

9-301-7002

DeatschWerks 2010-2015 Chevrolet Camaro X2 Dual Fuel Pump Module Installation Guide



Table of Contents

Included Parts	Page 3
Important Notes	Page 4
Suggested Tools	Page 4
Assembling the X2 Module	Page 5
DW X2 Module Wiring	Page 13

Included Parts:

- Billet Aluminum Gen5 Camaro X2 Module
- DW300 340 LPH Fuel Pumps (x2)
- 10" Pump Electrical Connectors (x2)
- Convoluted Tube 6"x 3/8"
- Fuel Sock Pump Pre-Filter (x2)
- 3/8" Pinch Hose Clamp
- 8.5mm Hose Clamp
- 6mm Hose Clamp
- 12-10awg #10 Ring Terminals (x11)
- 6AN ORB to 3/8" Hose Barb Fitting
- 6AN ORB to Fuel Pump Adapter Fittings (x2)
- 6AN ORB to 1/8" Hose Barb Fitting
- M5 Stainless Electrical Terminals (x3)
- M4 Stainless Electrical Terminals (x2)
- Convoluted Tube 1/4" to 1/8"
- OEM Style Plastic Bucket Assembly
- OEM Style Pressure Relief Valve and Retainer
- OEM Style Rubber One Way Valve
- OEM Style Venturi Jet w/O-Ring
- Module Support Springs

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 X2 DW300 pump module. The factory manual should supersede any contradiction.

Important Notes: The Gen5 Camaro X2 module is intended to be used with Standard 39mm DW100, 200, 300 fuel pumps. The kit includes OEM replacement components, you can substitute your factory components if necessary.

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



Assembly of the X2 Module

1 – Remove the E-clips and remove the center plate. Loosen the 6AN to Pump Adapter fitting retaining nut and remove along with the O-rings. Slide the nut and O-ring on to the DW300 fuel pumps. Install the pumps back into the fittings and tighten.

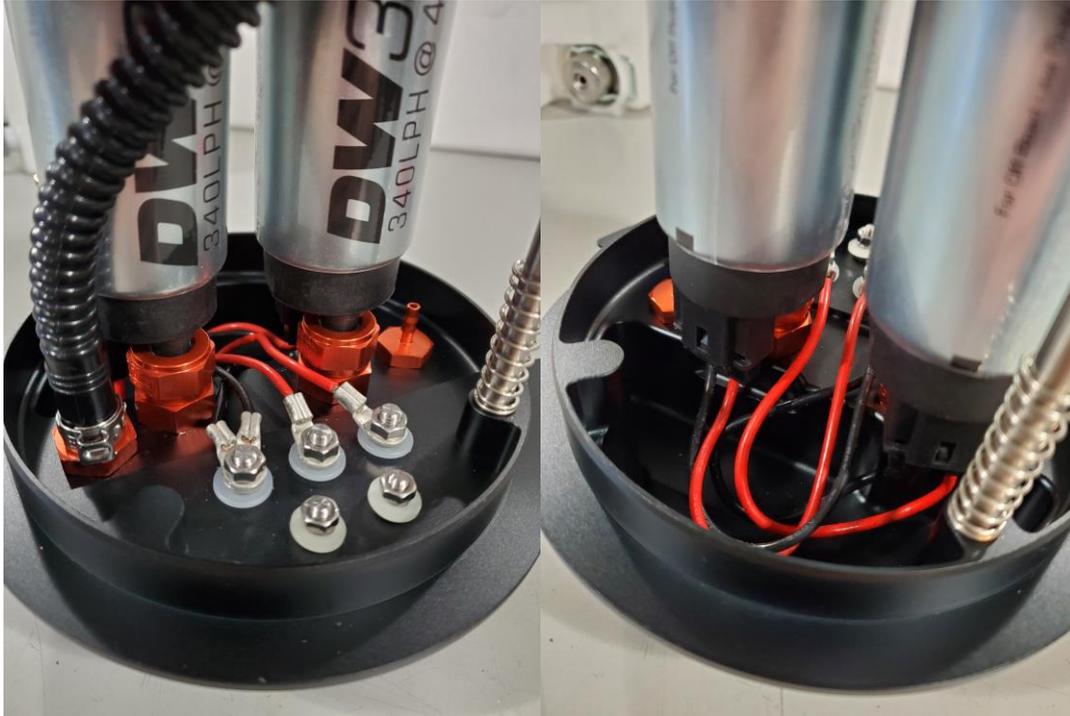


2 – Install the supplied 3/8" convoluted tube onto the return fitting and secure with the supplied 3/8" pinch clamp. Slide the center plate over the pumps and return tube, reinstall the e-clips, cut the return hose flush with the bottom of the return plate when its fully extended.



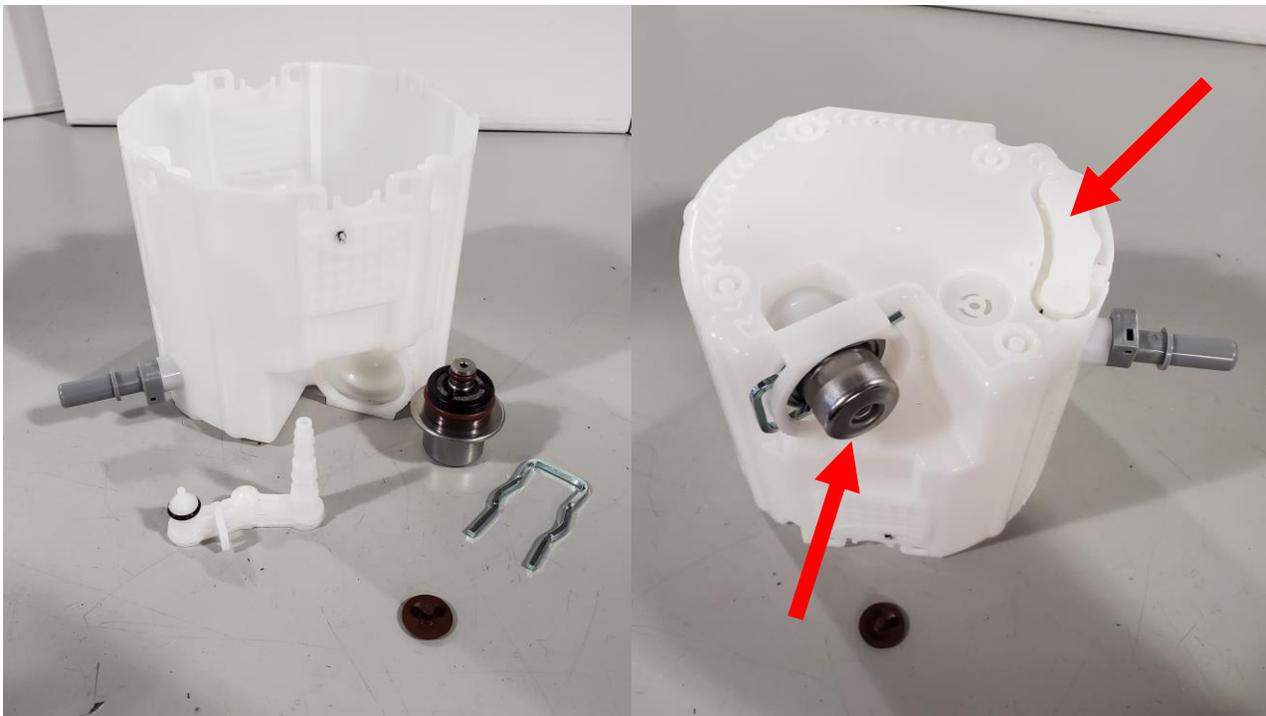
2010-2015 Chevy Camaro X2 Module Installation Guide

3 – Shorten the supplied wiring harness to approx. 8-inch (205mm) and crimp on the supplied ring terminals. Attach both ground wires to the pump negative terminal and attach each pump power wire to its separate positive terminal. Tuck the remaining wire into the cavity provided above the pumps.



4 – Using the supplied pieces shown assemble the bucket portion of the assembly. (Venturi Jet with O-ring, PRV Valve with O-rings and Retaining Clip).

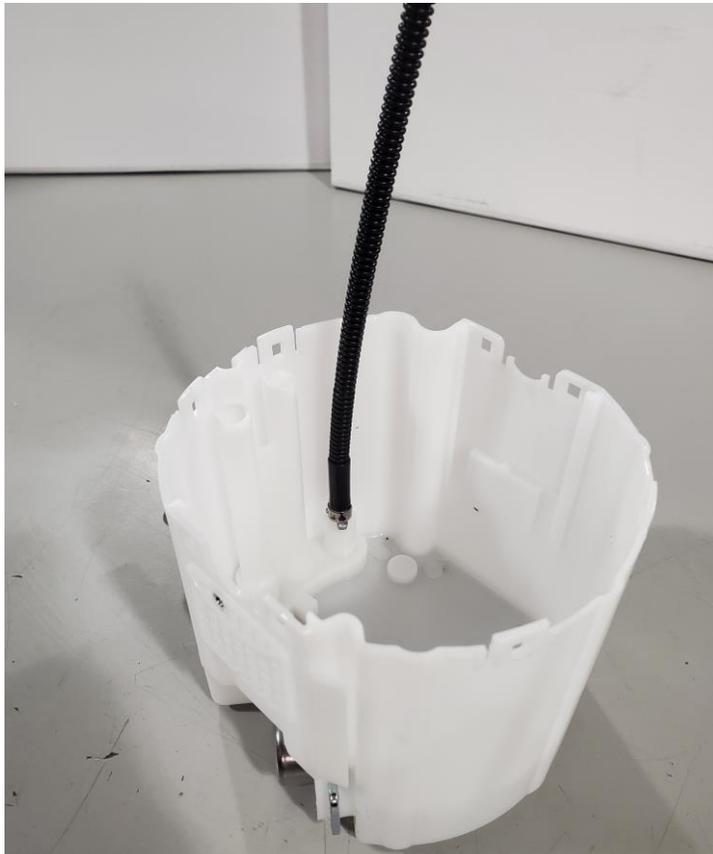
Note: The PRV and venturi jet press into place, lubricate the O-rings if assembly is difficult.



5 – Install the rubber one way valve into the bottom of the bucket.



6 – Install the supplied smaller convoluted hose onto the venturi jet nipple inside the bucket, secure with the 8.5mm hose clamp.



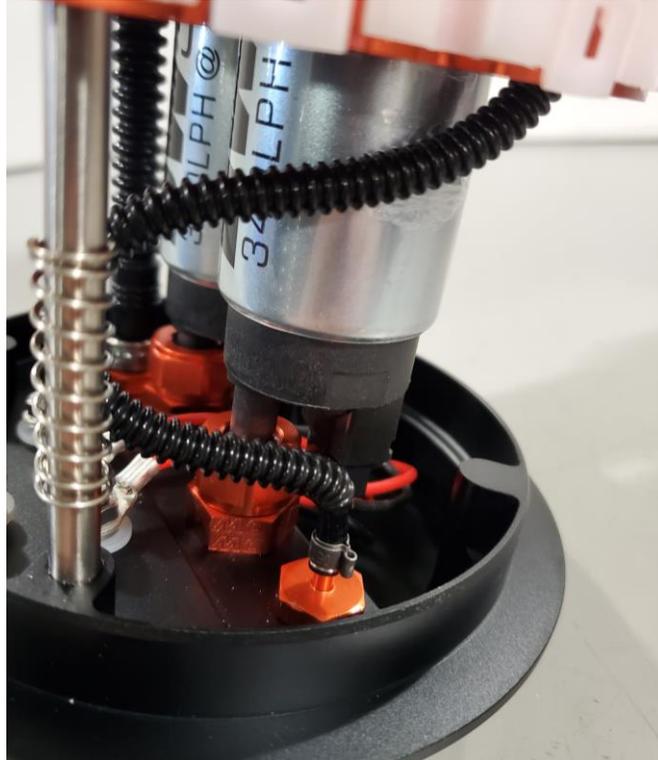
2010-2015 Chevy Camaro X2 Module Installation Guide

7 – Install the completed hat and pump assembly into the bucket assembly, there is a hole in the orange center section directly above for the venturi hose to pass through.



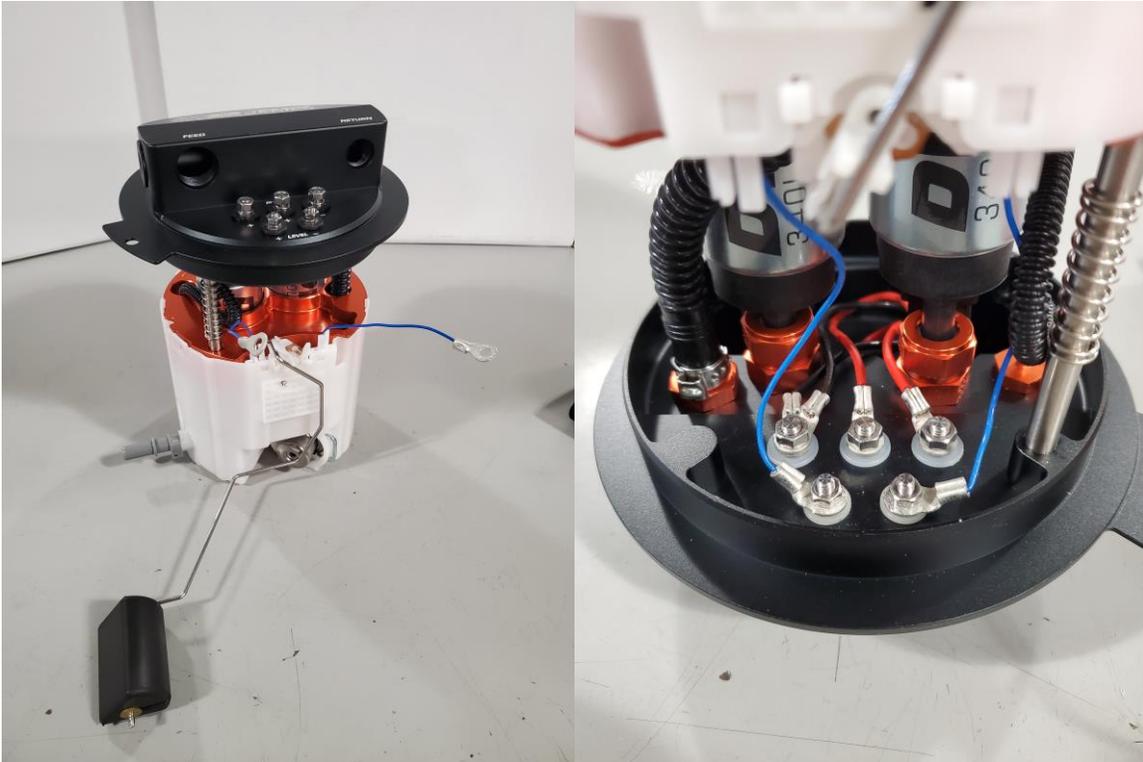
8 – Attach the remaining smaller 1/8-inch end of the venturi hose to the 1/8-inch hose barb fitting on the underside of the hat, and secure with the provided 6mm hose clamp.

Note: this hose can be difficult to install, use heat gun or boiling water to aid with installation.



2010-2015 Chevy Camaro X2 Module Installation Guide

9 – Strip the ends of the provided fuel level sending unit wiring and crimp on the provided ring terminals, it may be necessary to double the wire over due to its small size. Attach the level sending unit wiring to the Level positive and negative terminals.



Wiring the X2 Module

10 – The DW X2 Series Gen5 Camaro module comes with supplied ring terminals, these are designed for up to 10awg wiring. The level sending unit wires should be connected to the factory level sending unit wires. Due to the OEM GM fuel pump controller, it is necessary to either turn off the variable voltage/duty cycle options or bypass the FPDm completely. This is done easily with a hardwire kit like the PN# **FPHWK-10-DP** (Fuel Pump Hardwire Kit 10AWG Dual Pump), this will ignore the variable signal delivered by the FPCM and use a direct battery voltage to run the fuel pumps.

The factory fuel pump positive trigger wire is **Grey**, this should be used to trigger the relays in the FPHWK.

The factory fuel level sending unit wires are **Dark Blue** and **Brown w/White** stripe: The Blue wire should attach to the Fuel Level + (Positive) terminal and the Brown should attach to the Fuel Level – (Negative) terminal.

Note: If fuel level gauge does not work correctly after installation, swap the Level + and – wires.



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