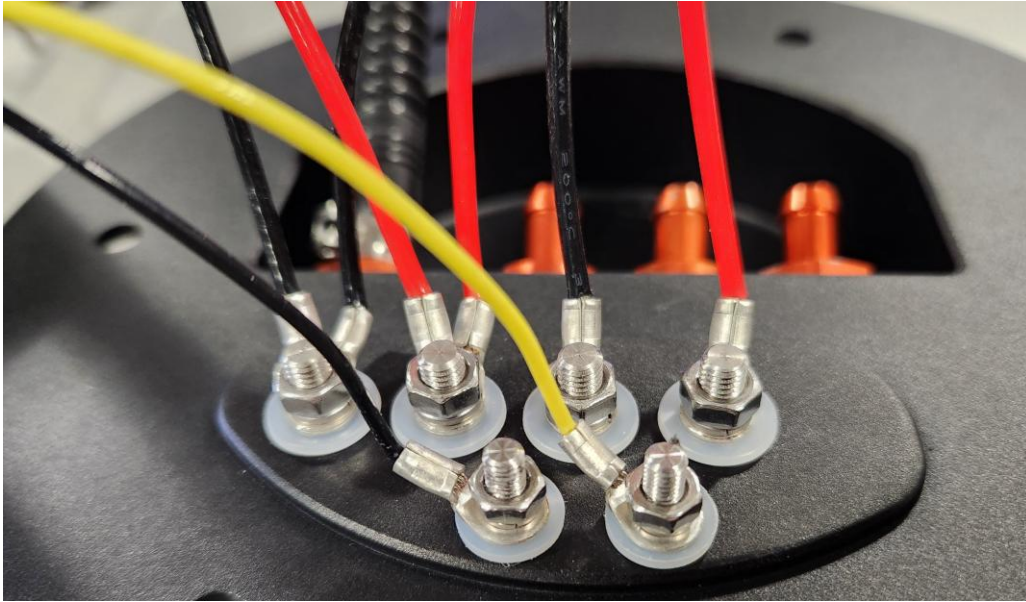
14 – Attach the fuel pump pigtails to the wiring terminals. One pump should be attached to the “Stage 1” terminals and the remaining two pumps to the “Stage2” terminals.

Note: Tighten terminal nuts no more than 5ft/lbs. (60 in/lbs.).

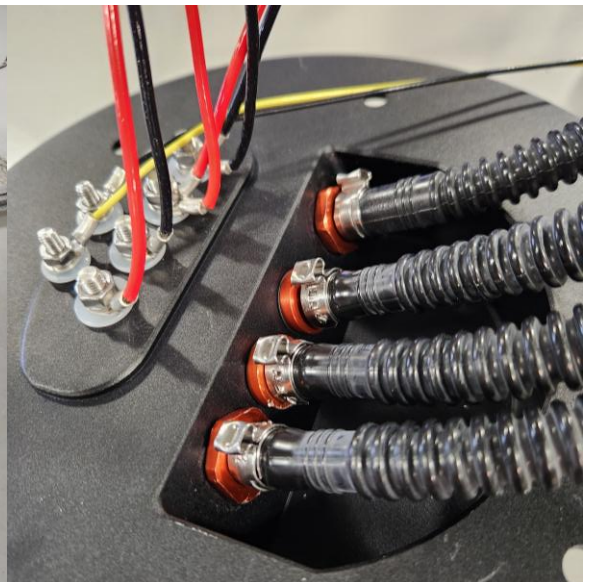
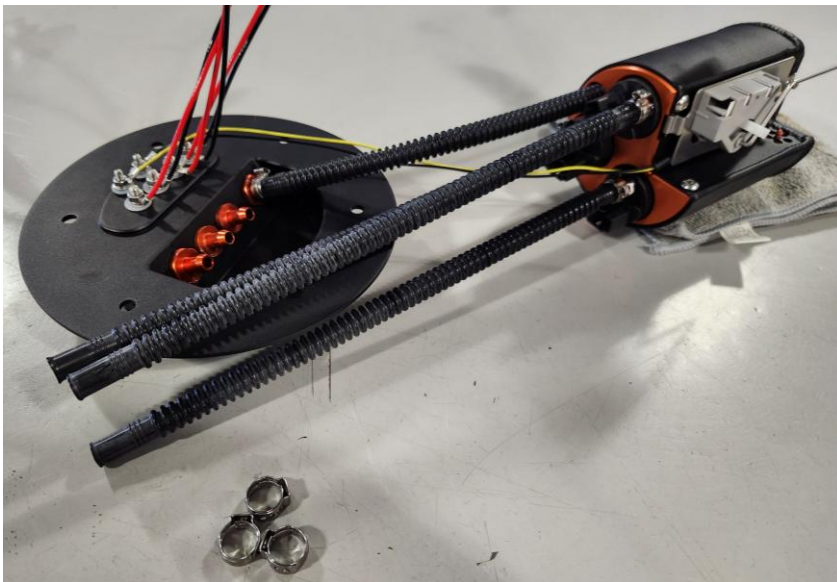


15 – Attach the level sensor wiring to the smaller two wiring terminals. The yellow wire is positive, and the black wire is negative.

Note: Tighten terminal nuts no more than 4ft/lbs. (50 in/lbs.).

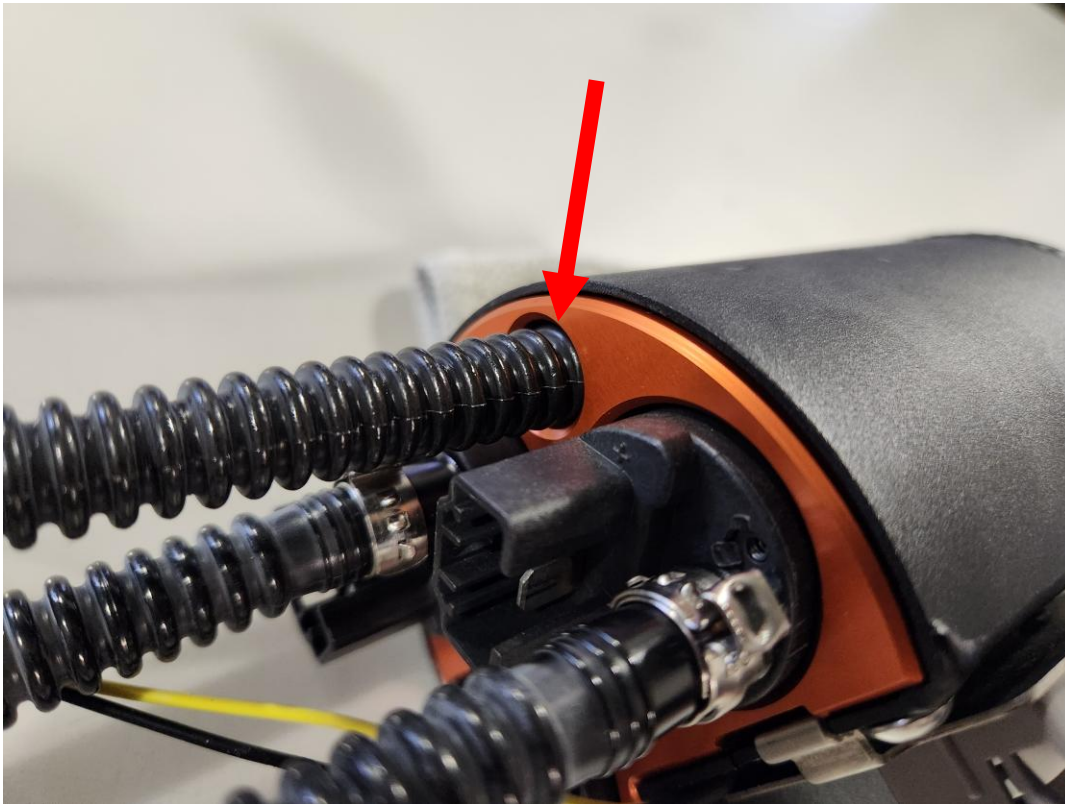


16 – Locate the remaining hose clamps. Install the three fuel pump hoses onto the three matching hose barb fittings on the tophat, secure them with the clamps.



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17 – Tuck the larger return hose into the hole on the orange pump holder section in the surge bucket. This will help keep the bucket full and prevent fuel slosh issues.



Wiring the X3 Module

18 – The DW X3 Series Mustang module comes with supplied ring terminals; these are designed for up to 10awg wiring. The level sending unit wires should be connected to the factory level sending unit wires. Due to the increased amperage of aftermarket performance fuel pumps, the OEM FPDW and pump wiring may be of insufficient size. This can be upgraded with a hardwire kit like the PN# **FPHWK-10-DP** (Fuel Pump Hardwire Kit 10AWG Dual Pump).

The factory fuel pump positive trigger wire is **Brown/Pink**, this wire should be connected to the Blue wire to trigger the Stage 1 relay in the FPHWK.

The factory fuel level sending unit wires are:

Yellow positive

Black or Black/Orange negative





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

