



24324 Sorrentino Court, Clinton Township, MI 48035 Tel: 586-791-4120 Fax: 586-791-0802

Katech Website: www.katechengines.com

KAT-A7763 Gen 6 Camaro ZL1 Dual Fuel Pump Module

This module is intended to be used in conjunction with KAT-A7826 Gen 6 Camaro Dual Fuel Pump Controller Kit on a ZL1 Camaro but can be made to work on other trim Camaros by swapping out the fuel tank internals





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. Metric Socket Set
- b. Hammer
- c. Brass Punch
- d. Long Needle Nose Pliers

II. Procedure:

- a. Ensure that the fuel tank is removed from the vehicle per manufacturer's specifications
- b. Ensure that the following procedure is performed in a well ventilated area free of any sparks or open flames as the following procedure requires exposing a large volume of fuel to open air if the tank is not empty or drained prior to removal
- c. Disconnect the two lines and unplug the connector from the fuel pump top hat
 - i. Care should be taken as fuel will drain out of the lines once disconnected



- d. Using a brass punch and a hammer, knock the pump module retaining ring loose by hitting on the square edges of the ring

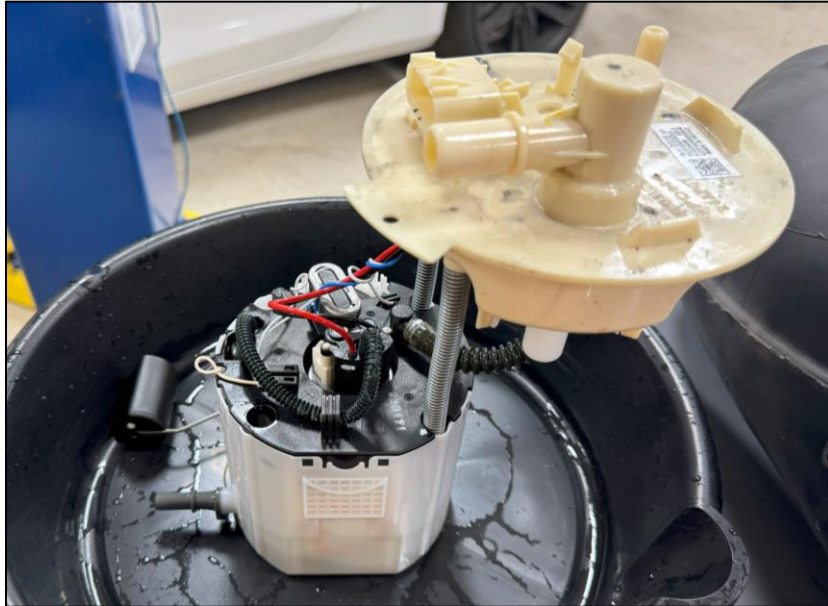


- e. Remove the top hat ring and set it aside
f. Remove the quick disconnect line connected to the bottom of the module top hat by squeezing the head of the line



- g. GM equipped Gen 6 Camaros with two different styles of fuel pump module and in-tank components. All ZL1 cars are equipped with the style that the Katech dual fuel pump module is based on
- If your module has a 'tee' fitting with a line connected to it inside the tank, this is the 'ZL1 style', the Katech module **will** drop right in to your tank
 - If your module does **NOT** have a 'tee' fitting and instead has a line connected to the bottom of the bucket, you will need to purchase the following GM parts and convert the fuel tank to 'ZL1 style'
 - GMP-85170846 ZL1 In-Tank Jet Pump
 - GMP-84203866 ZL1 In-Tank Jet Pump Lines

- h. Continue removing the factory module by disconnecting any in-tank lines connected to the module. Below is what a non ZL1 module looks like once removed, note there is only one location for a line to connect to the module at the bottom of the bucket



- i. If your tank was equipped with the above module, you will need to remove the jet pump, and the line connected to it to swap them for the ZL1 parts. If your tank is **NOT** equipped with this module, skip to **step r** to continue installation.
- j. To remove the jet pump, unplug the connector on the jet pump top hat
- k. Using a brass punch and a hammer, knock the jet pump retaining ring loose by hitting on the square edges of the ring



- l. Remove the top hat ring and set it aside
- m. Remove the jet pump from the tank, removing the quick disconnect line while doing so



- n. Install the new in-tank lines GMP-84203866 so that the two 90 degree fitting ends are on the same side as the fuel pump as pictured below



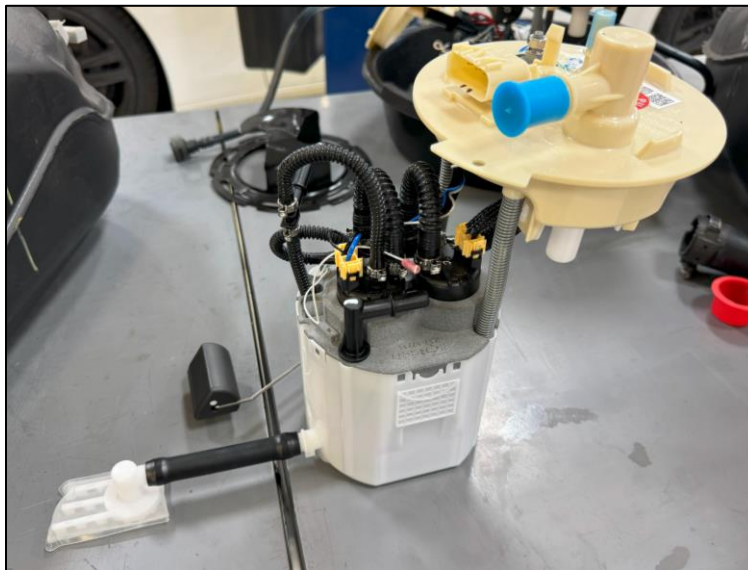
- o. Install the new jet pump GMP-85170849 and connect the two quick disconnect lines to the pump inside the tank



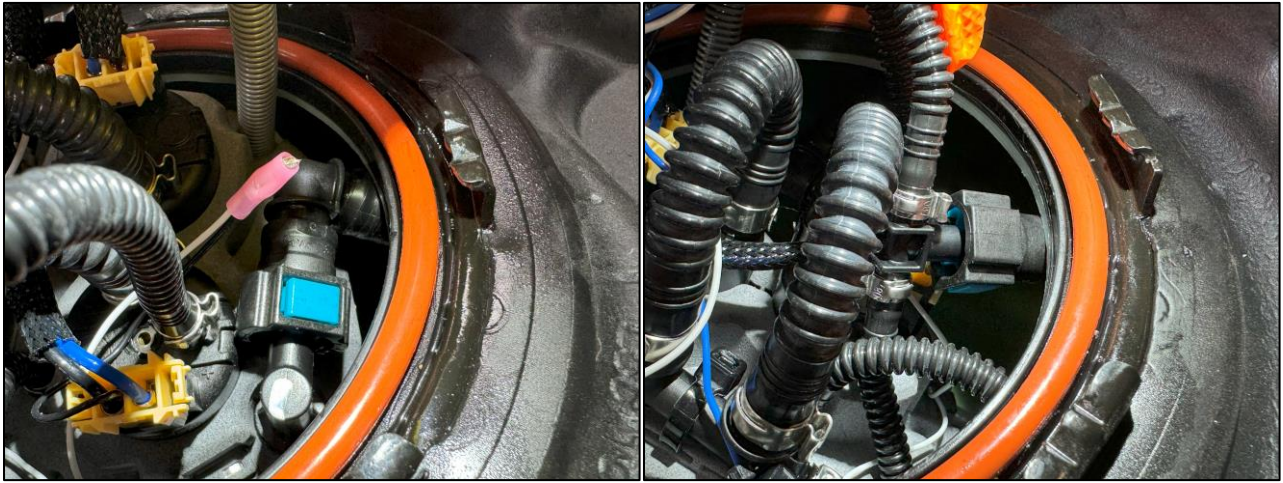
- p. Reinstall the jet pump retaining ring, hammering it back into place with a brass punch
 - i. Ensure that the orange jet pump o ring seal is properly seated before doing so



- q. Reinstall the jet pump connector
- r. Take the new Katech Dual Fuel Pump module and prepare to install it into the tank



- s. Install the Katech Dual Fuel Pump module, connecting the two quick disconnect lines while doing so
 - i. The lines are two different sizes so they cannot be installed backwards
 - ii. With the pump module bucket in the way, it may be difficult to fish the lines into place. Katech recommends a set of long needle nose pliers or a long pick to fish the lines up



- t. Reconnect the big in-tank line to the bottom of the fuel pump module top hat



- u. Reinstall the fuel pump module retaining ring, hammering it back into place with a brass punch
 - i. Ensure that the orange fuel pump o ring seal is properly seated before doing so





- v. Reattach the two quick disconnect lines to the fuel pump top hat



- w. From here, the install instructions for KAT-A7815 can be followed for wiring in the Katech Dual Fuel Pump wiring harness kit
 - i. Link to the Katech harness kit:

<https://katechengines.com/i-30498290-pnp-harness-controller-for-katech-2016-gen-6-camaro-cts-v3-dual-fuel-pump-module.html>

