



INSTALLATION GUIDE

KAWASAKI KRX COMPLETE BIG FUEL PUMP ASSEMBLY



INTRODUCTION

WELCOME TO YOUR NEW KAWASAKI KRX COMPLETE BIG FUEL PUMP ASSEMBLY.

This is a complete aftermarket fuel system. Brute Performance and Force Turbos are not responsible for install errors, defects, or any damages that may result from this system.

Please understand the primary fuel system components, and their intended usage and installation requirements.

You're dealing with a fuel system, don't blow yourself up!

Use caution when installing this product, and please follow instructions carefully.

DISCLAIMER:

While there are no internal engine modifications required, we still recommend that the installation technician have adequate experience in power sports mechanics. Proper installation is imperative for safe operation.

INCLUDED PARTS

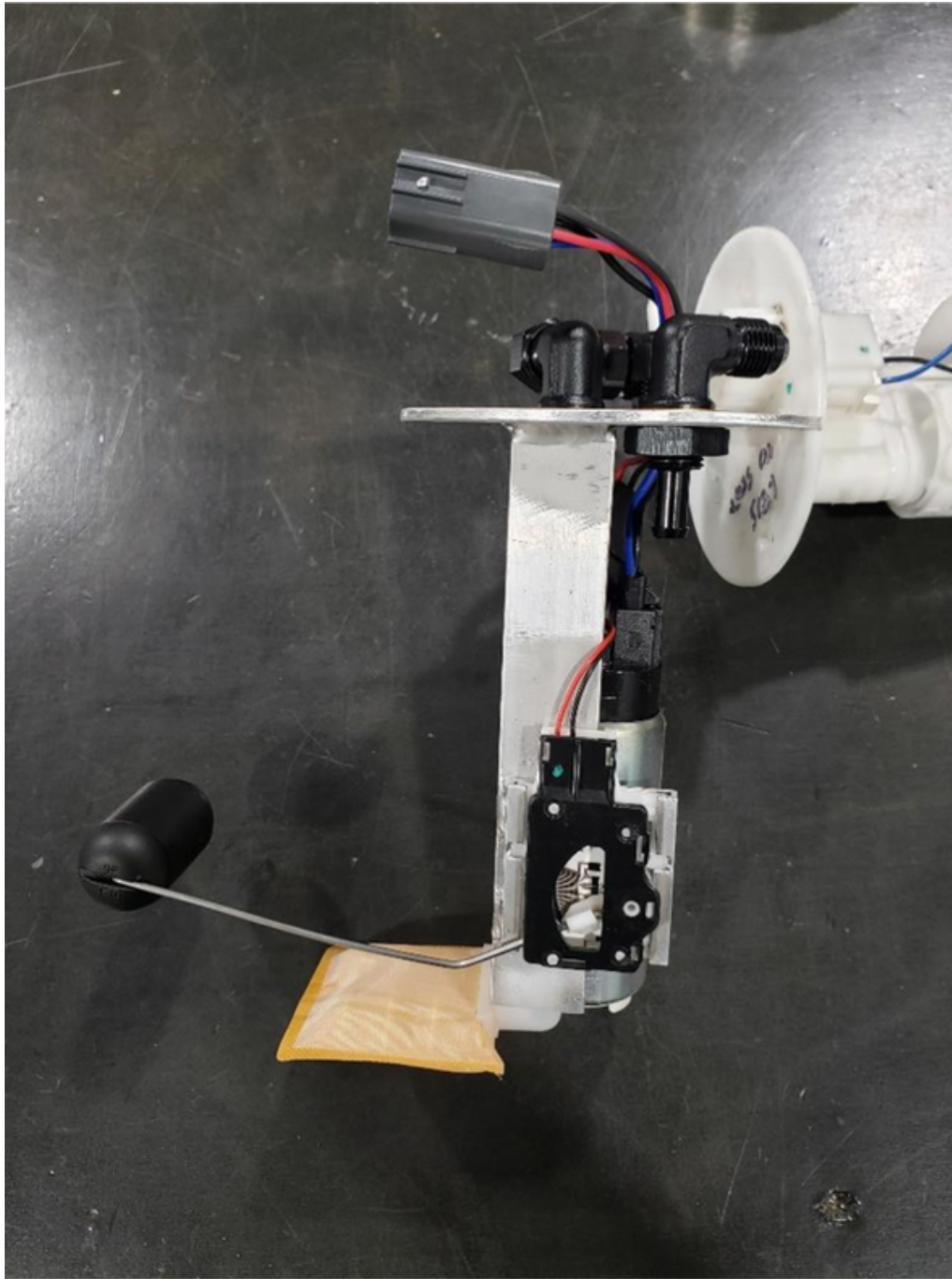
1. New pump assembly with connector for wiring filter assembly
2. Fuel rail
3. Regulator
4. All lines necessary



GETTING STARTED

1. The pump assembly is located under the passenger seat. Remove the seat and remove the plastic cover to gain access to the pump assembly. Washing the area is recommended before moving on. Dirt and grime are not your friends and can ruin critical components leading to possible engine failure.
2. Remove the bed cover to gain access to the top of the motor and fuel rail. Wash this area before removing anything.
3. Disconnect fuel line from fuel pump and fuel rail
4. Remove stock fuel line from vehicle.
5. Remove stock fuel rail.
6. Remove fuel pump from tank.
7. Split the top half of the fuel pump apart and unplug fuel level sending unit.
8. Re-using the stock level sensor is required. The fuel level sending unit has two tabs holding it into the plastic housing. Unlock the sensor by pressing down on the square locking tabs and slide it out of the stock housing. (Be careful not to break the sending unit)
9. Install the fuel level sending unit into the new fuel pump assembly as shown on the next page.

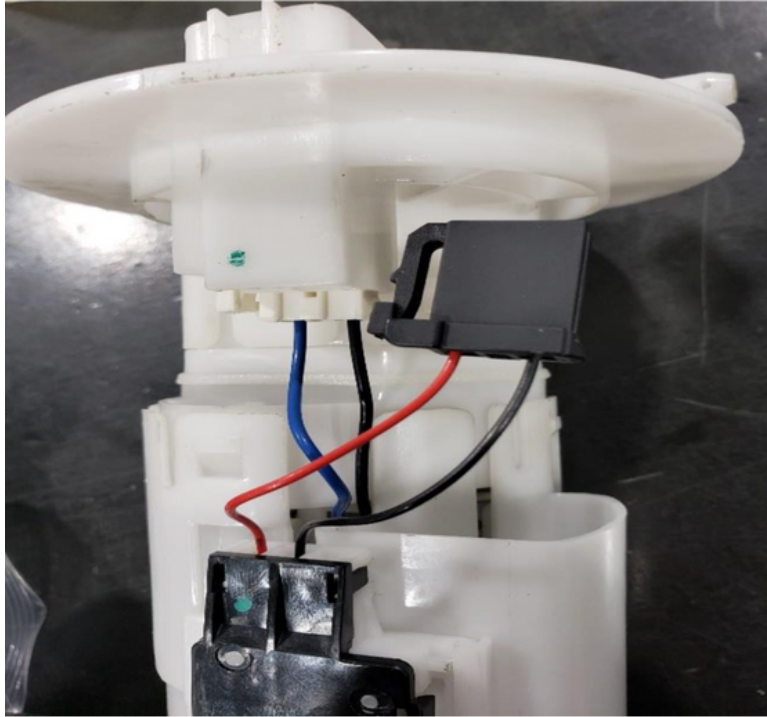
STEPS 10-11



10. Unpin the wire connector from the fuel level sending unit.

11. Unpin the connector from the wiring. There is a small tab in the front side of the connector that keeps the terminal in place. Using a small pick or screwdriver push down on the tab and remove the terminal from the connector.

STEP 12

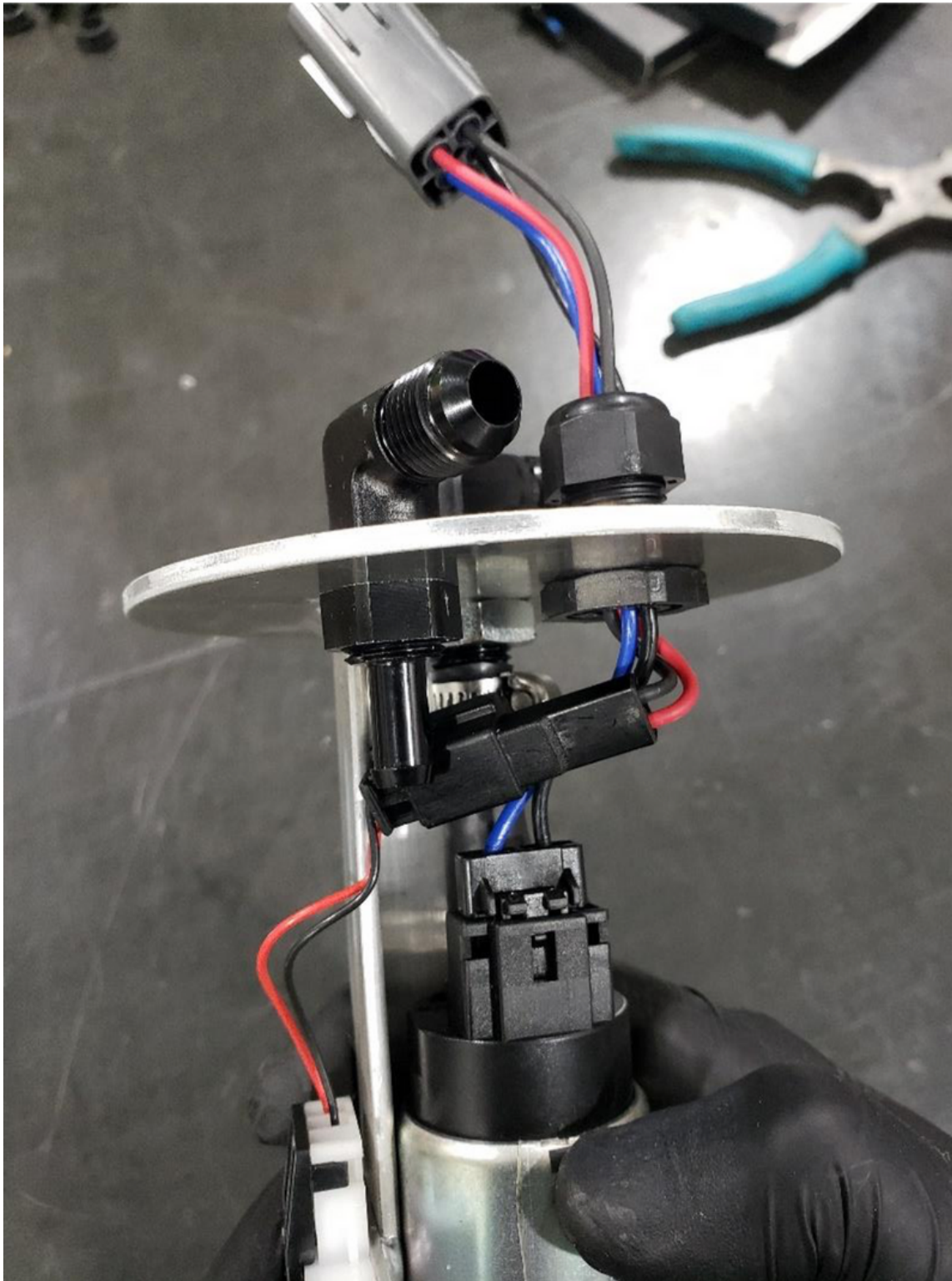


12. Insert the terminals into the new connector provided. Red to red, black to black. The new connector has the same tab holding in the terminals if you need to remove it. You should hear a click on the terminal once installed correctly. Do not force the terminals in the housing. They only go one way.



STEP 13

13. Install both terminals into the new connector housing. Plug the mating connector on the pump assembly together making sure everything fits properly.



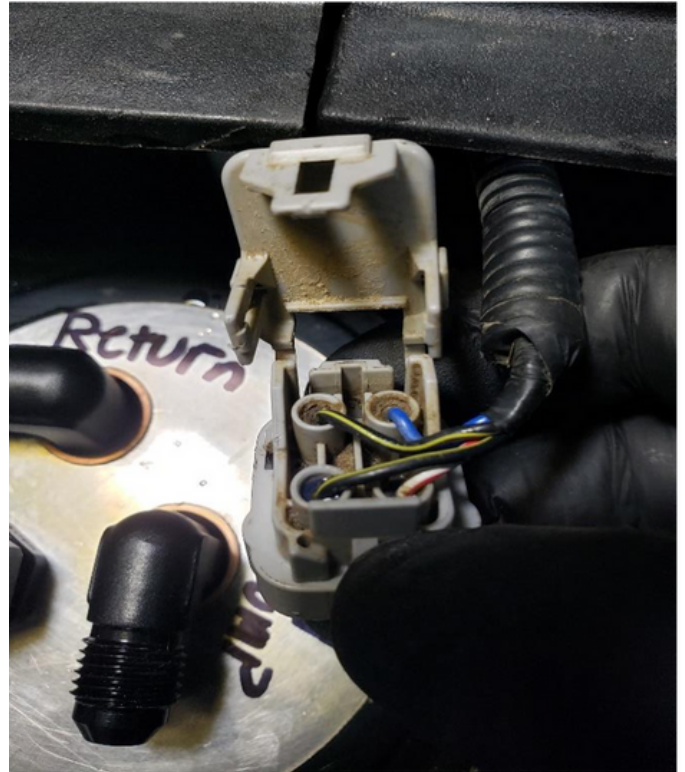
STEP 14

14. Install the new pump assembly into the fuel tank. There is a small notch in the new assembly, align that with the notch in the hold down ring to achieve proper orientation.



STEPS 15-16

15. Re-pin the machine side of the fuel pump connector by undoing the protective cover. Remove the white retainer cover.



16. Using the pick remove the terminals from the connector housing. The same style tab holds the terminals in the housing.

STOCK CONNECTOR WIRING

STOCK connector wiring as follows:

- BLUE-Upper left- level sensor positive WHITE/RED STRIPE- upper right- fuel pump positive BLACK/YELLOW STRIPE- lower left- level sensor ground BLACK/YELLOW STRIPE- lower right- fuel pump ground DO NOT MIX UP GROUNDS IN INSTALL



STEP 17

17. Install the terminals in the new connector as shown. Note the orientation of the connectors is the same. In the photo - the locking mechanism of both connectors is on the left side.



IMPORTANT: Please make every effort to visually understand the wiring. Double check your connections. Make sure your wiring matches the photos and you can see red wires to red wires and black wires to black wires on the pump and fuel sending unit. **FAILURE TO WIRE THIS CORRECTLY MAY RESULT IN NON-OPERATIONAL FUEL PUMP ASSEMBLY AND POSSIBLE MOTOR FAILURE WHILE DRIVING.**

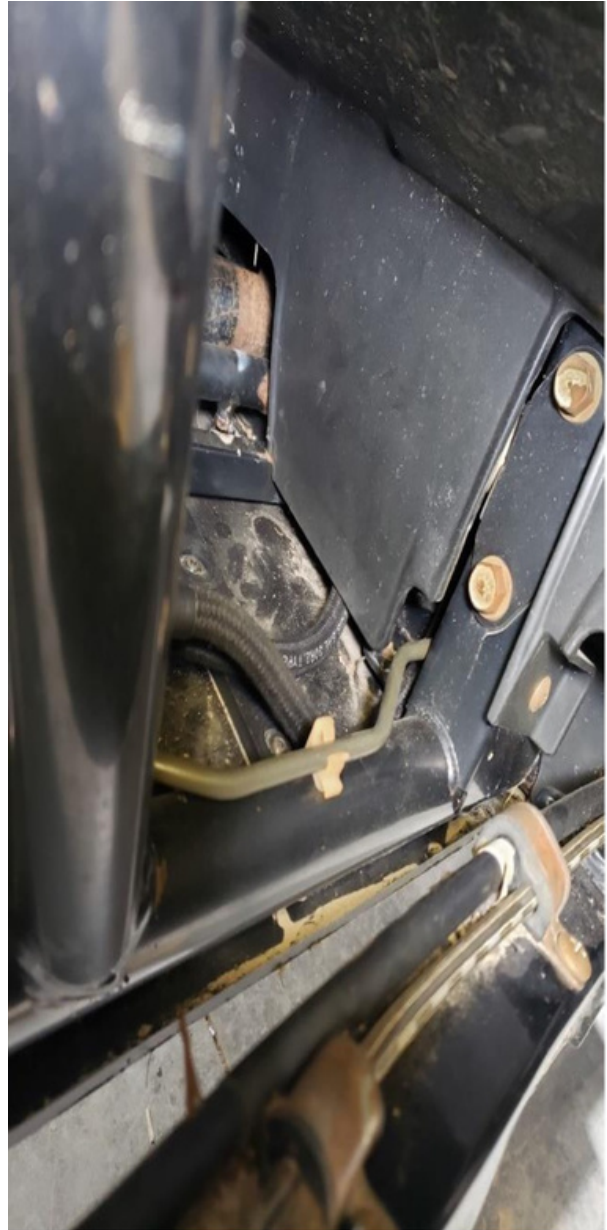
STEP 18

18. Install your fuel filter to the frame cross member in front of the motor under passenger rear fender using 2 self-taping screws. These screws will drill a hole while threading themselves.



STEPS 19-22

19. Run new 24" fuel line from pump to fuel filter in the same place the stock hard line was removed



20. Replace the fuel rail with new billet fuel rail. Make sure the rubber O-ring and injectors get transferred to the new rail.

21. Make sure all O-rings are seated properly and no leaks will occur. Tighten down the new fuel rail.

22. Install new 47" fuel line. Run it from the fuel filter up to the driver side of the fuel rail. Tighten down the fittings.

STEPS 23-24



23. Install the regulator on the passenger side coolant hose. Drill a 1/4 inch hole in the bracket as shown and install the regulator with the nut and bolt provided.



24. You can install the gauge to set the correct fuel pressure.

FINISHING STEPS (25-31)

25. Install the 18" fuel line from the passenger side fuel rail to the 90 fitting on the regulator. Tighten fittings

26. Run the 54" fuel line return line from the pump assembly to the bottom straight fitting on the regulator. Tighten fittings

27. Check all connections one at a time to make sure they are tight for priming test.

28. Turn ignition key on and pump will run for 3 seconds priming the fuel lines and system. Set fuel pressure to 43 psi by loosening the lock nut on the fuel pressure regulator. Tighten the bolt to raise fuel pressure. Loosen the bolt to drop fuel pressure.

29. Remove fuel pressure gauge and reinstall the 1/8 plug into the regulator.

30. Check that your fuel level is showing correct on your dash

31. You are not completed. Let machine run for 5-10 minutes checking all fuel line connections. Make sure no leaks are found. Fix any that are leaking.

DONE

If you have any questions please call Force Turbos at 801-807-8046 or contact us at info@forceturbos.com