



SakeBomb Garage Plug and Play FD Fuel Pump Re-Wire Harness

First things first, strip out or move out of the way your trunk carpet and center rear trim panel so that you have access to the silver fuel pump cover and the area behind your trunk plastics.



Next remove the silver fuel pump cover and disconnect the two electrical connections to the fuel pump. One of these is the 4-pin fuel pump power, ground and fuel level sensor wires and the other is the fuel pump hanger ground. Both of these connectors have tabs that must be depressed to remove

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the connector. The hanger ground can be harder to see and feel in the tight working space, but it is there.

Next work the boot in the fuel pump cover free of the cover and set the cover aside. So you have the stock wiring easily accessible as shown.



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Next comes the sticky part. Begin removing the electrical tape and the stiff plastic sheathing around the fuel pump wiring. A razor blade or a small pair of wire cutters/scissors will be your friend here, but be extremely careful to not cut the wires. The longer stiff section of sheathing has a split on one side and can be easily removed by finding it and splitting it open as shown. Strip back the electrical tape until you have enough room to work with the wiring.



Next you will de-pin the fuel pump connector. If you have never done this you can check out our video on connector de-pinning on our youtube channel. This is not the same exact connector as in the video, but they are both Sumitomo connectors so the de-pin process is the same. Before you de-pin the connector take note of the position and color of each wire, this will be important later.

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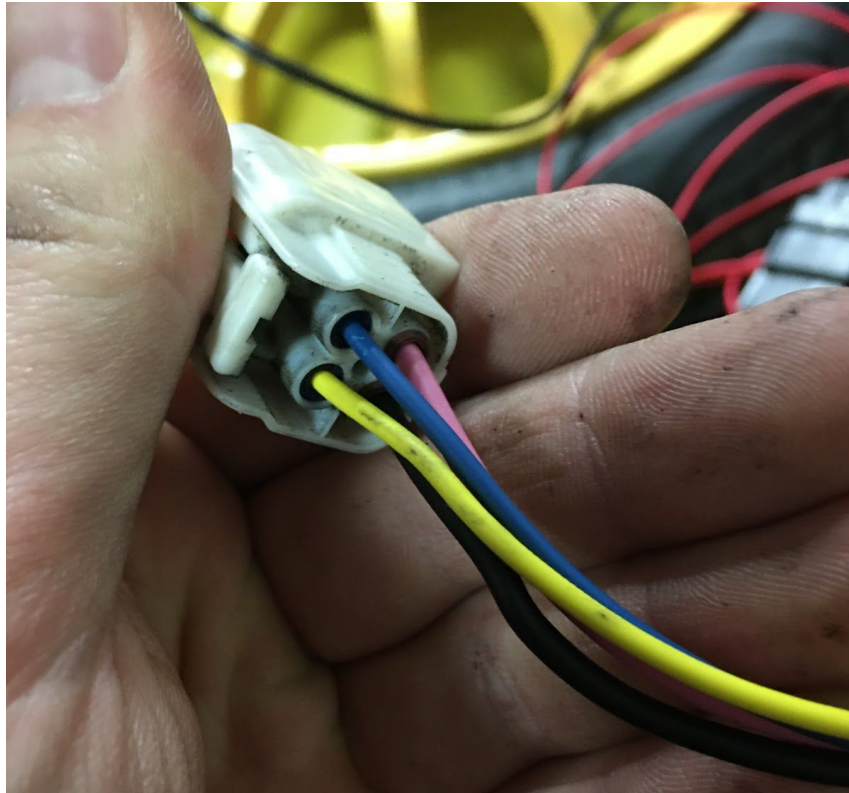


Once you have the connector de-pinned you can remove the rubber boot behind it. You will re-use this boot on our wiring harness. Once the boot is out of the way you can take the provided connector from our kit and pin the stock wiring harness in to it in the same orientation they were pinned in to the stock connector so that when it is plugged in to the matching plug on our harness the wires are connected blue to blue, white/red to white, black to black, and white/green to yellow. When plugging in the pins make sure that the orange center pin lock is up protruding from the connector, and then once the pins are in place push it down to snap in to place.



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Now, BEFORE you pin the stock fuel pump connector on to our harness do yourself a favor and put the boot over the end of the harness. It is possible to work the boot over the connector, but it is quite difficult and we would not suggest it. Now you can pin the stock connector on to the new harness as shown.



Next you will want to figure out your lengths. We like to hide the new fuel pump relay in the bin on the left hand side of the trunk where the tire iron is kept, so at this point we unbolt and pull up the left hand side trunk plastic enough to slide the relay up in to the bin. After that it is time to plug in the new harness and the fuel pump hanger ground to see where will be the best place to put the boot for the fuel pump cover. We like to leave a little more extra wire than is stock under the fuel pump cover, just so removing it and unplugging the two connectors is a little easier next time.

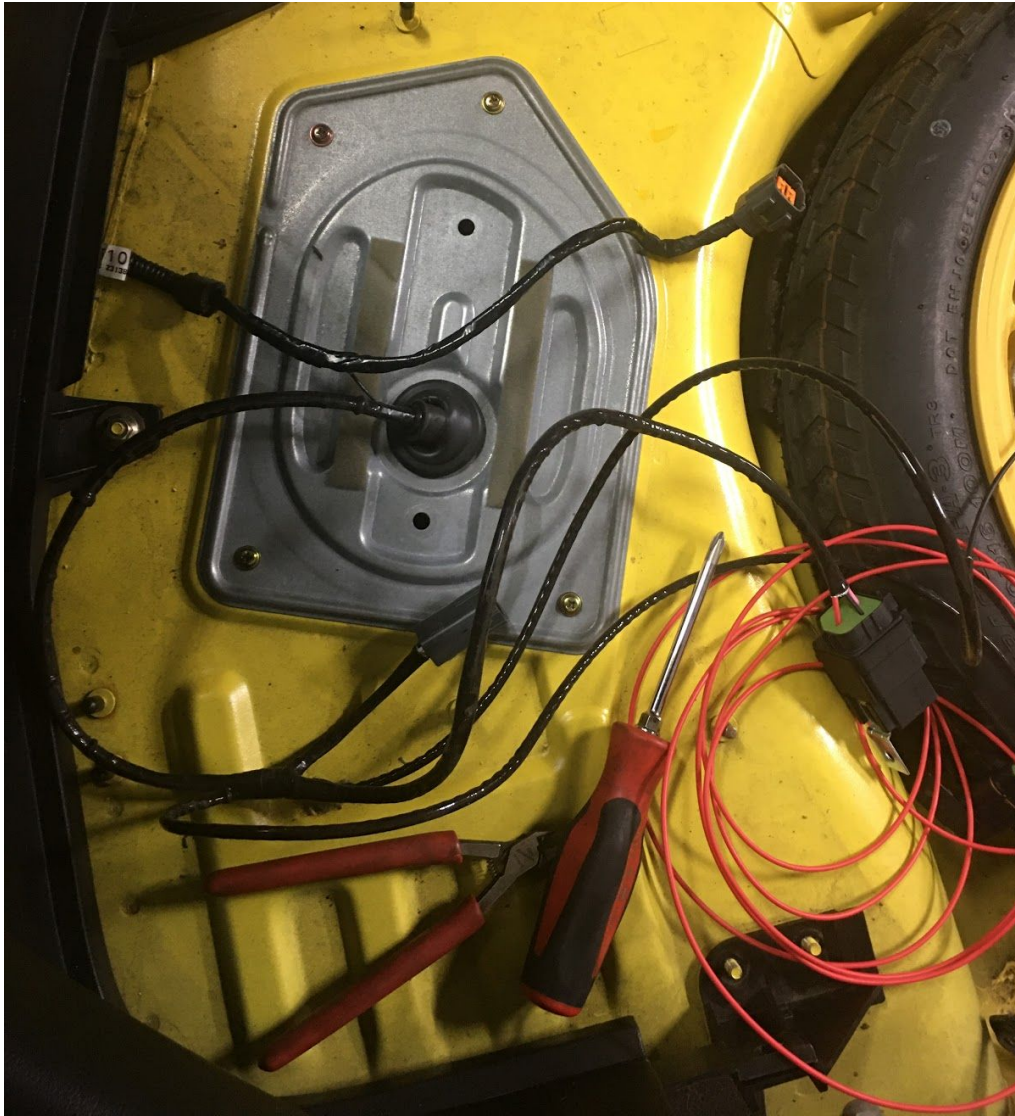
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Once you are happy with your length it is time to start taping. Anywhere you removed tape to expose bare wires before should be re-taped. The fuel pump hanger ground must be separated from the main chassis fuel pump wiring and then join up and be taped next to your new fuel pump harness and go through the grommet with the new harness as shown. At the point where you have the grommet wrap up many layers of tape so the grommet fits tightly as shown.



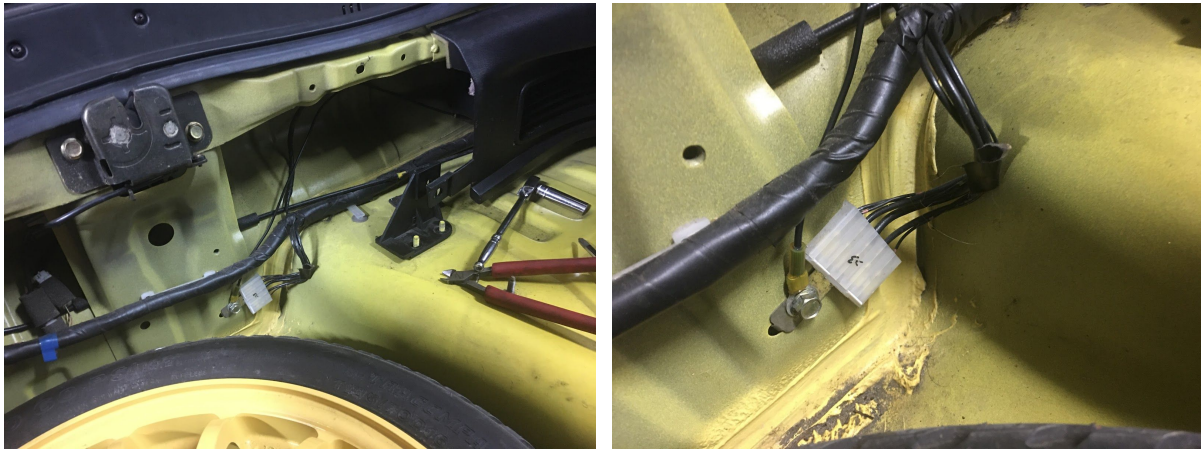
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Once you have the grommet in place secure it by taping it just like stock and feed your new fuel pump wiring and your old pump hanger ground through the fuel pump cover. Work the grommet back in to place, plug in your fuel pump and hanger ground and re-install your fuel pump cover. At this point your trunk should look something like this.



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Next you can connect the old fuel pump harness with the new provided connector to the corresponding connector on the new harness and run your ground. The ground should go to the grounding point at the rearmost part of the trunk cavity, near the trunk latch. We find it best to run the ground behind your trunk plastics, and the connector between the old harness and the new one can be easily hidden behind these too. The grounding point is shown below.



Now the last step, take the long, red power cable and run it to your battery. There are many popular battery locations on an FD, so we have made the power wire able to be cut to length. Just snip the fuse off the wire, run it through the car as you prefer, and use the provided heat shrink type butt connector to connect the wire to your positive battery terminal after trimming the wire to length.

Your finished product should look something like this.



Now simply re-install your trunk carpet and plastics and enjoy your car.

Congratulations! You are finished with the installation

For any questions/comments please feel free to contact us, we're happy to hear from you!

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