

9-000-7043, 9-421-7043 and 9-811-C105-7043 DeatschWerks 1992-2000 Honda Civic and 1994-2001 Integra X2 Double Pump Module Installation Guide



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Included Parts:

- Billet Aluminum X2 Module
- DW420 420 LPH Fuel Pumps (x2) *"421" PN# Only*
- DW810 810 LPH Fuel Pump *"810" PN# Only*
- Brushless 2-Speed Controller *"810" PN# Only*
- Standard Pump Electrical Connectors (x2)
- Brushless Pump Electrical Connector *"810" PN# Only*
- Convoluted Tube 10"x 3/8"
- Convoluted Tube 10"x 5/16"
- Convoluted Tube 8" x 5/16"
- Pump Pre-Filter Socks (x2)
- 3/8" Pinch Hose Clamp (x2)
- 5/16" Pinch Hose Clamp (x5)
- 12-10awg #10 Ring Terminals (x4)
- 16-14awg #10 Ring Terminals (x4)
- 2-1/4" Hose Clamp (x2)

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

Below are some of the suggested tools that will make the installation process easier.



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1 – Remove the four M6 nuts that hold the pump brackets to the tank mounting block. Only two of the nuts will be needed, the other two are included as spares in case they are dropped during tank assembly.



2a – If you are installing two DW300 or DW420 style brushed pumps, locate the two filter socks provided in the install kit with the X2 module and install them onto the bottom of the pumps.



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2b – If you are installing the DW810 brushless pump locate the longer rectangle filter sock and 3/8" hose barb fitting included with the DW810 installation kit, install them onto the pump.

Note: 3/8" hose barb fitting is PN# 6-02-0522



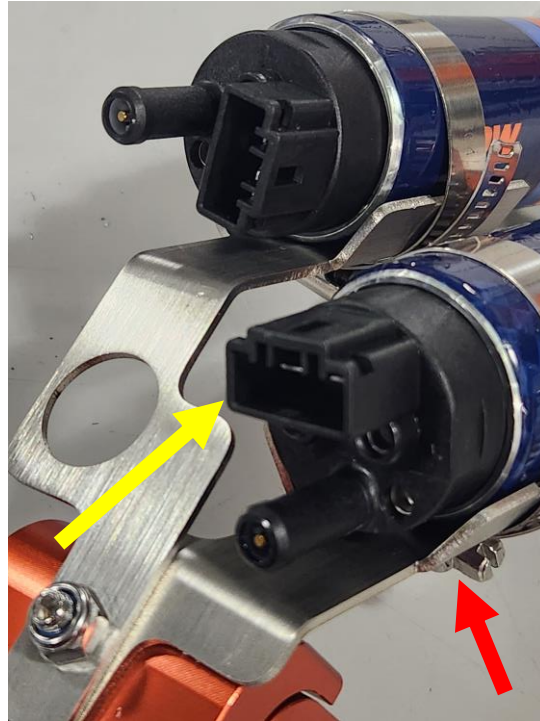
3 – Locate the supplied 2-1/4" hose clamps and use them to secure the pump/s to the stainless brackets. If you are only installing a single fuel pump, use the #2 bracket. If using DW300 or DW420 style pumps the top edge of the bracket should be mid-way between the metal body and top of the pump (see photo), if you are using the DW810 brushless the top of the bracket should be at the bottom of the aluminum threaded outlet of the pump (see photo).

Note: Single pump installations should only use bracket #2.



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4 – If you are installing dual pumps, test fit both pumps and brackets onto the orange mounting block and make sure the #2 bracket does not interfere with the #1 pump, rotate the pump till they line up. For easier install into the fuel tank rotate the worm gear clamps so the screw mechanism is on the back side of the bracket.



5 – If you are only using a single fuel pump, there is an included 6ORB plug for the X2 tophat. If you are using the DW810 or another pump that has a 3/8" outlet, relocate the blue 3/8" fitting to the feed side and move the remaining 5/16" fitting to the return port. These fittings are removed and installed with an internal hex, you will need a 5mm and 6mm Allen tool for this.



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6a – If you are installing twin 39mm fuel pumps, the 10" long 5/16" convoluted fuel tube will be installed onto the pump mounted on the #2 bracket, and the 8" hose will be on the #1 pump. Secure the hoses to the pumps with the supplied 5/16" clamps (11.3mm).

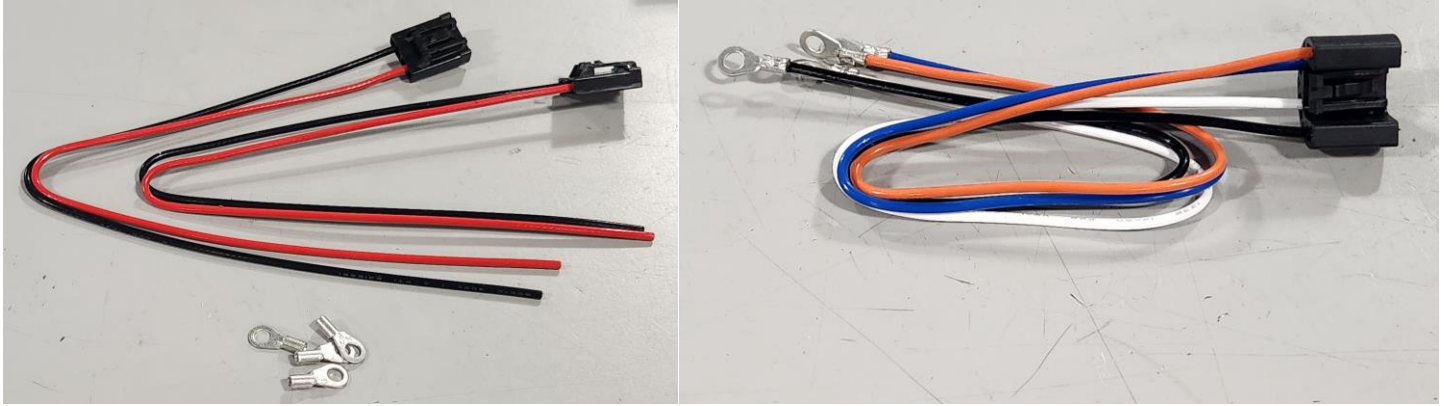


6b – If you are installing the DW810 brushless, or any other single pump, use either of the 10" long convoluted fuel tube that matches the pump outlet size. Secure the hose to the pumps with the appropriately sized 3/8" or 5/16" supplied clamps.



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7 – Locate the supplied pump wiring harnesses that match the pumps you are installing, and the supplied 14awg ring terminals. Strip the ends of the brushed pump harnesses or remove the connector and strip the ends of the DW810 brushless harness. Installation into the fuel tank will be aided by leaving the harnesses full length, only shorten them if necessary.

**Installing the X2 Module**

8 – Using a 4mm Allen tool loosen the two flat head bolts to allow the orange anodized mounting block to separate. The bolts are extra-long to allow them to stay threaded but allow the block to open enough to slip over the edge of the slosh basket inside the fuel tank.



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9 – Remove the rubber nipples from the OEM gasket, to allow it to sit flush against the DeatschWerks X2 module tophat. This can be done with a flush cut type tool or a razor blade.

Note: OE replacement gasket PN# 17574-SE0-000 or 17574-SV1-L01

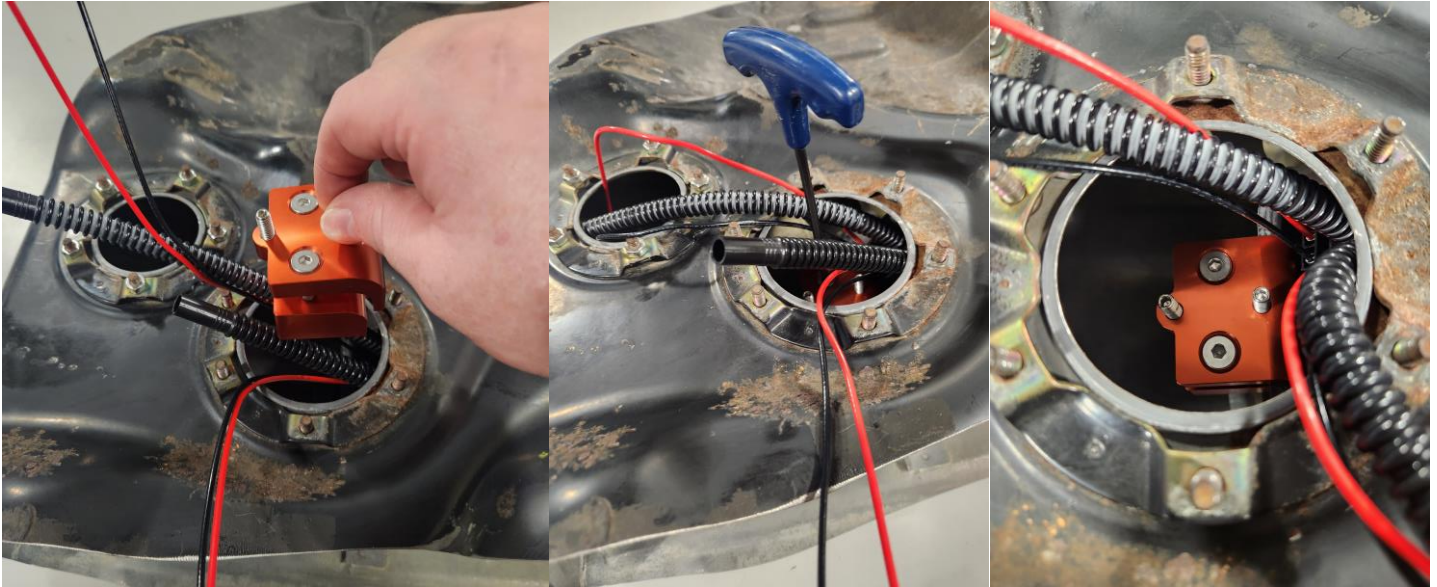


10 – Slide the #1 pump and bracket into the fuel tank and tuck it as far to the Passenger side of the slosh basket as possible, you will need to invert and rotate the assembly to get it into the surge basket, leave the wiring and convoluted tube protruding the tank opening for manipulation. Insert the #2 pump and bracket into the tank and tuck it to the Drivers side of the surge basket like the #1 pump.

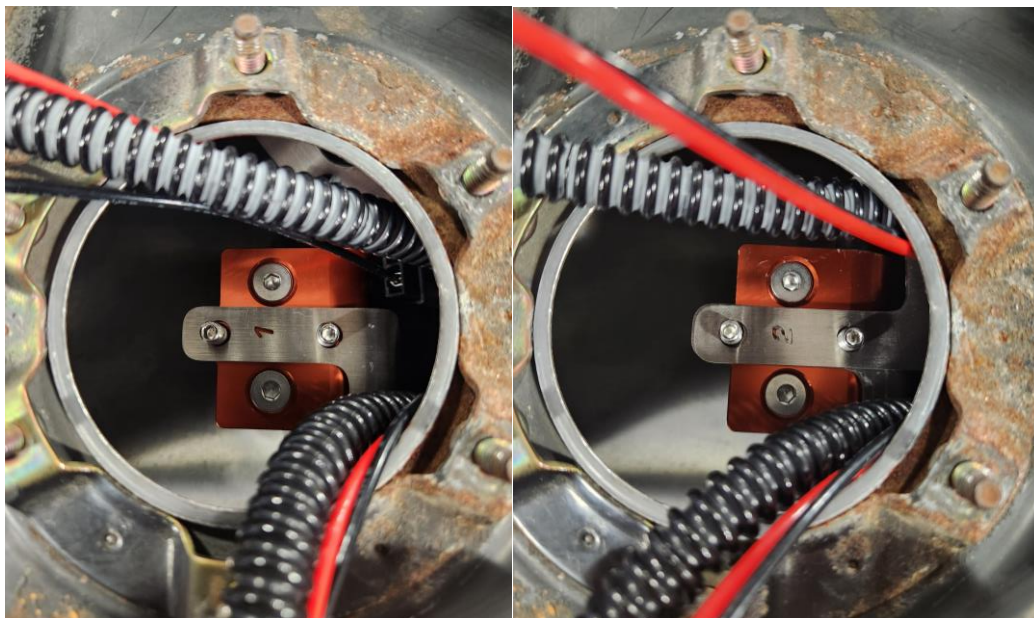


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11 – Lower the separated orange mounting block into the tank opening and maneuver it so the top piece slides over the edge of the surge basket, with the bottom piece on the outside, so it can pinch the edge when tightened. Using the studs will help to lower it into position. Once in place, tighten the flat head Allen bolts with the 4mm Allen tool, once they are tightened and the block is seated, slightly loosen them to allow the block to slide on the lip of the basket but not fall off.

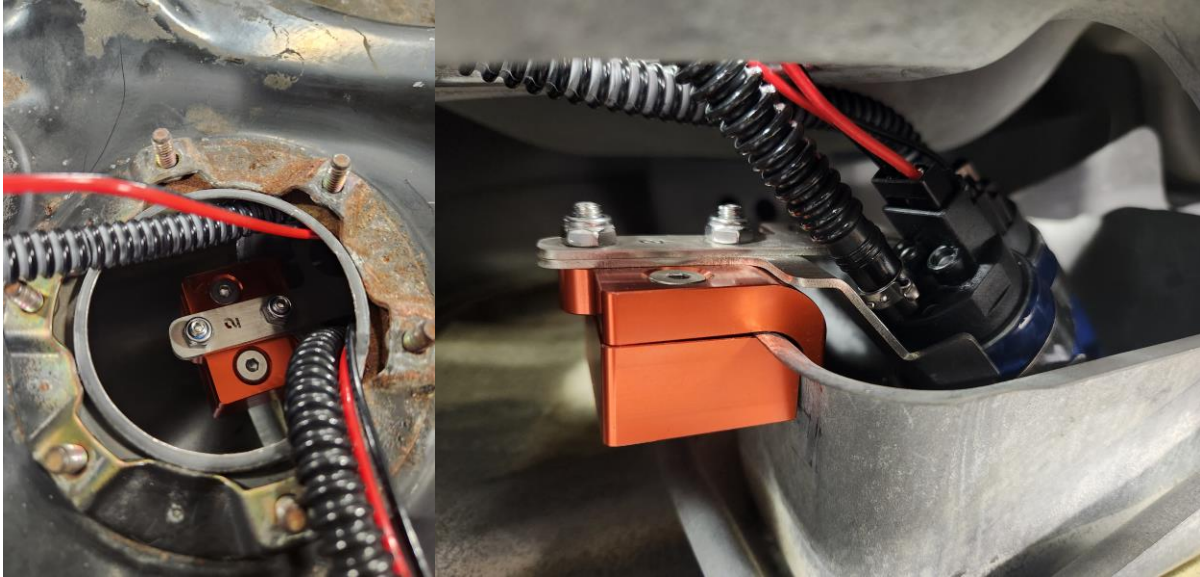


12 – Maneuver the #1 pump and bracket assembly over the two M6 studs, followed by the #2 pump and bracket. This can take some manipulation to get lined up, leaving the Allen bolts in the mounting block slightly loose to allow it to slide will ease the install of the pumps over the studs.



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13 – Install the two M6 lock nuts onto the studs and tighten them, center the mounting block and pumps in the slosh basket and tighten the Allen flat head bolts on the mounting block. There are two spare M6 lock nuts included in case you drop one inside the fuel tank during this step, the nuts are stainless steel and can be left in the tank if you cannot retrieve them easily.

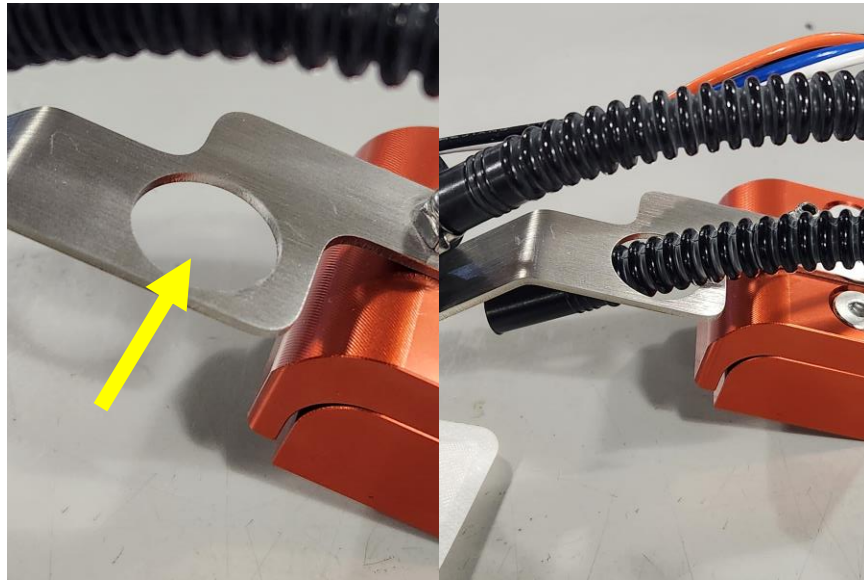


14 – Secure the pump wiring to the underside of the tophat matching the Stage 1 and Stage 2 wires to the pumps, Red-positive and Black-negative terminals. If you are using the DW810, match the colors to the Brushless labels, Orange, Blue, White, and Black. Use the last 10" convoluted tube to the return fitting, this can be 3/8" or 5/16" depending on which one you used for the fuel pump. Secure it with the remaining clamp.

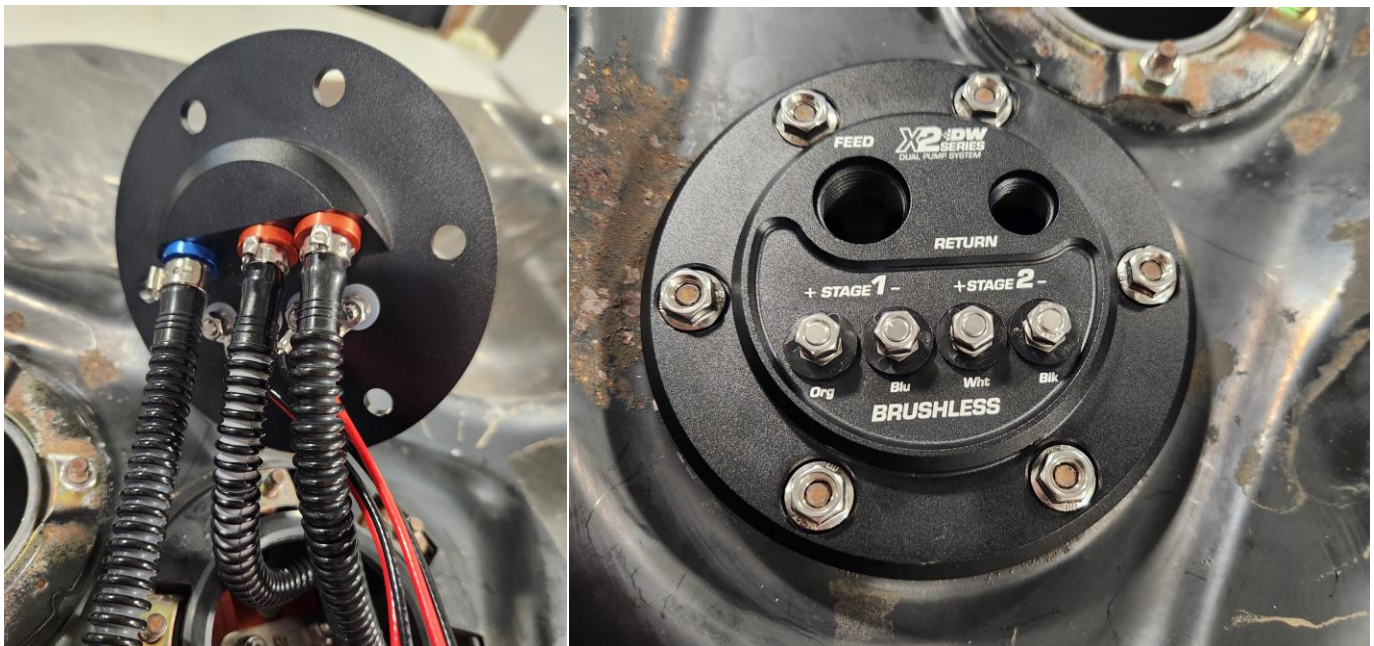


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15 – During installation of the tophat, guide the return hose into the hole in the #2 pump bracket shown below. The return hose location inside the surge bucket is important to protect against fuel starvation.



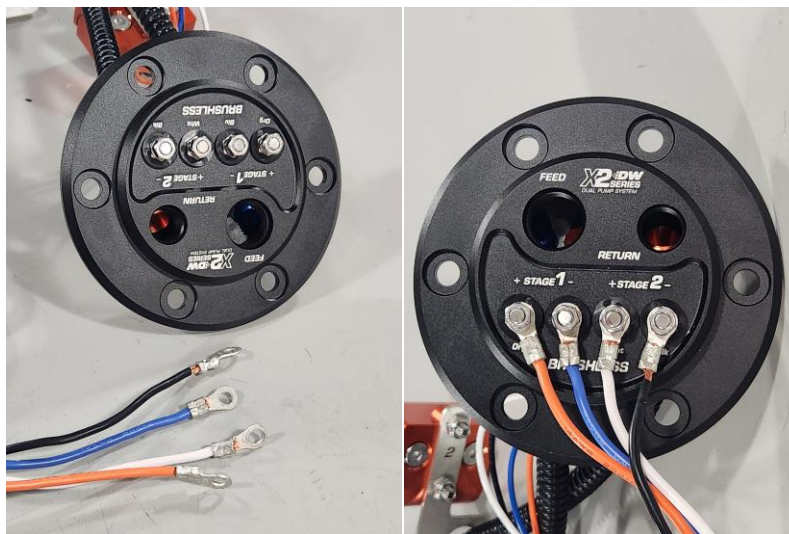
16 – Install the OEM fuel tank gasket on the opening making sure to align it correctly, the bolt pattern is asymmetrical. Attach the convoluted tubing from the fuel pump/s to the tophat and secure with the appropriate clamps. Install the X2 tophat onto the fuel tank guiding the pump wiring and hoses into place, tuck them to the sides to allow installation. Secure the tophat in place with the supplied M6 flange nuts. Torque to OE spec of 4.3 ft/lbs. (51 in/lbs.).



Wiring the X2 Module

17a – The DW X2 Series Civic module comes with supplied ring terminals; these are designed for up to 10awg wiring. Due to the size and age of the OEM Honda wiring, it is not recommended to run dual pumps or the DW810 Brushless with the factory wiring without a relay kit. This can be accomplished with the DeatschWerks hardwire kit like the PN# **FPHWK-10-HD** or **FPHWK-10-DP**, this will take the load away from the OE wiring and use a direct battery voltage to run the fuel pumps.

- If you are installing the DW810 Brushless pump, you will need to remove the four-wire connector from the end of the controller wiring and attach the supplied ring terminals to the ends. Match the colors of the controller wiring to the tophat labels (Orange, Blue, White, and Black). The Honda factory pump wiring is not up to the task for use with the DW810 pump without using a hardwire kit also.



18a - Brushed Pump Wiring (DW300, DW420)

- The Yellow wire/s on the FPHWK attaches to the Stage 1 and Stage 2 Positive terminals.
- The unterminated 10awg black wire on the FPHWK attaches to the Stage 1 and Stage2 Negative terminals.
- The OE fuel pump positive wire is **Yellow/Green**, this wire is connected to the Blue wire/s on the FPHWK to trigger the relays.
 - If you want to stage the fuel pumps so only one turns on at a time, then only attach the factory Yellow/Green wire to one of the blue wires, the other blue wire will get attached to your ECU trigger or a HOBBS switch to turn it on with boost.
- The remaining black wire/s on the FPHWK get grounded to the chassis as well.

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- The yellow wire on the FPHWK attaches to the Red wire on the DW Brushless Controller.
- The unterminated 10awg black wire on the FPHWK attaches to the Black wire on the Brushless Controller. This wire is grounded to the chassis close to the fuel pump module.
- The OE fuel pump positive wire is **Yellow/Green**, this wire is connected to the Blue wire on the FPHWK to trigger the relay.
- The remaining black wire on the FPHWK gets grounded to the chassis.



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