

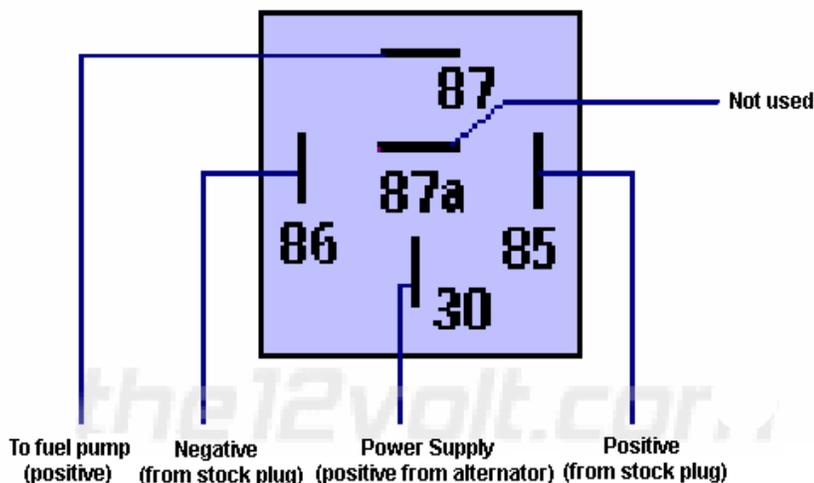


Xenocron Fuel Pump Relay Kit Instructions – Version 2

*****These are general instructions. Take time to plan out this installation before you cut or install ANYTHING, as your installation may be different than the one outlined here. Use of a voltmeter is recommended. Take note of the relay diagram below before you begin.*****

Check out www.the12volt.com for more Relay information, it's a great site for this kind of info.

The goal of this product is to supply ample current to a fuel pump that has been upgraded from the factory unit. Factory wiring and pumps usually are smaller and require less current to operate at their designed levels. When you install an aftermarket fuel pump that is pushing higher volumes of fuel, then generally these pumps require more amperage (thicker wire) to be able to pump at their advertised ratings.

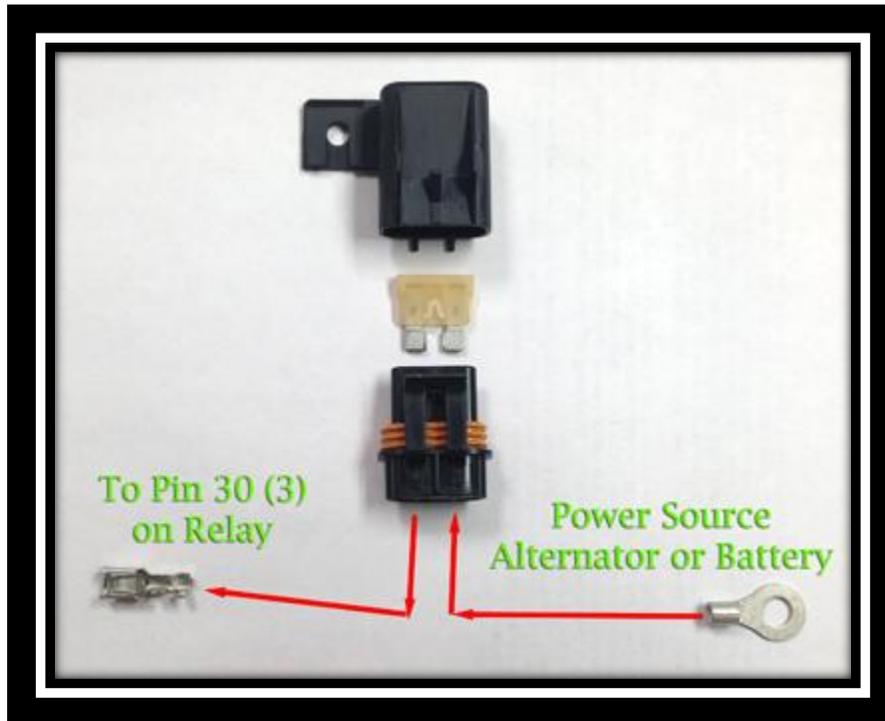


Parts included:

- 10ft of 12AWG red wire
- 2ft of 12AWG black wire
- 2 "eye hook" connectors
- 2 male "spade" connectors
- 2 female "spade" connectors
- 6 relay/fuse terminals
- 1 Relay Socket, 1 Relay
- 1 Fuse Socket, Cover and Fuse

1. Determine that all parts are included in the packaging as stated. Make sure you have the proper tools and knowledge to strip, crimp, solder or otherwise install this product in your vehicle. This is a DIY (Do-It-Yourself) product, and there is an assumed amount of competence you should have before attempting an install of this nature. If you do not have the skills, please seek out a professional in your area to install this product for you.
2. Disconnect your battery. (usually the negative)
3. Determine what power source you will be using for your fuel pump. We recommend using either the positive terminal on your alternator or direct to your battery. Connect one end of the large

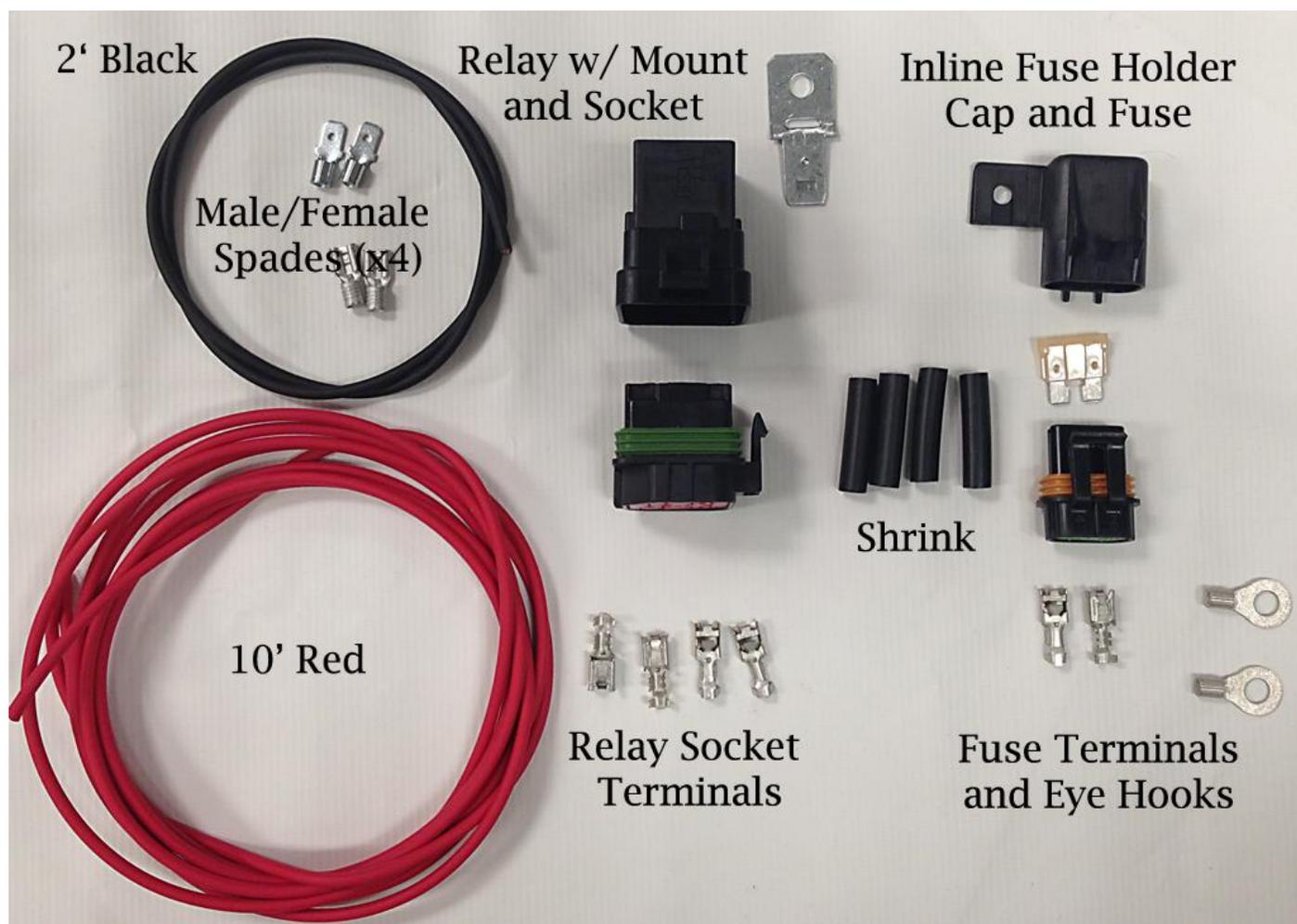
12AWG red wire to this power source. If applicable, use one of the included “eye hook” connectors. Between the power source and the relay, place the fuse inline between the power source and relay. Before connecting the other end of this wire, take note of whether you will need some of it to connect the fuel pump to the relay. If the relay and harness are mounted close to the pump, you may not need any additional wire.



4. Cut off the plug on the end of the factory wiring to the fuel pump (or use included spade terminals if you would like to leave the wiring same as factory if applicable). Connect the positive wire from the stock wiring (Yel/Grn on most Honda Applications) to pin #85 (2) on the relay socket using one of the included relay terminals. Connect the negative wire from the stock wiring to pin # 86 (1) on the relay socket using one of the included relay terminals.
5. Using the 12AWG black wire, you will now make a new ground for the pump. On one end, crimp an “eye hook” connector onto the black wire and ground this to a clean chassis ground. It is important you have a CLEAN chassis ground so you may need to ground down or sand off paint or primer depending on your application. Connect the other end of this black wire to your fuel pump negative. Depending on your application, you may be able to use one of the included “spade connectors” and shrink to make for a clean installation.
6. Reconnect your Battery
7. To test (before hooking up the final power wire to your fuel pump), most ECUs have a “priming” stage when you turn your key to the “ON” position. Normally the pump will prime for 2 seconds

and then shut off. To test, take some of the red wire and crimp on a relay socket terminal and connect it to the relay to pin 87 (5). Make sure the inline fuse is in place, and that all connections except the positive output from the relay are hooked up. Watch the voltage output on the wire you just hooked up to pin 87, and see if you receive 12 volts when the ECU primes the pump. If this is the case, you have hooked everything up correctly. Finish by hooking up this RED wire (87) to your Fuel Pump Positive terminal. Depending on your application, you may be able to use one of the supplied "spade connectors." You can mount the relay close to the pump, or away from it, the choice depends on your preference or application.

Here is what you should see when you open the package:



Depending on your application, we may include additional parts at our discretion.

TIPS and TRICKS

- 1) If you would like to add in a "kill switch" during this installation, hook up any inline switch between the stock positive wire and pin 85 during step #4 and hide it in your vehicle anywhere.

- 2) If you would like to hook up a switch as an easy way to drain your tank or turn the pump on at all times, hook up an additional wire and switch between pins 30 and 85 when you are crimping the wires in place (any gauge), this will allow you to turn on the pump when the motor is not running to easily drain the tank (if you use multiple fuels).