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## **Gen 6 Camaro ZL1 Dual Fuel Pump Wiring Install Kit Instructions**

*This kit is intended to be used in conjunction with  
KAT-A7763 2016+ Gen 6 Camaro/CTS-V3  
Dual Fuel Pump Module on a Gen 6 Camaro*





**WARNING – FUEL RELATED PRODUCT**

*Caution should be taken when working with or near fuel systems*

**WARNING – ELECTRICAL RELATED PRODUCT**

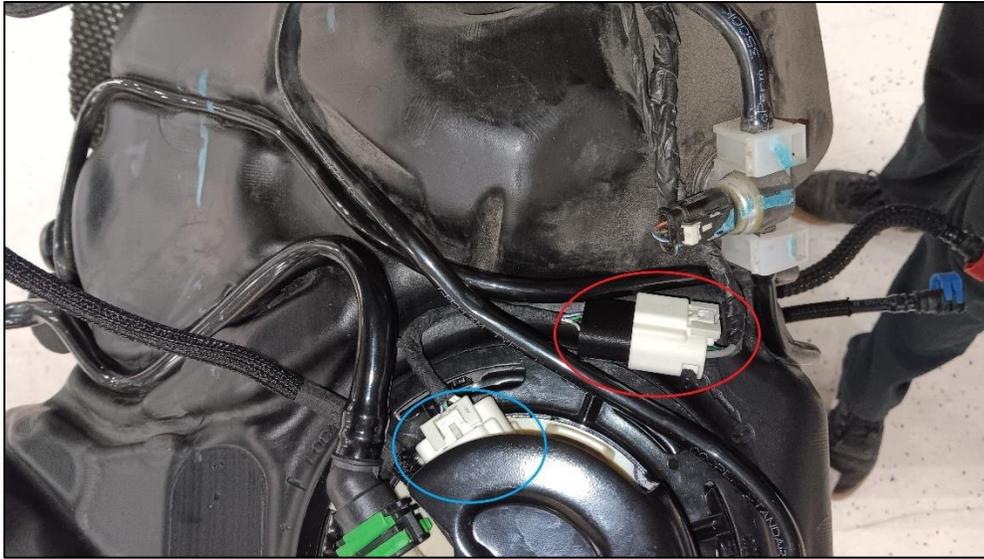
*Caution should be taken when working with or near electrical systems*

**I. Required for Installation:**

- a. Ring Terminal Crimpers
- b. Small Flat Head Screwdriver
- c. Long Straight Pick
- d. Electrical Tape
- e. Metric Socket Set

**II. Procedure:**

- a. Ensure that the fuel tank removed from the vehicle per manufacturer's specifications
- b. Ensure that the passenger side wheel and wheel well liner removed from the vehicle per manufacturer's specifications
- c. Ensure that the passenger trunk liner is removed from the vehicle per manufacturer's specifications
- d. Install the Katech 2016+ Gen 6 Camaro/CTS-V3 Dual Fuel Pump Module (KAT-A7763) into the fuel tank per manufacturer's specifications
- e. On the top of the fuel tank, route the Katech harness under the fuel and evap lines
- f. Plug the existing factory fuel pump module connector into the black connector on the Katech harness (circled in red)
- g. Plug the white fuel pump module connector on the Katech harness into the fuel pump top hat (circled in blue)



- h. Route the power and ground wires for the second pump through the fuel pump module top hat to their respective studs on the top of the module



- i. Fasten the Katech harness to the top of the tank using secure tape, routing the Katech harness as seen highlighted by the blue line below



- j. Route the Katech harness with the fuel and evap lines towards the fuel filler in the passenger wheel well while reinstalling the fuel tank per manufacturer's specifications, securing the Katech harness with zipties as seen highlighted by the blue line below
  - i. Care should be taken when routing to ensure harness avoids abrasion and excessive heat by avoiding proximity to the exhaust or any possible pinch points like the suspension



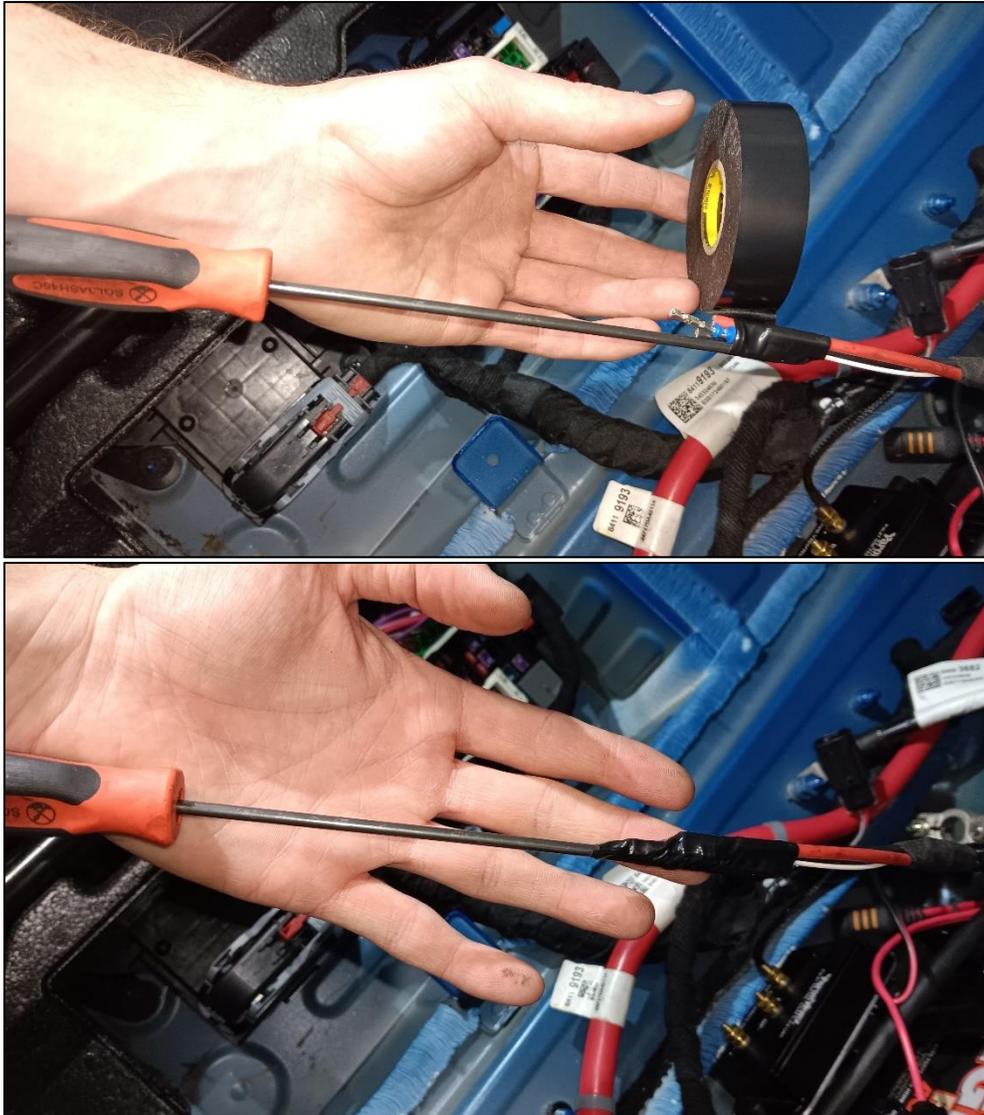
- k. Route the Katech harness in the wheel well with the other lines going above the shock towards the large grommet on the back side of the wheel well, using zipties to secure the Katech harness in place



- I. Poke a long straight pick into the open area of the grommet above the existing Katech harness so that it sticks out into the wheel well as seen below
  - i. Care should be taken when poking through the grommet, ensuring that no lines are punctured and no wiring is cut



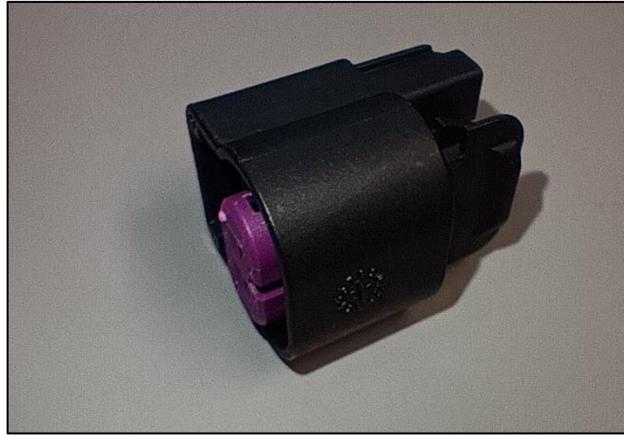
- m. Tape the end of the Katech harness to the end of the pick as seen below using electrical tape
  - i. Care should be taken when taping the harness, ensuring that the wiring will not be cut by the pick and the terminal on the end of the grey wire is not bent or damaged



- n. Pull the pick back through the grommet into the trunk compartment near the battery
  - i. Care should be taken when pulling the harness through the grommet, ensuring that the harness and loom are pulled through smoothly



- o. Untape the harness after pulling it through
- p. Make sure that the purple insert on the provided connector is just above flush with the face of the connector
  - i. If insert is below flush, using a small flat head screwdriver, carefully pry up on the purple insert, bringing it to just above flush without removing it



- q. Install the provided connector on to the preterminated grey wire
  - i. Insert the pin into the open, unplugged cavity labeled "A"
  - ii. Tang on the terminal should point upwards in relation to the thumb tab on the connector
  - iii. There should be an audible click once the terminal is properly seated





- r. Install the grey wire retainer on the back of the connector



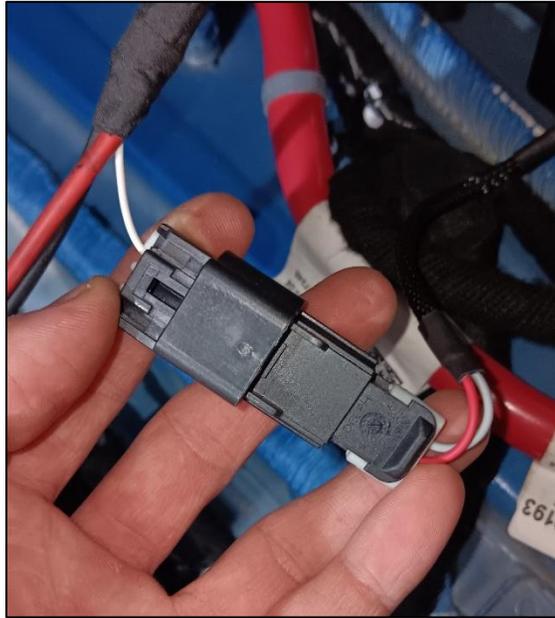
- s. Install the Vaporworx controller mounting bracket next to the battery by removing the 13mm battery hold down bolt
- t. Mount the Vaporworx controller using the two included phillips sheet metal screws



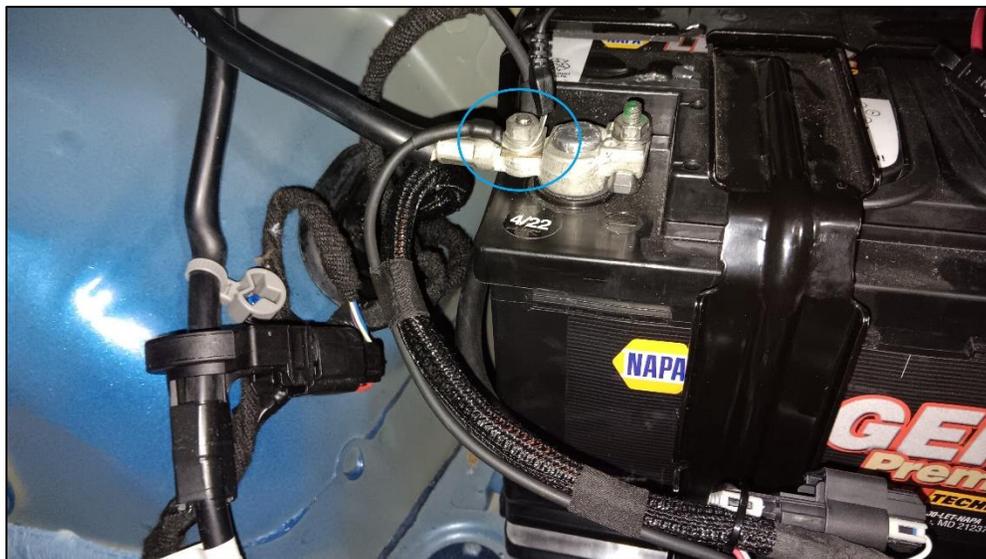
- u. Install the ring terminals and heat shrink on the ground and power wires of the fuel pump harness



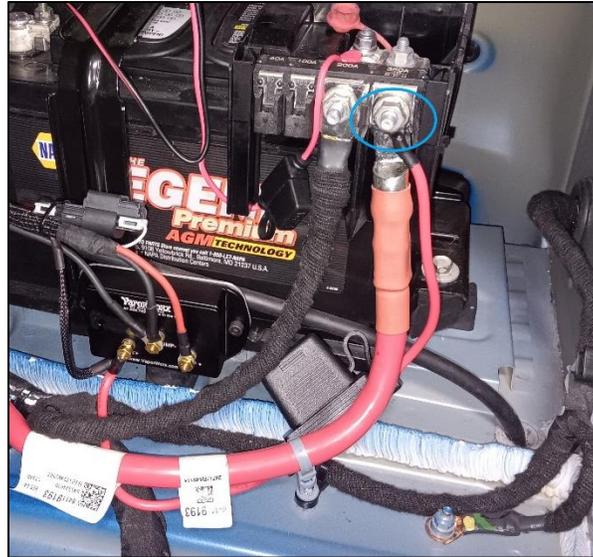
- v. Plug in the two pin connector on the fuel pump harness to the receiving connector on the Vaporworx controller



- w. Install the included battery ground wire, with the big ring terminal end on smaller 10mm nut on the battery as circled in blue below



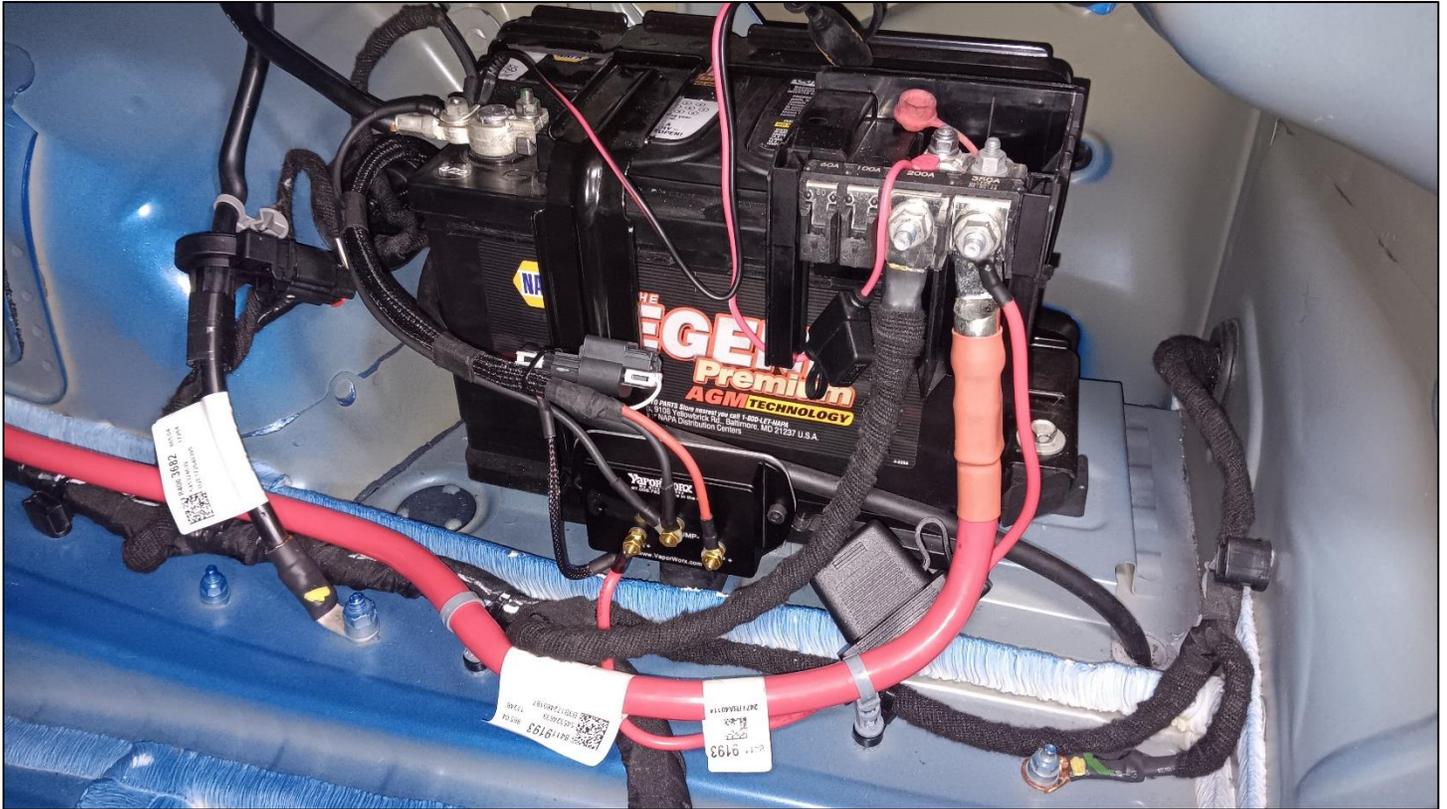
- x. Install the included battery positive wire, with the big ring terminal end on the same 13mm nut as the red battery cable as circled in blue below
- Care should be taken when connecting to the positive end of the battery
  - Do not leave the opposite end of the positive wire unsecured with the battery connected
  - If caution is not taken when handling positive wires, the battery may short to ground, leading to sparking, fire, or damage to the car or OE harness



- y. Install the two black wires on the stud labeled BAT/PUMP- on the Vaporworx controller and tighten the 8mm nut
- z. Install the red wire coming from the battery on the stud labeled BAT+ on the Vaporworx controller and tighten the 8mm nut
- A. Install the red wire coming from the Katech fuel pump harness on the stud labeled PUMP+ on the Vaporworx controller and tighten the 8mm nut



B. The completed install should look like the image below



- C. Install the 40 amp fuse in the fuse holder on the battery positive wire
- D. Tidy up all of the added wires in the trunk space with zipties and electrical tape so that they are secure and out of the way
- E. Ensure that the fuel pump harness under the car and in the wheel well is securely fastened to the existing lines on the car and away from any sources of heat or pinch points before testing!
- F. Reinstall the fuel tank per manufacturer's specifications
- G. Reinstall the passenger rear wheel and wheel well liner per manufacturer's specifications
- H. Reinstall the trunk liner once the system has been tested per manufacturer's specifications