

6-45-M51

Subaru and Toyota

DeatschWerks Performance

In-Tank Regulator Installation Guide



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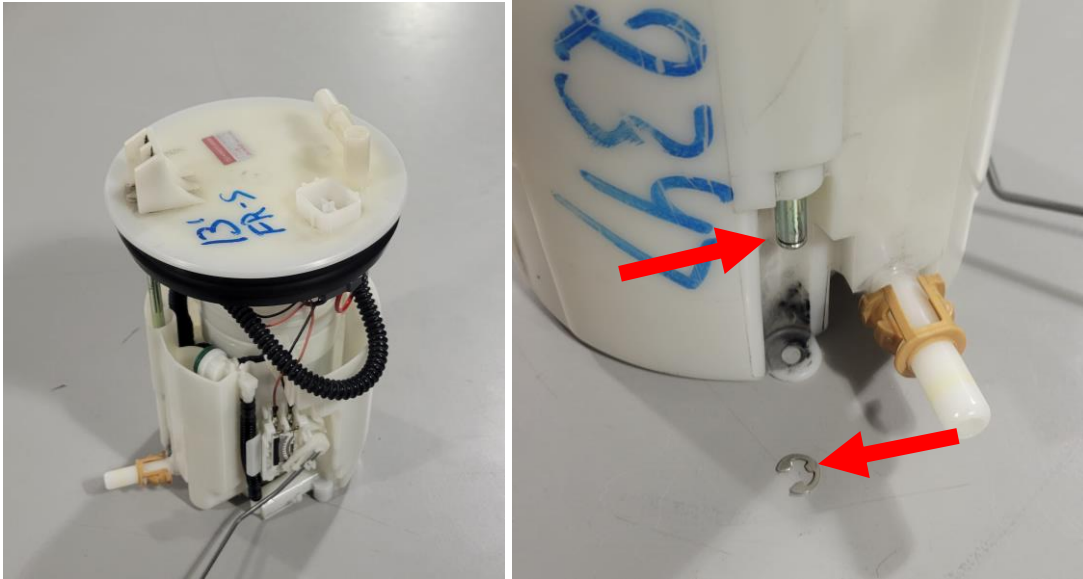
PLEASE READ: This guide is intended to aid in the installation of our products. It is recommended that factory manuals or instructions are followed to remove the fuel pump assembly from the vehicle. Instructions in this guide are generic and are intended to aid in the installation of the DW Performance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

Important Notes: This performance in-tank regulator will increase fuel system pressure. Depending on the application it should raise it from 58psi to 65psi. Most OE in-tank regulators open earlier than expected causing reduced pressure and performance from the pump. This happens especially with higher flowing performance pumps. This will allow the pump to make pressure under higher load without sacrificing performance and flow.

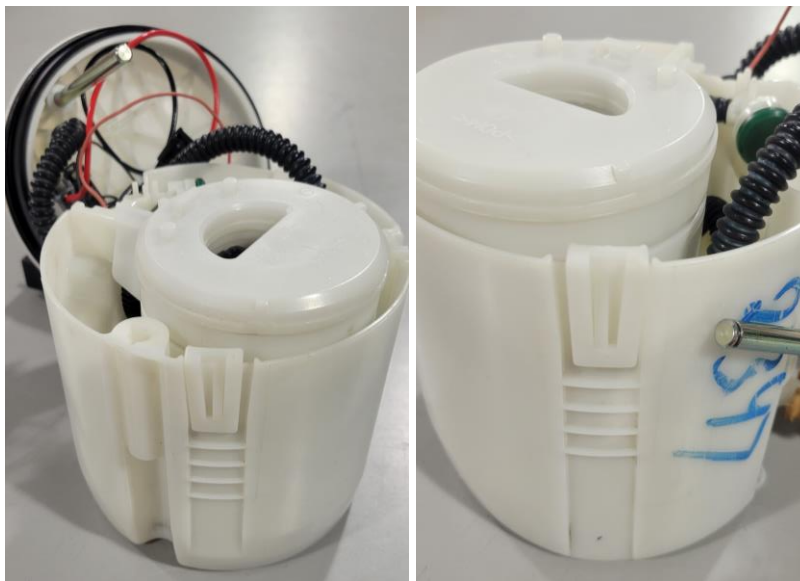


Removing the Top Hat of the Module

1 – Remove the pump module from the vehicle per the vehicle manufacturer guidelines. You will see two metal rods that align the module and hold the top hat to the bucket. Remove the E-clips shown.



2 – Remove the top hat from the bucket. You do not have to unplug the level sender or the pump. If it makes it easier you can do so. Set the springs and e-clips to the side so they do not get lost. If you have a magnetic bolt tray that would be a great opportunity to use it.

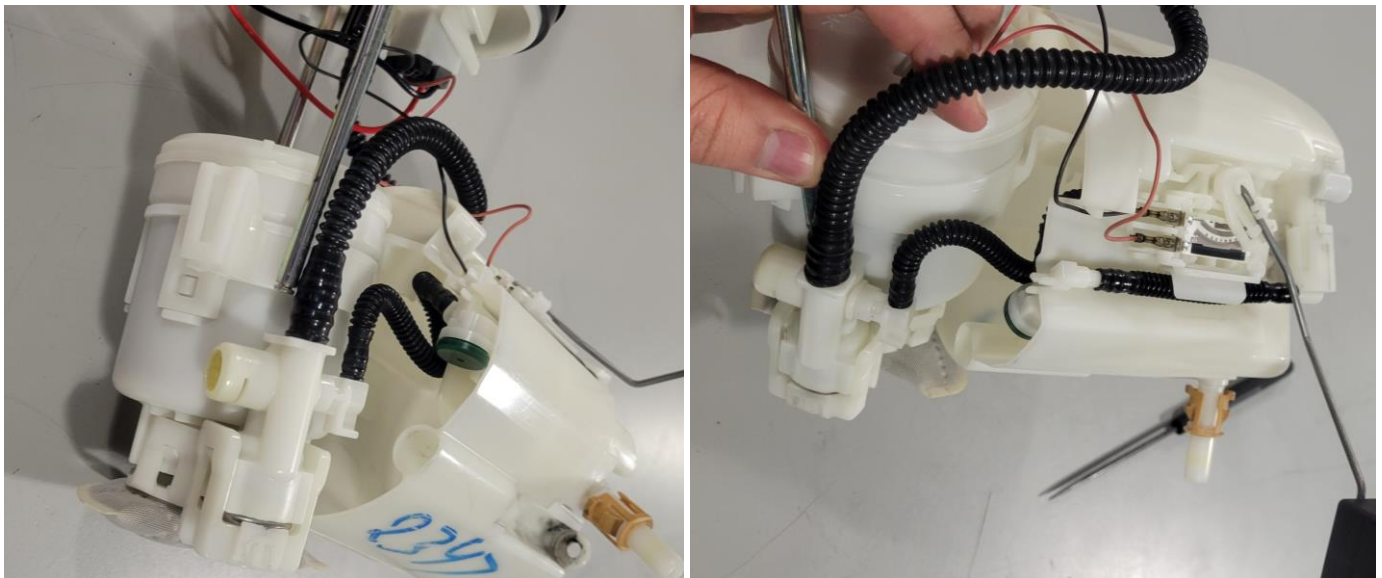


Removing the Center Section of the Module

3 – Locate the 3 tabs that latch the bucket to the center section. You can use a flat head screwdriver or a pick to un-latch each tab. The bucket can be difficult to remove as sometimes each tab may re-latch while working on a different one. Try holding the bucket upside down and undoing each tab one at a time. This will allow the center section to slowly slip out. Do this on a work bench so you do not break anything.

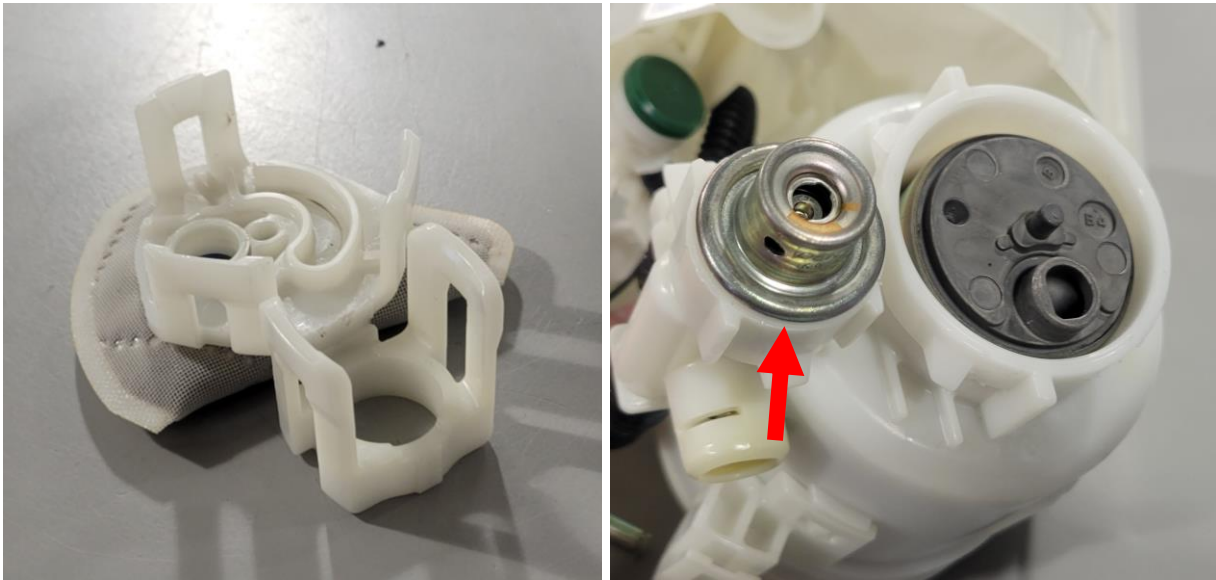


4 – The center section is now out. This will give you access to both the pump and the regulator.

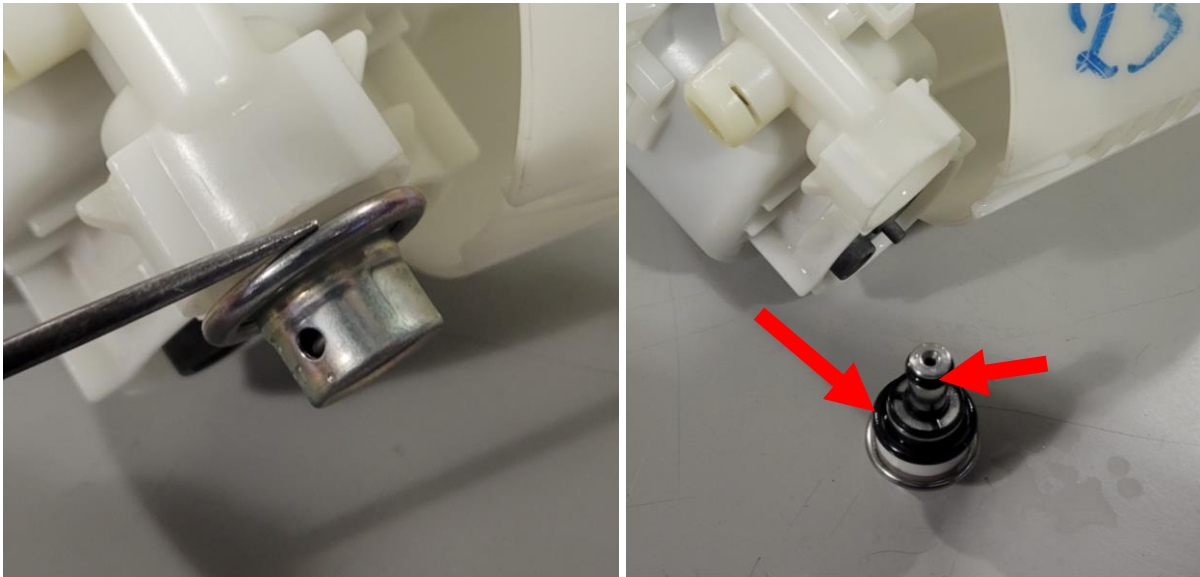


Removing and Installing the Regulator

5 – Remove the pre-filter/regulator retainer. The regulator is shown in the 2nd image below. You can remove the pre-filter/regulator retainer by using a flat head screwdriver or pick. It is easier to remove the pump pre-filter side first and then get the regulator retainer side. These do tend to have a habit of flying across the room. Keep that in mind.

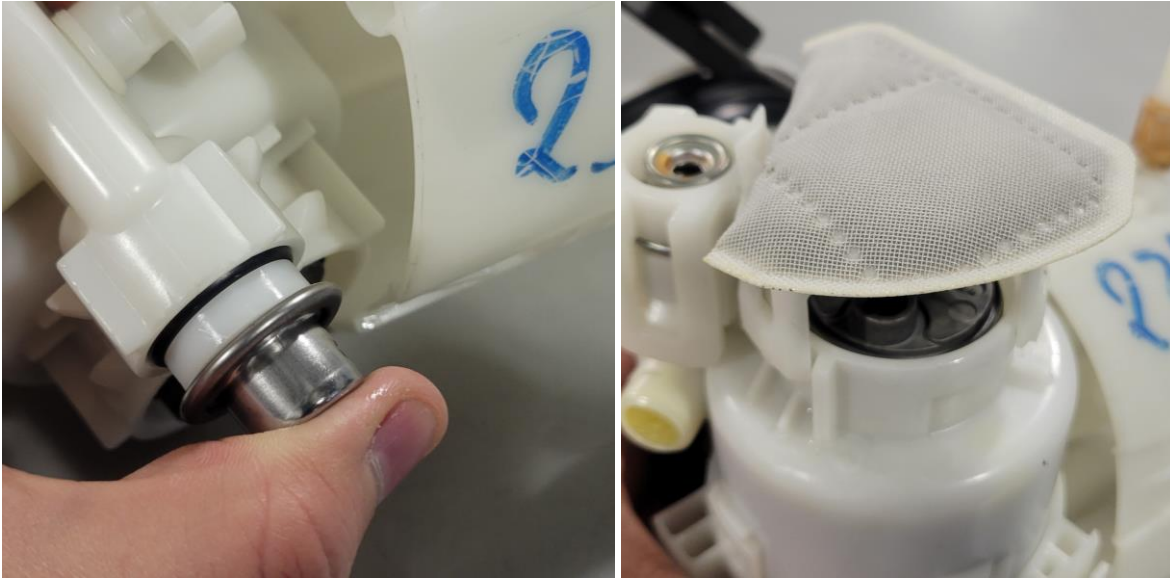


6 – Remove the factory regulator with a pick or screwdriver and place it to the side so it does not get mixed up with the DW Performance In-Tank Regulator. Place some lubrication on the regulators o-rings to ease installation. Shown in 2nd picture.

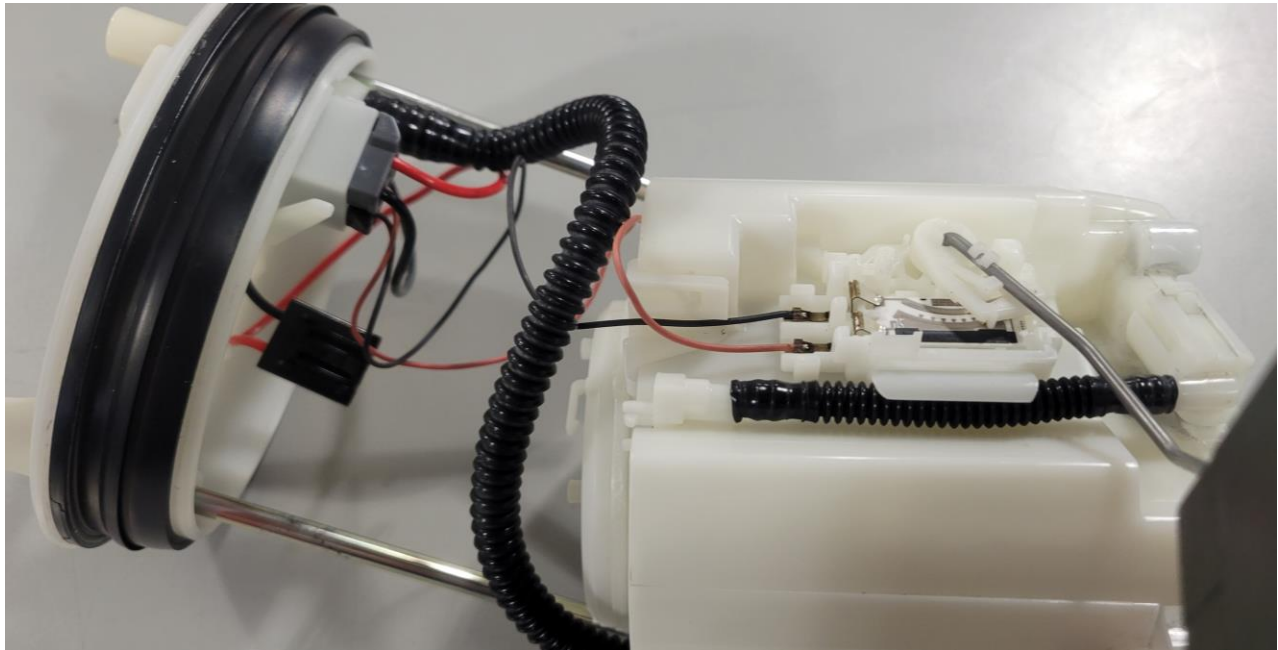


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7 – Install the DW Performance In-Tank Regulator into the regulator port. Reinstall The pre-filter/regulator retainer. Make sure each tab is securely snapped onto the center section. This does see full fuel pressure.

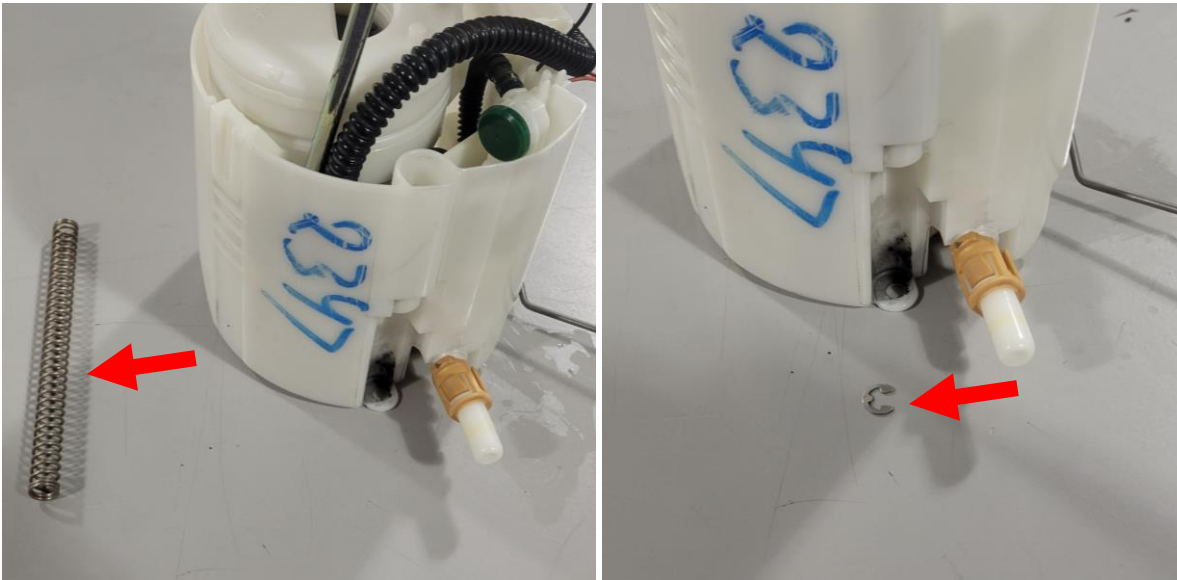
**Module Reassembly**

8 – Reinsert the center section back into the bucket. Make sure you align each locking tab. Some may clip in without all of them being in the correct location.

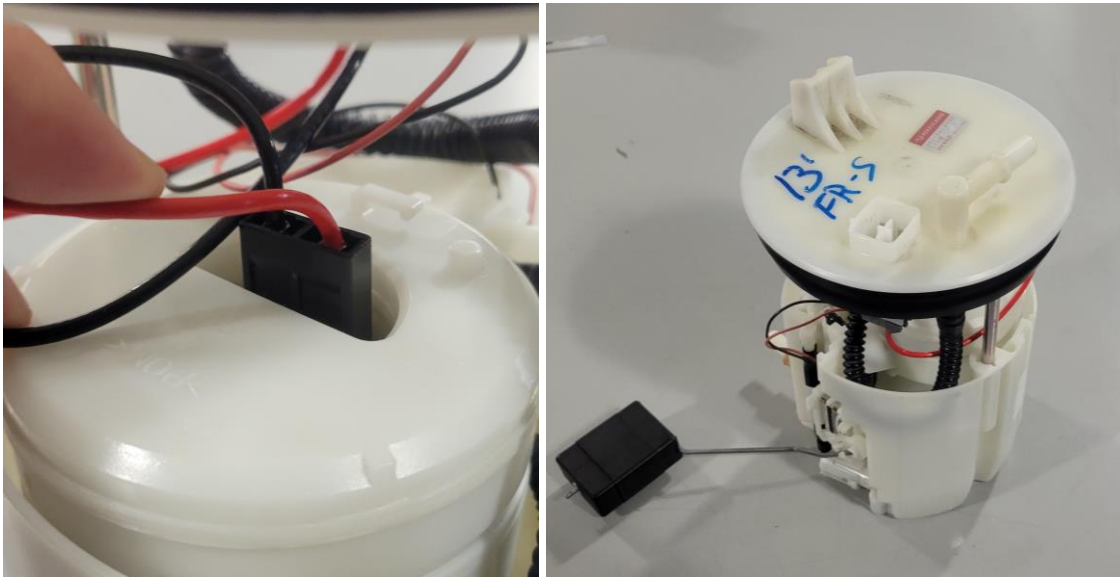


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9 – Install the spring/springs back onto the alignment rods on the top hat before inserting the top hat into the bucket. After installing the spring/springs do not forget to place the E-clips on the alignment rods.



10 – Make sure to plug in the level sender and pump if you unplugged them. With this you are done with the module, and it is ready for installation into the vehicle.



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