

9-401-60x-7040, 7041, 7042 DeatschWerks 2001-2015 Honda Civic DW400 Fuel Pump Module Installation Guide



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Included Parts:

- Complete Module with DW400 Pre-Installed
- Fuel Pressure Gauge
- DWR1000 Adjustable Fuel Pressure Regulator
- AN to EFI Quick Connect Adapters (x3)
- O-Ring Boss to AN Adapters (x5)
- 10 Micron In-line Fuel Filter Kit
- 6AN Braided Stainless AN Hose (20ft)
- 6AN Swivel Hose Ends (x12)

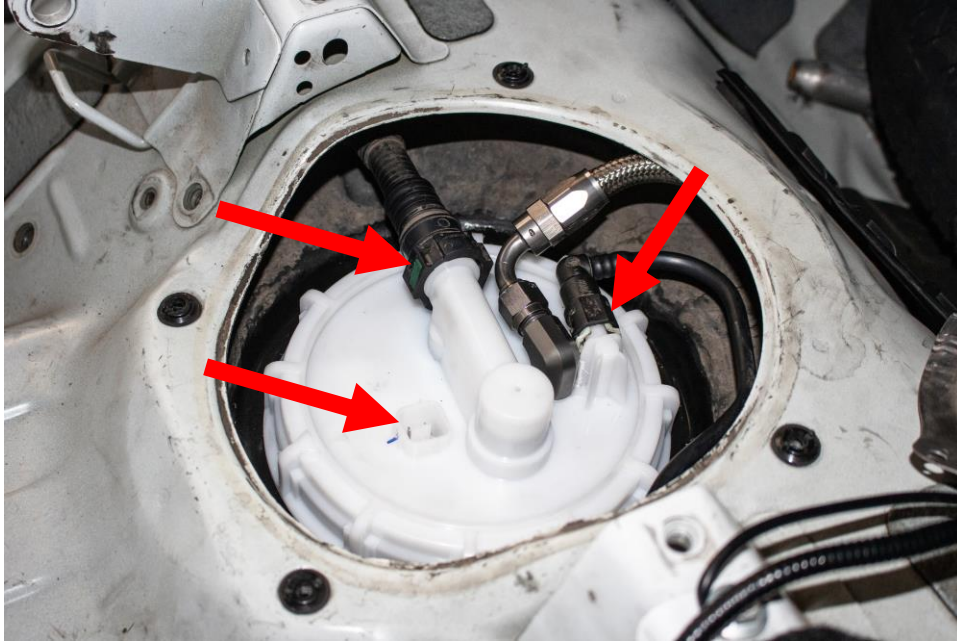
PLEASE READ: This guide is intended to aid in the installation of our products. It is recommended that factory manuals or instructions are followed to remove the fuel pump assembly from the vehicle. Instructions in this guide are generic and are intended to aid in the installation of a DW400 pump module. The factory manual should supersede any contradiction.

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



Installation of Module

1 – Disconnect the factory electrical connector, fuel feed, and vent lines. Fuel pressure can be relieved by unplugging the electrical connector and starting the car, it should start and run for just a second. This will help with the amount of fuel that leaks out during disassembly. The factory feed line uses a quick disconnect style of fitting, you must squeeze the clips together then pull the fitting away from the module.



2 – Using the appropriate tool, remove the lock ring that holds the pump into the fuel tank. This can be accomplished with a hammer and punch/screwdriver but take care not to damage the fuel tank, hoses, wiring etc.

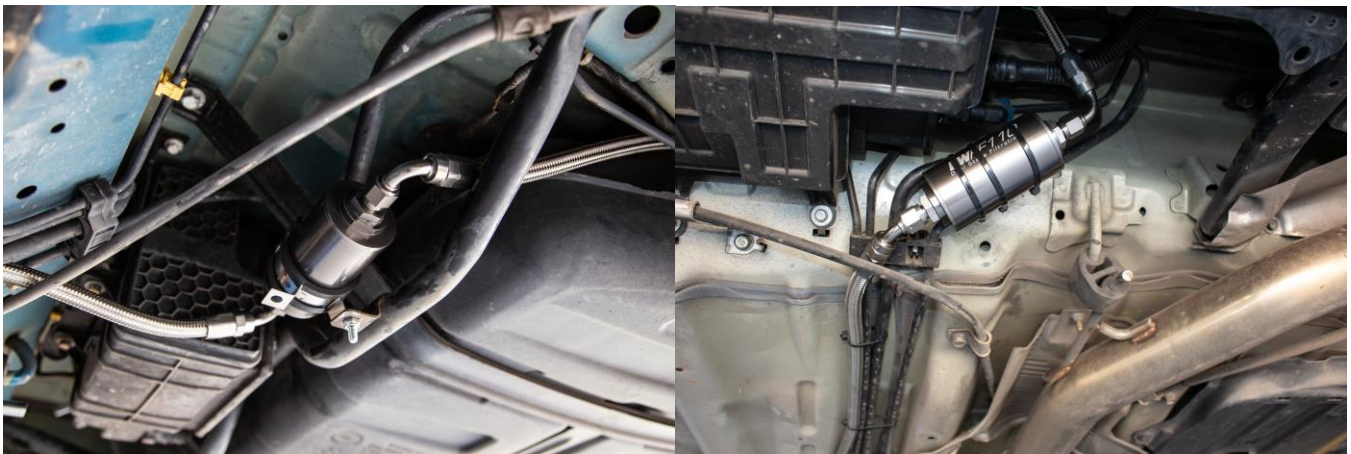


3 – Lift the OEM module up and out of the tank, be careful depending on the level of fuel in the tank the bucket will be full, carefully tip it over and pour out the remaining fuel back into the tank. Swap the DW400 module back into the OEM fuel tank, retighten the retaining ring. Do not hook up the hoses or electrical connectors at this moment.

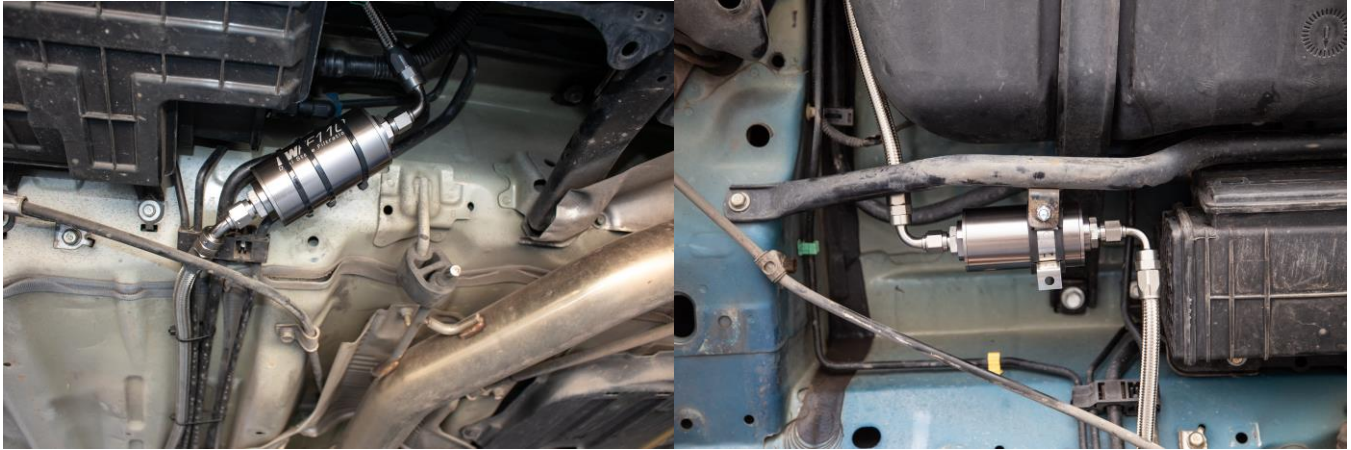


Installation of the Plumbing Kit

4 – Take the roll of 6AN braided hose and start to fish it from the module down underneath the car, it may be easier to push it up from the bottom or push it down from inside the car, a second person can help in this task.



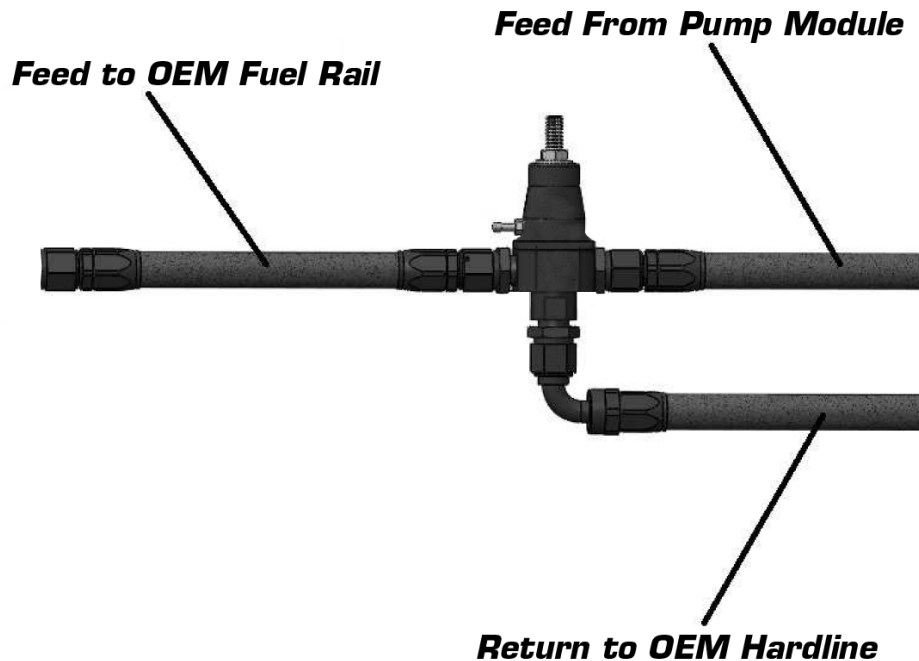
5 – Locate a suitable spot for the fuel filter, here its bolted to a free bracket with an aftermarket hose clamp style mount, or zip-tied to an available brace.



6 – Continue running the rest of the AN hose up into the engine bay. Locate a suitable mount for the adjustable fuel pressure regulator, here it is bolted to an available bracket on the engine, and the firewall. The 6AN hose will now be the new feed line, it should connect to the side of the regulator.



7 – Plumb the fuel pressure regulator as seen below. Because the OEM fuel rail is returnless, you must use a “Dead-Head” style fuel system. If you have an aftermarket fuel rail that has multiple inlet and outlet ports, you can use a full return style system, this setup may require additional fittings that are not included in this kit.



8 – Remove the factory plastic/rubber fuel line that connects the hardline on the firewall to the factory fuel rail. Use the included 1/4" Female EFI Quick Connect to 6AN adapter to adapt the hardline on the firewall into the new return line. Plumb this fitting into the bottom of the provided DWR1000 regulator.



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9 – Install the provided 5/16" or 3/8" Female EFI Quick Connect to 6AN adapter onto the OEM fuel rail and plumb it to the regulator.

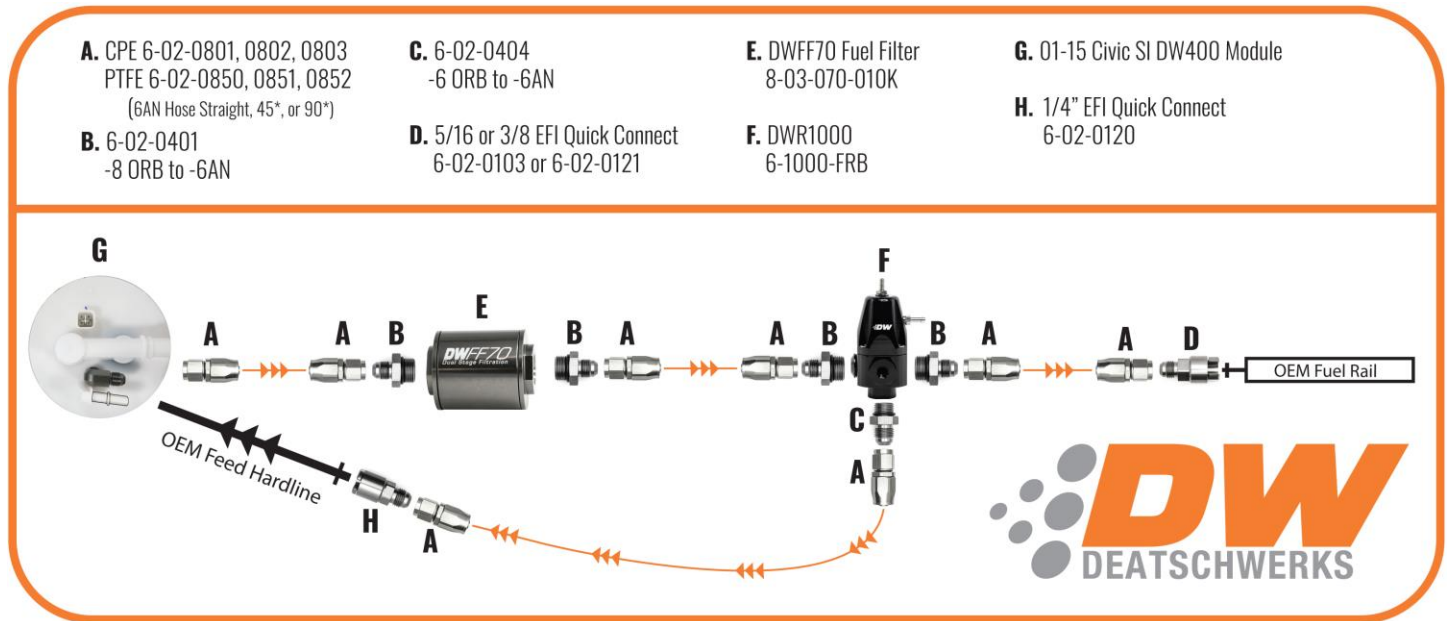


10 – Install any remaining hose ends with the appropriate angles needed for fitment, plumb the regulator, fuel filter and fuel rail as shown in the diagram in step 7. The last step is to attach the fittings to the module. Re-connect the factory plastic hose to the factory quick connect fitting on the top hat of the DW400 module. Attach the new 6AN feed hose to the 6AN bulkhead fitting. Re-connect the vent hose and the electrical connector.



Plumbing Diagram

11 – Before checking for leaks double check the hose routing and confirm you have plumbed the system according to the diagram below.



12 – Once you have confirmed the plumbing is correct, you can cycle the key to prime the system, don't start the engine yet, and check for leaks, if leaks are found verify the hose ends are tight, if continuing to leak disassemble and inspect the hose end for proper installation. Once no leaks are present, you can adjust the fuel pressure to the desired pressure, OEM is 50-52psi (3.5BAR). Once the fuel pressure has been set you can start the car. Once running check again for fuel leaks.

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