

# VISCONTI TUNING

## GTR 485 FUEL PUMP BASKET UPGRADE INSTALL GUIDE

UPDATED 07-14-19

### INTRODUCTION

Welcome to the Install Guide for the Visconti Tuning's GTR 485 FUEL PUMP BASKET UPGRADE. 485 pumps in our preassembled baskets now come with slim connectors that do not require any adapters.

### Important!

When the gas gauge shows 1/2 your passenger side of the gas tank is 100% full, installation is best done when the car has less than half a tank of gas.

Please also keep in mind this system was designed with the intention of having the fuel pumps fit very tight.

Not using the provided LUBE will 100% tear the orings in the pre-filter blocks. PLEASE USE LUBE SPARINGLY

You will have problems if you do not use our plug and play fuel pump hardwire kit. Cutting up the factory wiring and applying direct battery voltage will cause the primary pump to run at 14volts during idle. This will overrun the venturi pressure relief valve causing fuel pressure to creep 15-20PSI at idle. You can purchase our plug and play wiring kit from our website - [Click Here](#)



### ASSEMBLED KIT CONTENTS

- > Super Lube
- > 1x Fully Assembled Billet Basket
- > 2x 40-micron pre-filters
- > 1x PTFE Quick Connect Fuel Line
- > 1x Billet Barb Adapter for fuel feed

### DIY KIT ADDITIONAL ITEMS

- > 2x Small Fuel Pump Oring
- > 4x Large Fuel Pump Oring
- > 2x PNP Fuel Pump Adapter Harness

**STEP 1 - REMOVE BACK SEAT AND GAS TANK COVER**

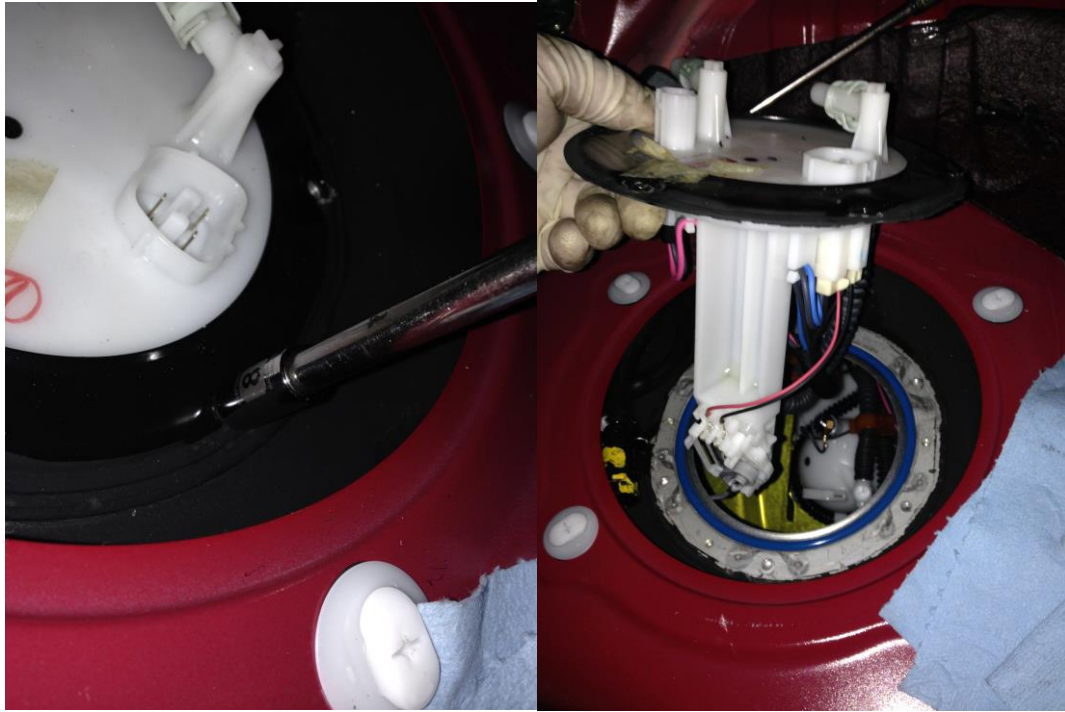


**STEP 2 - START THE CAR, UNPLUG THE GREY 5-WAY CONNECTOR - LET THE CAR STALL.**

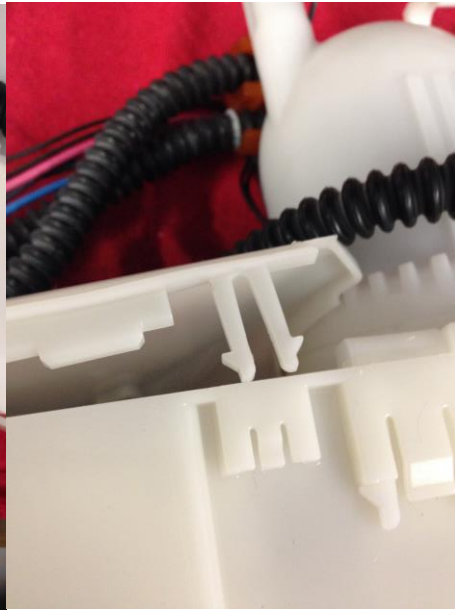
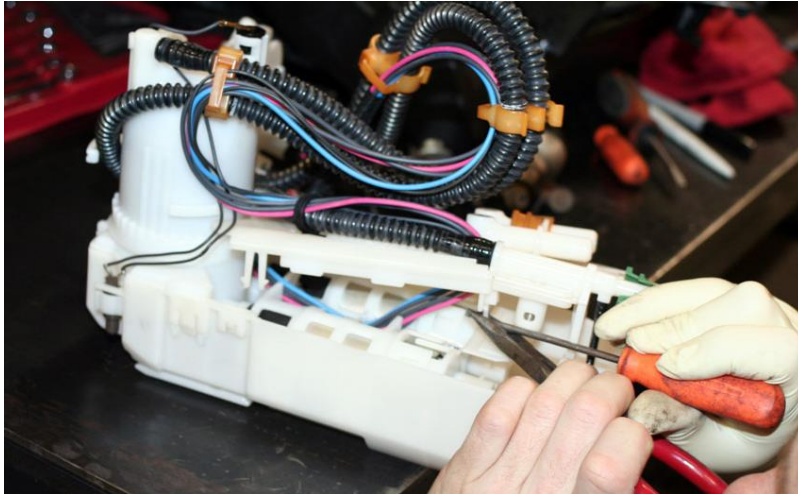
**STEP 3 - OPEN GAS CAP & DISCONNECT BOTH FUEL LINES FROM THE SENDING UNIT**



STEP 4 REMOVE SENDING UNIT & BASKET



STEP 5 - TAKE APART FACTORY BASKET



## STEP 6 - PREPARE STOCK HANGER/SENDING UNIT

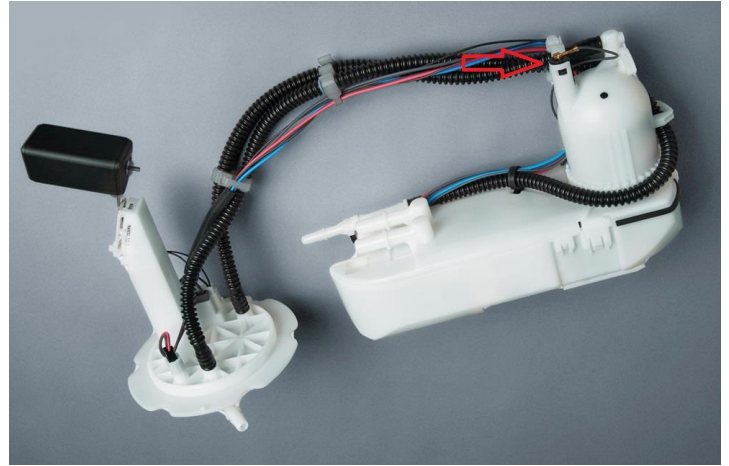
STEP 6.1 Carefully remove the fuel pump ground from the top of the factory filter housing. They normally don't come out easy.

STEP 6.2 Using a razor blade carefully remove the plastic fuel line that runs from the fuel hanger to the top of the STOCK fuel filter housing.

STEP 6.3 Unscrew the provided billet barb adapter and SPARINGLY apply lube ONLY TO BARB  
**LEAVE ORINGS INSIDE BILLET FITTING**

STEP 6.4 Firmly press the billet fitting on to the fuel hanger barb.

STEP 6.5 Slide the two locks back onto the billet fitting and screw them together. This is best done while firmly pressing the fitting.



**DO NOT connect this fuel line to the billet basket until the basket is locked into the gas tank.**

## STEP 7A - ASSEMBLING THE BASKET (FOR SYSTEMS SOLD WITHOUT PUMPS)

**If you purchase your system with pumps please skip below to STEP 7B.**

If you purchased this system without fuel pumps PLEASE carefully follow these steps to properly install your fuel pumps. **Not following these steps will result in damaging orings or fuel pumps. Orings are special order, not commonly found. You will need to order replacements directly from us.**

STEP 7A.1 - Loosen (Almost remove) the bolt that secures the filter housing to the billet top

STEP 7A.2 - Remove Fuel Pump Clamp Bolt

STEP 7A.3 - Remove Fuel Pump Clamp

STEP 7A.4 - Remove Pre Filter Blocks

STEP 7A.5 - Reinstall the Fuel Pump Clamp Bolt (Yes, that's what I just said)

STEP 7A.6 - Plug the provided adapter harness into the fuel pumps

STEP 7A.7 - SPARINGLY lube around the pump outlet and inlet.

STEP 7A.8 - Each pump is provided with two large and one small oring.

**DO NOT LUBE ORINGS. DO NOT PLACE ORINGS ON PUMP BARBS.**

Install the two large orings into each filter housing port.

Only place the single small oring into the port right before inserting the pump.

STEP 7A.9 - After inserting the first pump into the filter housing **Carefully** insert the pre-filter block on to the back of the pump (wiggle wiggle wiggle), secure using provided bolts and washers.

**DO NOT LUBE ORINGS**

STEP 7A.9 - Install the second fuel pump the same way.

STEP 7A.10-Install Fuel Pump Clamp (Remove Bolt, Place Clamp, Insert Bolt).

If the clamp bolt doesn't want to thread in simply place a screwdriver between the fuel pumps and pry them away from each other.

**DO NOT OVER TIGHEN!!!!!!**

STEP 7A.11-Once the Fuel Pump Clamp is on tighten the filter housing unit it's flush with the billet top.

STEP 7A.12-Install **ONE-TIME-USE** provided pre-filters, they don't just slide on, they require pressure

I recommend bottoming out filter, then lock washer.

STEP 7A.13-Install Basket Ground - Remove the pre-installed screw and place ground in the center of the basket top and turn  $\frac{1}{4}$  of a turn. Secure the ground by reinstalling the screw.

STEP 7A.14-Reinstall the plastic OEM Pressure Relief that's attached to the return fuel line



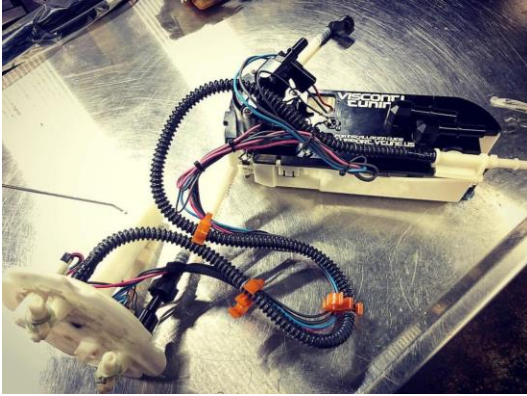
## STEP 7B - ASSEMBLING THE BASKET (FOR SYSTEMS SOLD WITH PUMPS)

If you purchased this system with fuel pumps then it will come preassembled.

STEP 7B.1 - Install **ONE-TIME-USE** provided pre-filters - I recommend bottoming out filter, then lock washer.

STEP 7B.2 - Install Basket Ground - Remove the pre-installed screw and place ground in the center of the basket top and turn  $\frac{1}{4}$  of a turn. Secure the ground by reinstalling the screw.

STEP 7B.3 - Install OEM Pressure Relief



## ADDITIONAL INFO & TIPS

The filter housing fitting is AN, not ORB. You can use an ORB fitting if you'd like but that's not how it was originally designed. This means the fitting must be tight.

All Fuel Baskets sold after March 20<sup>th</sup> 2017 have Loctite on the filter housing AN fitting. If your basket is older than that please unscrew and add it.

Although you'll be able to place this upgraded basket into the gas tank fully assembled you will not be able to connect any of the fuel lines until the is in the gas tank.

We have cut open the side of the gas tank to show you how the unit looks when installed.

Take notice how we run the (OLD STYLE) fuel feed line.



It's important to make sure none of the fuel lines interfere with the level sensor.

We recommend looping the fuel feed line away from the fuel level (around the basket)

If you have any questions or problems contact us via email, not facebook or some thread on a fourm.

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