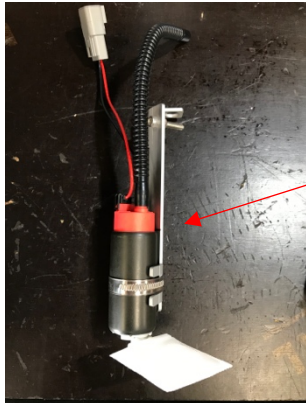
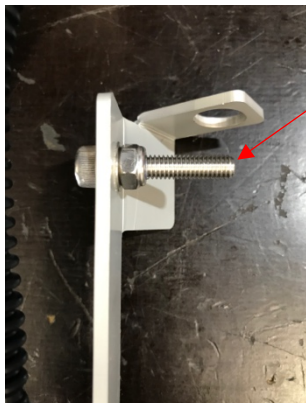




Nissan R32GT-R (BNR32) and C34 Stagea (WGNC34) FPG In-tank Surge Tank Kit Installation Instructions:



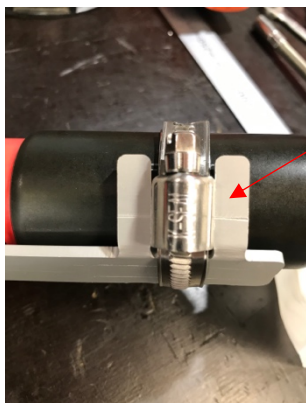
Step 1: Assemble lift pump as per the picture. (If your brackets look different, scroll down to Step 1A)



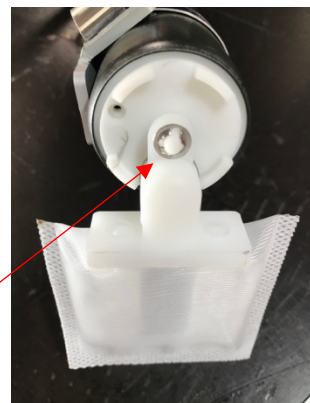
Install bolt, washer, and locknut.



Install the hose on the pump outlet.

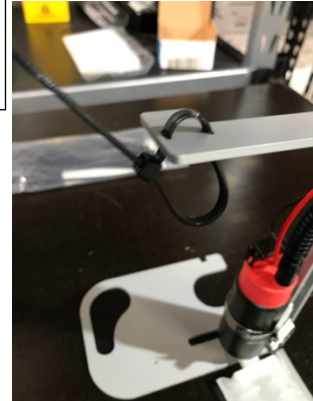


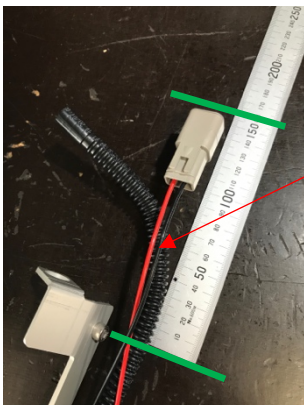
Position clamp as per the picture and slide pump into the holder.



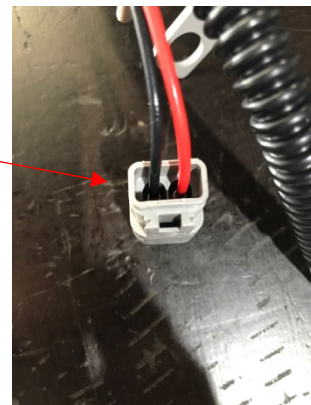
Install pump strainer and retaining clip.

Step 1A: Install the lift pump and hose as per the pictures below. Set the pump height and tighten the clamp. Secure the hose with the cable tie. Proceed to Step 2A





Install 2 pin Deutsch connector on lift pump wiring. Tail should be around 150mm long from the bolt to the end of the connector. Positive wire needs to go to position 1, and negative to position 2 (As per picture).



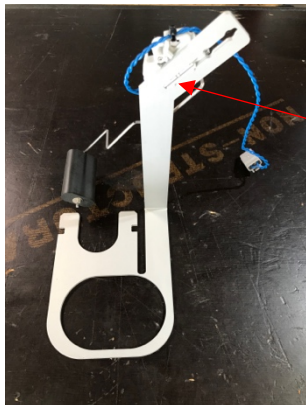
Temporarily install the lift pump assembly onto the surge tank tube (bolt on bracket goes into the 6mm hole on the tube). Rotate the pump and set the height so the pump sits 0.5mm-1mm off the bench. This is important. Tighten the clamp holding the pump.



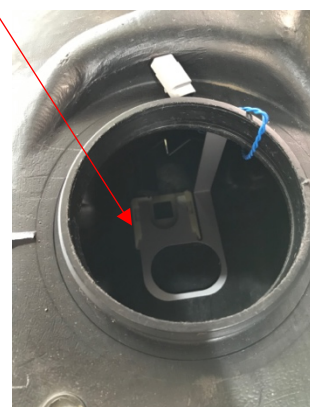


The lift pump assembly is now set up. Put it aside and proceed to step 2.

Step 2: Install fuel level sender assembly.



Clip the sender into the holder. Insert holder into the fuel tank and clip into the factory holding slot.





Install the spacer.

Step 2A: Install fuel level sender assembly, sender base and lift pump inside the tank. Tighten the 2 M6 nuts.



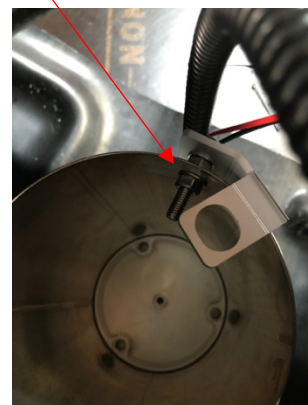
Install surge pot into the tank. Proceed to Step 6.



Step 3: Install surge tank tube into the fuel tank. The tube has an "F" with a line to show the front or forward position. Install the tube with the F towards the front of the car. Once the tube is inside the tank, move it to the right to create space for the lift pump.



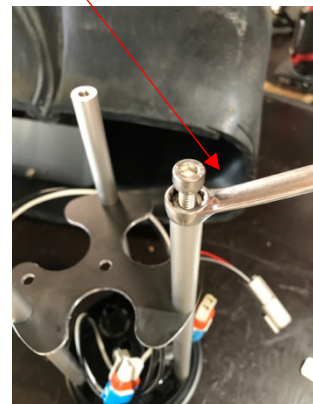
Step 4: Install lift pump. Place the bolt through the 6mm hole on the top of the surge tank tube, install washer and nut.

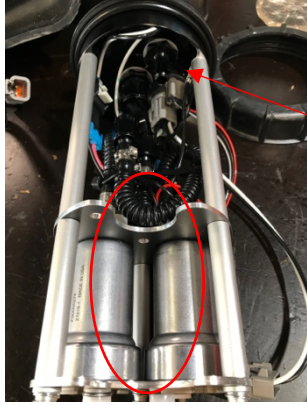


Step 5: Place the lift pump hose through the hole on the bracket so the hose points down into the tube. Retrieve the connector for the pump and for the fuel level sender. Position the tube so it is centered and in line with the access hole and the F is at the front.



Note: This bolt and nut are only used as a tool to tighten the posts on the hanger.

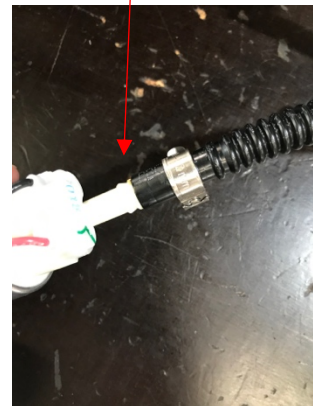
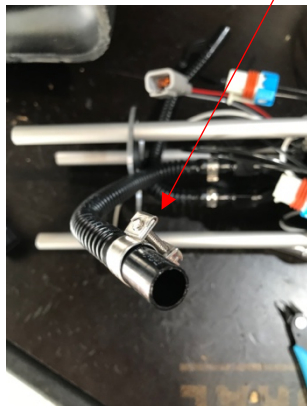




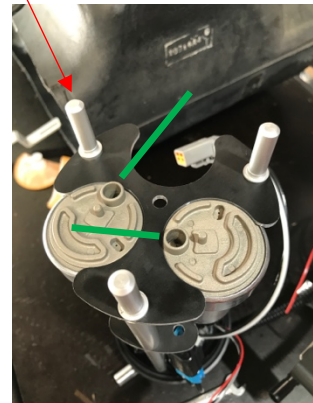
Step 6: Install the pumps into the hanger. You cannot install a pump directly below the return port, as it will not fit into the tube.

The Y fitting needs to be positioned as per the picture; this is important.

Slide the small clamps on, and push the hoses onto the pump barbs. Using a lubricant really helps! Leave the clamps, the -6 fittings and the -8 nut on the Y fitting loose at this stage to allow everything to get into position on the next step.



Install the pumps into the hanger, the hoses will be looped, and position the pumps between the two plates. Once everything is in its spot, install the feet and tighten them with your fingers. The pump inlets should be positioned as per the picture.

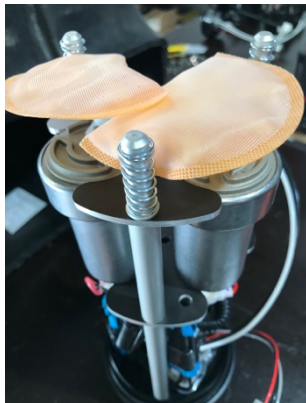
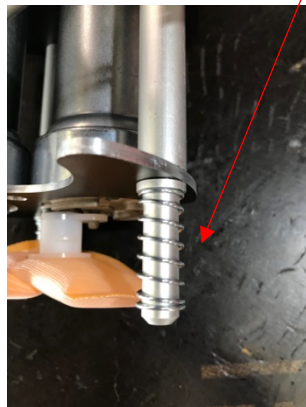
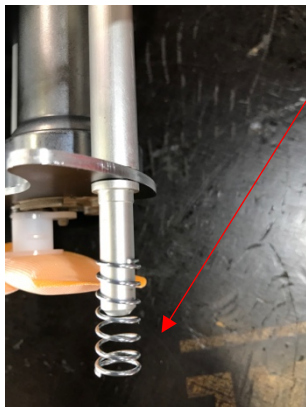




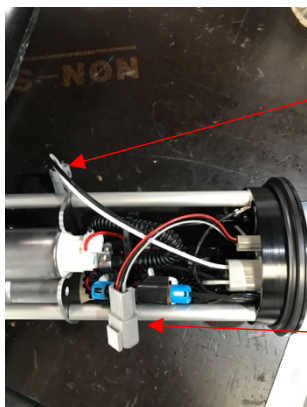
Step 7: Install the pump strainers supplied, install the retaining clips. When pumps are positioned correctly in the hanger, the hole in the center of the lower plate should be visible and clear of obstructions. The edges of the strainers will need to be folded slightly on the spring side.

Install the springs on the posts and they should stay on. If they are a little loose, slightly bend the last coil with pliers.

Note: Spinning the spring on helps.



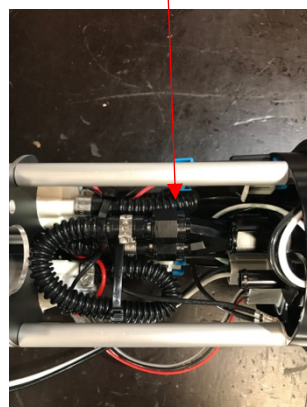
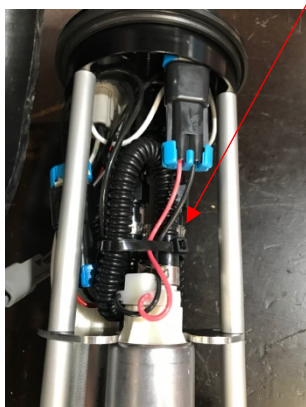
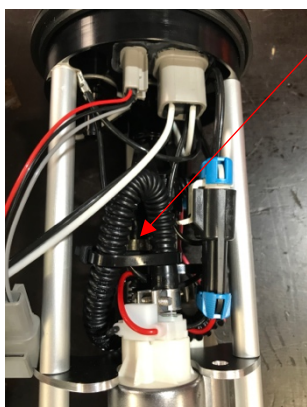
Note: This is what the unit should look like.



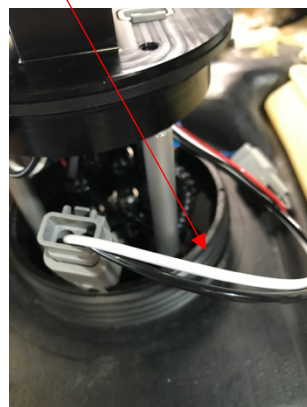
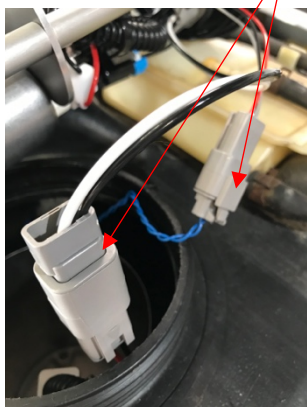
Step 8: Ensure the fuel sender wiring and the lift pump wiring are out of the way and not tangled.

Using the cable ties supplied, gently secure the hoses and the pump wires so everything is within the hanger. There is no need to make it too tight, it is only to help.

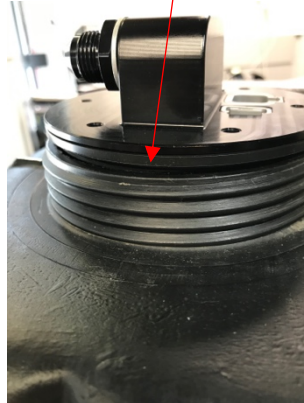
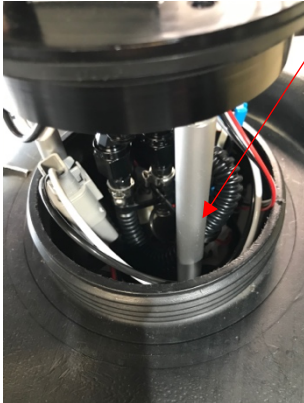
Tighten the fittings, and the pump clamps.



Step 9: Connect the fuel level sender and the lift pump to the hanger and lower the assembly into the tank. Make sure that the F on the tube is still facing the front of the car and that the hanger is facing forward as well. The cut-outs in the pump holding plates will provide clearance for the lift pump wiring, hose and bracket/bolt. Make sure the wiring connectors go into the tank as you lower the assembly into position.



Step 10: Lower the assembly into position (some slight rotation to the left and right may be necessary), until the feet and the springs engage into their pockets in the base of the tube. Do not use force, they should find their way. The assembly should sit up 4-8mm and the springs should be felt when pushing down on the hat. When those conditions are met, push down on the hat, and install the locking ring. You will notice that the hanger comes with a special seal.



Note: The hat should sit as per the picture. There is a moulded indicator on the tank to show the correct position.

There is a grounding point on the underside of the hat under one of the posts and on the top of the hat. The coating has been removed to ensure proper contact.

There is a wiring guide under the “Instructions” section of the website. Scanning the QR code on the hat will take you to the homepage.

