

9-441-C102-0904

DeatschWerks 2009+ Nissan 370Z and Infinity G37 DW440 Brushless Pump Installation Guide

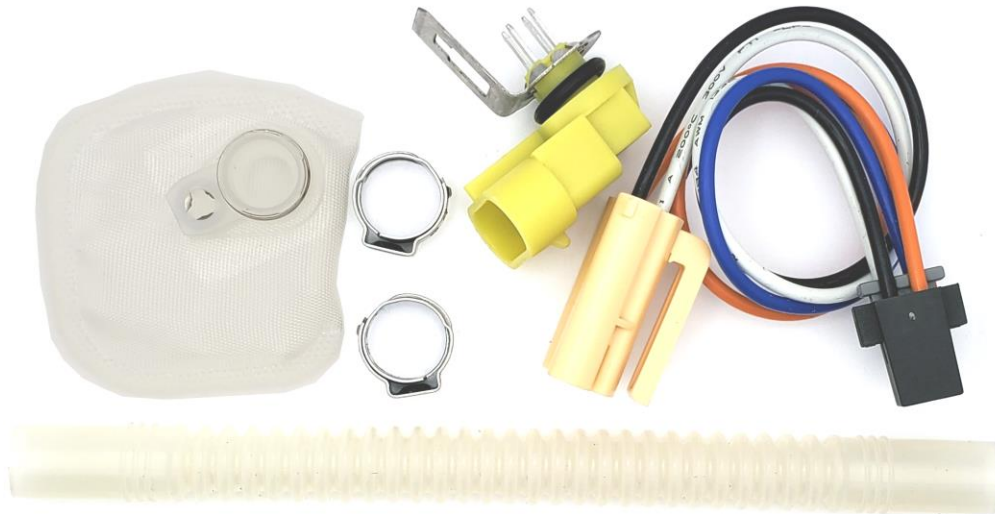


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Included Parts:

- DW440 Brushless 440LPH Fuel Pump
- 8" Pump Electrical Connector
- Electrical Bulkhead w/Retainer and O-Ring
- Fuel Sock Pump Pre-Filter
- 6" x 3/8" Convoluted Fuel Hose
- 3/8" Pinch Hose Clamps (x2)

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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 a DW440 Brushless fuel pump. The factory manual should supersede any contradiction.

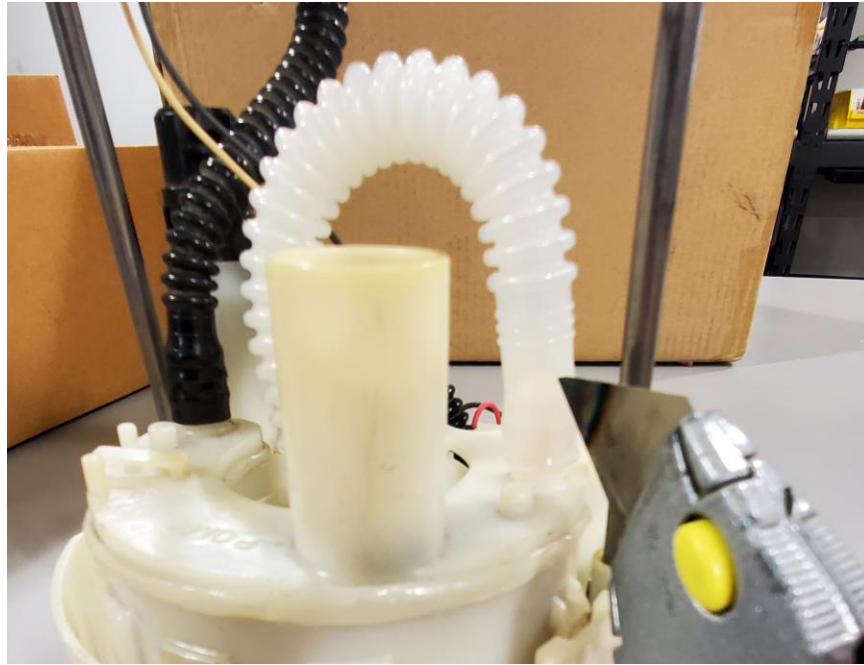
Below is a picture of some suggested tools that will make the installation process easier.



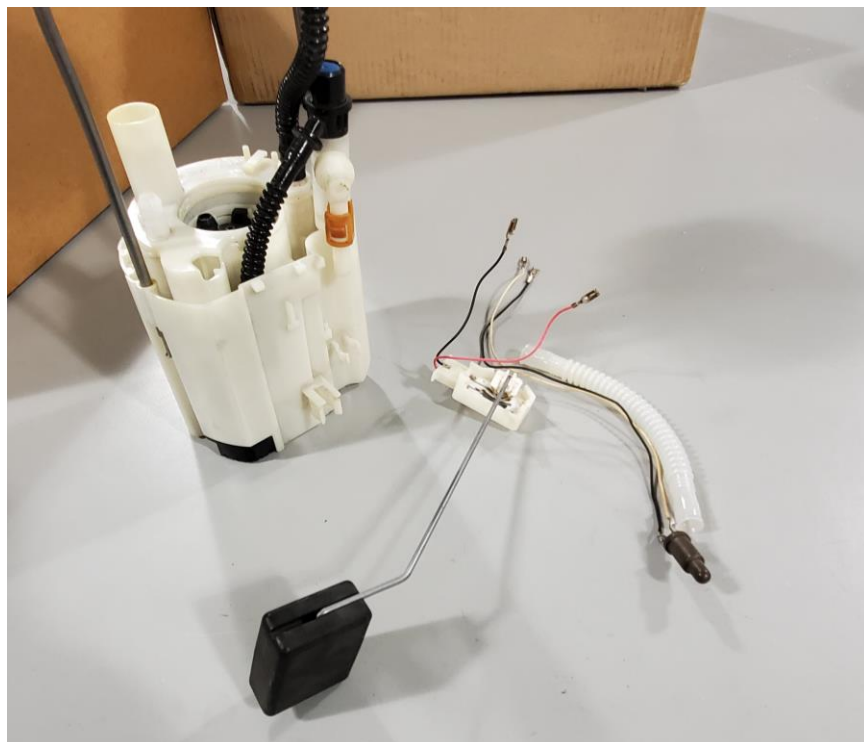
Disassembly of OEM Module

1 – Remove the factory feed hose from the module filter center assembly and the factory pump. This hose will not be reused, typically they need to be cut to be removed, heat can also help.

Note: Never use open flame around fuel.

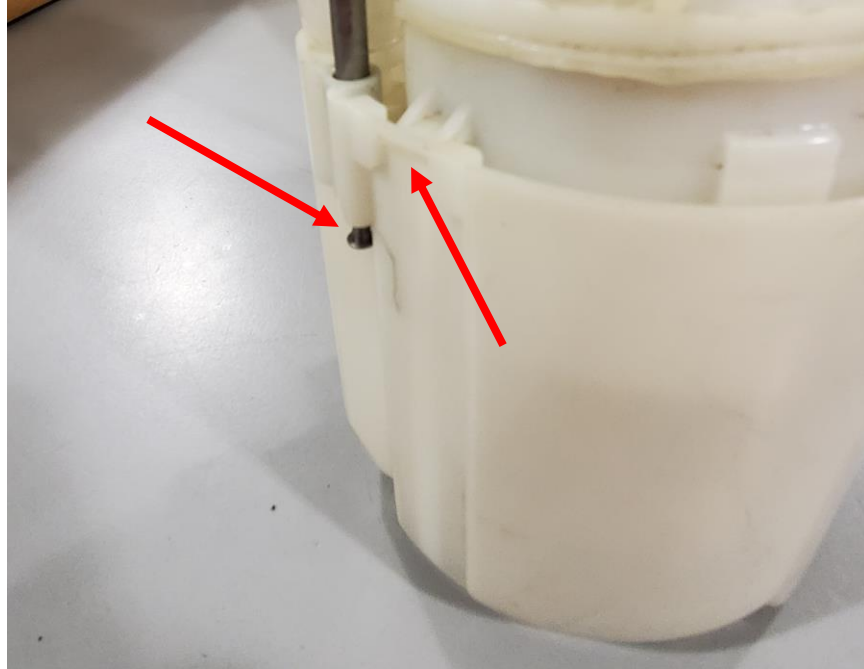


2 – Separate the fuel level sending unit, low fuel level sensor and feed hose.



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3 – Remove the clips that hold the top hat to the bucket assembly and separate the center section from the bucket by prying gently on the clips located around the top lip of the bucket. Do not remove the OEM hose that runs from the top hat to the filter assembly.

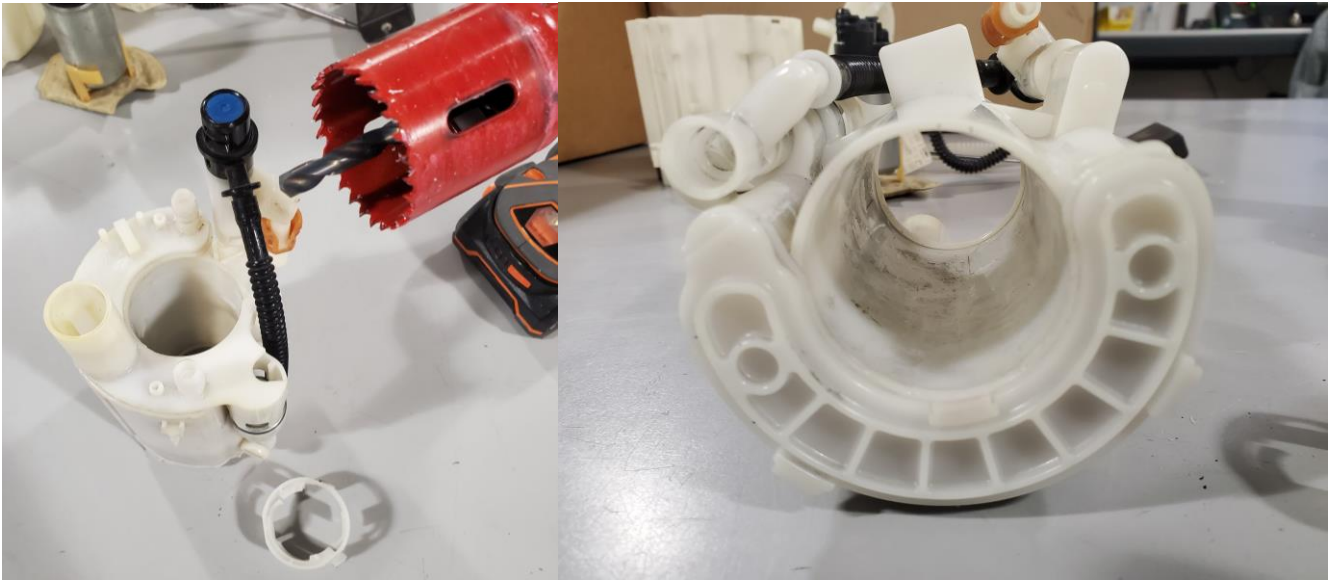


4 – Remove the factory pump from the module by gently prying out the lock tabs on either side of the pump outlet, once they are out of the way push down on the pump to remove it from the filter assembly.



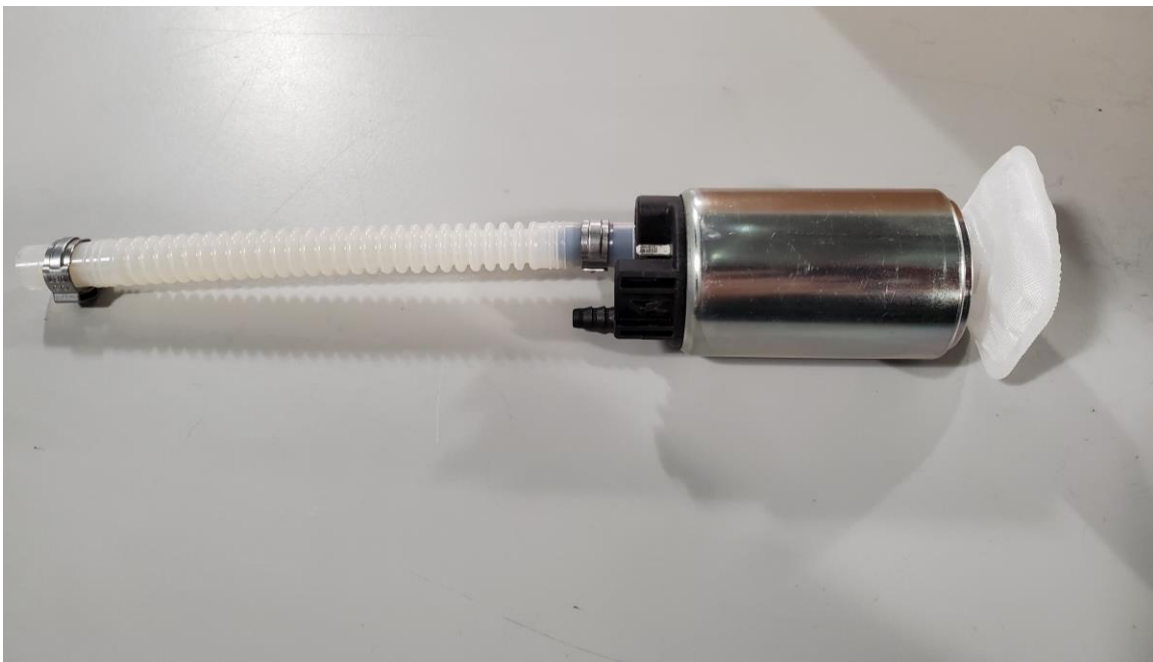
Modifications to the Module

5 – Due to the larger diameter of the DW440 Brushless pump the sleeve that holds the factory pump in place must be modified to accommodate the new pump. The modifications are simple, using a 1-11/16 inch (43mm) hole saw, enlarge the center bore of the filter section.



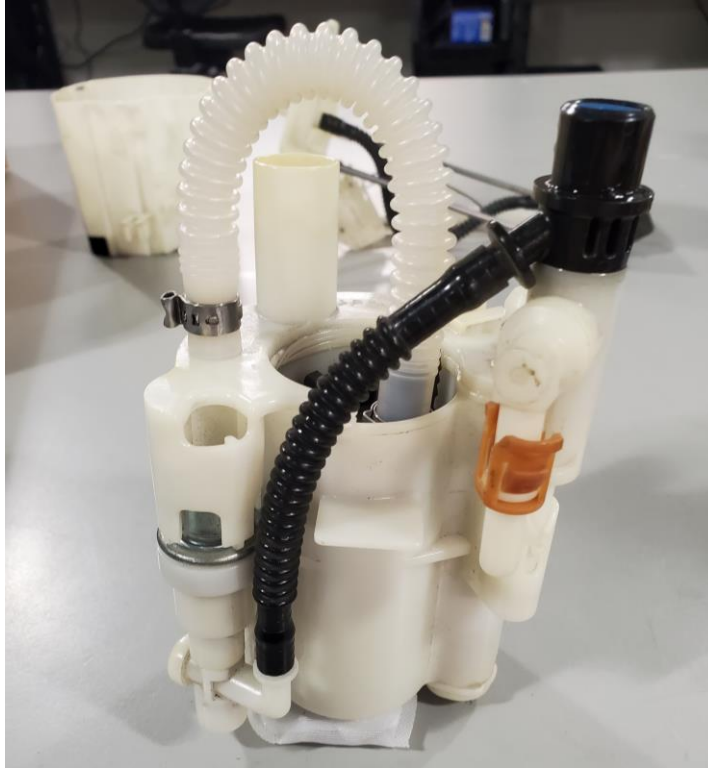
Installation of the DW440 Pump

6 – Install the supplied filter sock, convoluted plastic fuel hose, and clamps onto the DW440 Brushless fuel pump.



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7 – Install the pump assembly into the center filter section, and attach the fuel hose to the filter inlet, secure with the remaining hose clamp.



8 – Install the pump and filter assembly back into the bucket, make sure all locking tabs are in place and secure.

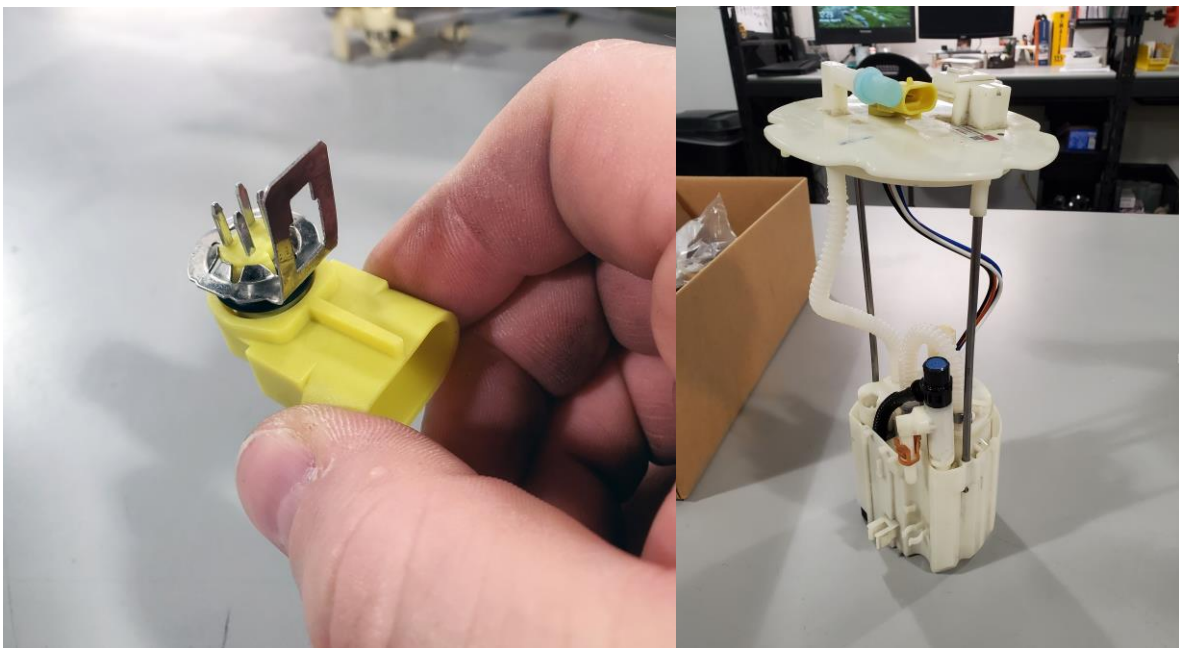


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9 – Re-attach the top hat to the bucket assembly and secure with the OEM clips.

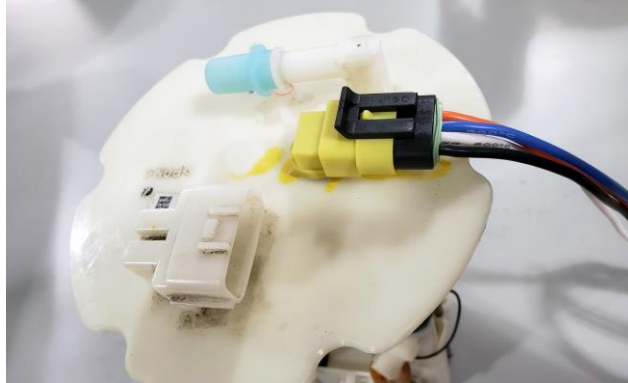


10 – The DW440 Brushless pump requires its own 4 wire bulkhead to power the pump, you can remove the factory fuel pump power and ground wires. Locate a hole in the top hat that has no obstructions on the bottom side and drill a 10.3mm or 13/32" hole for the electrical bulkhead. The bulkhead uses an O-Ring on the top to provide a seal and a metal push style retainer on the bottom side to secure. The metal retainer also acts as a latch for the electrical connector, make sure the latch is facing the pins of the bulkhead (see Picture)



Wiring the Controller and Pump

11 – Plug the 4-wire harness from the controller into the bulkhead wiring connector.



12 – Plug the 3-wire pigtail harness into the controller.



Wiring the Two Speed High/Low Version (PN# 9-441-C102-09xx)

13a – The Two Speed version of the DeatschWerks Brushless controller, gives you the ability to run two staged pumps in one. A low flow pump for idle and light duty driving, and a high flow pump for maximum performance.

Note: To bypass the Low Speed setting permanently ground the White wire, when power is applied to the controller, this will permanently switch the pump to the full 440LPH High Speed mode. (This is the same function as the discontinued C101 part number)

- Attach the **Red** wire on the controller to a known solid +12v key on switched power source.
- Attach the **Black** controller wire to a known solid clean ground source.
- Attach the White wire to a switched ground to activate the High flow mode.
 - You can activate this many ways, popular solutions would be a pressure activated switch like a “Hobb switch”, a second fuel pump output on your ECU, or a RPM/WOT switch could also be used to trigger the high flow mode. All options should be switched ground.
 - Low flow mode is 68% duty cycle outputting 265 LPH at 40psi.
 - High flow mode is 100% duty cycle outputting 440 LPH at 40psi.



Flushing and Priming the System

14 – Reinstall the assembly into the fuel tank and attach a length of hose to the outlet of the pump assembly allowing it to drain into a fuel safe container and prime the fuel pump assembly

15 – Cycle the key to the on position as many times as required to prime the pump assembly and evacuate the air introduced during the pump installation process

16 – Attach supply line to the outlet of the pump assembly



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