

ECS Fuel Pump Booster Wiring Instructions C5/C6

All information, illustrations and specifications contained herein are based on the latest product information available at the time of this publication. Changes to the manual may be made at any time and without notice. Contact East Coast Supercharging for any additional information regarding this product and any of these modifications at 609-752-0321 or email Support@EastCoastSupercharging.com.

PLEASE TAKE NOTICE BEFORE PROCEEDING: Proper installation of this accessory requires general automotive mechanic and electrical knowledge and experience. Please browse through each step of this instruction manual prior to beginning the installation to determine if you should refer the job to a professional installer/technician. Please contact ECS for possible installers in your area.

****Before beginning this installation, please read through this entire instruction manual****

The ECS FPB was designed specifically for use on performance applications where there is a requirement to provide increased fuel pump performance beyond the vehicles stock fuel pump system. As with any power enhancing product, this unit is intended for use on healthy, well-maintained engines. East Coast Supercharging and Vortech Engineering are not responsible for engine or fuel components damage.



- 1) Locate wiring harness going to fuse box. It should have black tape wrapped around the harness; find the heavy GRAY wire on either side of the connector.
- 2) Cut the heavy GRAY wire on either side of the connector leaving enough room to strip the wire for the new connection or cut the black harness loom further up the harness and cut the GRAY wire on one side of the connector and splice BAP wire connection.

C6 Front Wire Harness:



- 3) Now on the ECS bap locate the red wire with the fuse attached, using the supplied connectors run that wire to the end of the heavy GRAY wire going toward the fuse box.
- 4) Attach the ORANGE wire from the ECS bap to the other end of the heavy GRAY wire going toward the fuel pump.

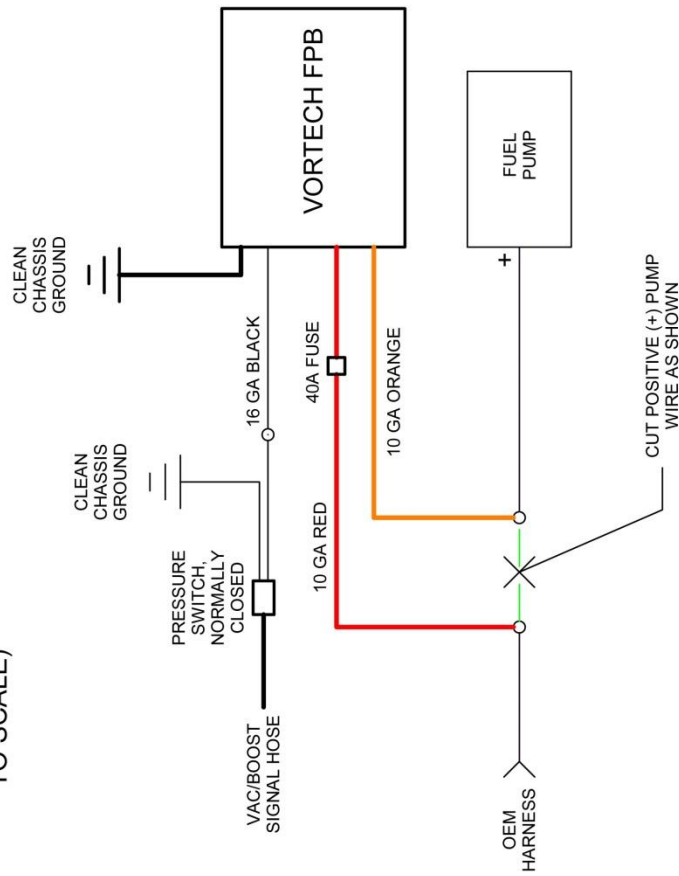


See wiring schematic below:

BASIC UNIVERSAL WIRING SCHEMATIC --
 RECOMMENDED ONLY IF OEM VEHICLE PUMP
 WIRING IS OF SUFFICIENT SIZE TO HANDLE UP TO
 40 AMP LOAD

UNIVERSAL WIRING SCHEMATIC,
 VORTECH FPB, NON-PROGRAMMABLE,
 WITH OPTIONAL HOBBS SWITCH (NOT
 TO SCALE)

WIRING SCHEMATIC



- 5) Mounting of ECS bap is really up to the installers imagination the following are just general guidelines:
 - a. **Dry Sump Car:** Mount ECS bap in the inner fender by the oil tank reservoir
 - b. **Went Sump Car:** Mount ECS bap next to the battery on the inside of fender



- 6) Next using the supplied hardware ground the BLACK wire from the ECS bap to a good CLEAN ground on the frame.
- 7) Find a suitable location for the supplied Hobbs switch near the vacuum tee and run supplied 5/32 vacuum hose from the installed vacuum tee to the barb fitting on the hobbs switch.
- 8) The remaining brown wire from ECS bap goes to one of the hobbs switch terminals, it does NOT matter which one for polarity is not important.
- 9) Using the supplied BLACK wire and terminals run a ground up to the other hobbs switch terminal and to the same ground stud used for the BAP
- 10) Recover wiring harness with factory loom, and cover with electrical tape as necessary.
- 11) Confirm that all connections are properly insulated and secure from creating any shorts.
Make sure all wires are properly secure and routed away from hot, moving or sharp objects.

12) ECS Fuel Pump Booster installation complete. To verify operation you can test voltage by activating the hobbs switch and you should see voltage output read around 17 volts. **Note the hobbs switch on the ECS fuel pump booster is a normally closed hobbs switch, meaning when activated with boost it breaks the circuit**