

## REQUIRED TOOLS FOR INSTALLATION



**Triple square Bit - M10**  
**17mm Wrench, 11/16" Socket**  
**Punch**  
**Small Bearing Splitter**  
**Hydraulic Press**

**Pump install tool provided in kit**



**TIME : 1h**



**DIFFICULTY: Moderate to High**

*\*it requires vast knowledge in mechanics*



**FUELS AND THEIR VAPORS ARE HIGHLY FLAMMABLE.  
ENSURE SUFFICIENT AIR SUPPLY !**

**WE EXCLUDE ANY LIABILITY FOR DAMAGE WHICH OCCURS DUE TO ANY  
IMPROPER HANDLING.**

**IF YOU FEEL THAT YOU CAN NOT PROPERLY INSTALL THIS PRODUCT, WE  
HIGHLY RECOMMEND YOU TAKE THE VEHICLE TO A QUALIFIED AND  
EXPERIENCED AUTOMOTIVE TECHNICIAN !**

## *Installing the upgraded internals*

**1.** Remove the pump internals with install provided with pump placed in a vice

**2.** After internal kit is removed, place the oem kit in a press and remove the spring retainer on top using a pointer.  
This will allow the piston to be removed from the seal holder and spring retainer



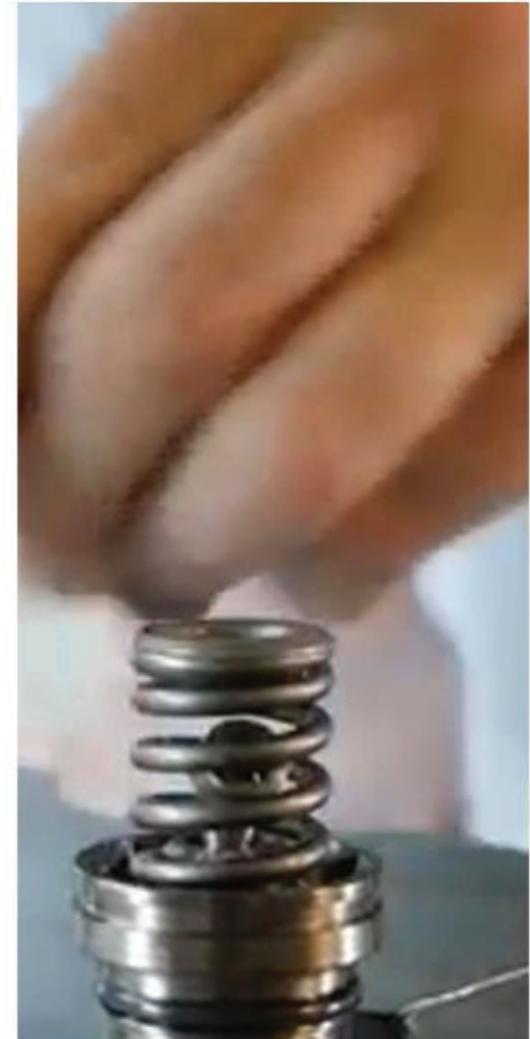
## Installing the upgraded internals

3. Put some grease or oil on seal inside and on top of piston and insert it opposite removal.

**ATTENTION not to damage the internal seal when inserting piston !**

4. Place the spring back and spring retainer.
5. Put the new spring retainer holder provided with blue side outside and reinstall it with the press. (reuse oem retainer)
6. Lube the new piston head with fresh oil and sleeve.
7. Tighten back with install tool provided and you are ready to install it back on the car.

**TIP:** Be sure the new spring retainer holder is lower then piston (press fitted with 1mm lower)





## **FUEL PUMP BREAK IN PROCEDURE**

BEFORE STARTING THE ENGINE, PLEASE PRIME THE NEW PUMP BY OPENING AND DOOR CLOSING, UNTIL THE ELECTRIC FUEL PUMP UNDER THE BACK SEAT STOPS, REPEAT ONE MORE TIME IF YOU HEAR AIR BEING PUSHED THROUGH.

- PRIME FUEL PUMP/DOOR OPEN/CLOSE
  - LET THE ENGINE IDLE FOR 5 MINUTES
- REV THE ENGINE TO 1500RPM 1 MINUTE
  - LET THE ENGINE IDLE 1 MINUTE
- REV THE ENGINE TO 2500RPM 1 MINUTE
  - LET THE ENGINE IDLE 1 MINUTE

• DRIVE THE CAR FOR NEXT 100KM/MILES OF JUST REGULAR DRIVING WHILE FLUCTUATING THE RPM'S FROM 1000-5000, ONLY USE LOW BOOST SETTING WHILE DOING THESE, YOU REPEAT THESE STEPS FOR 3 CYCLES AND AFTER YOU CHECK WITH EQUIPMENT YOU HAVE, IF ARE THERE ANY ERRORS CODE RELATED TO FUEL PUMP, AND CHECK IN PRESSURE WIDE OPEN THROTTLE, IF YOUR REQUESTED PRESSURE MEETS ACTUAL PRESSURE, IF YOU DON'T HAVE EQUIPMENT TO DO THIS, JUST WATCH FOR KEY SIGNS OF FUEL CUTS

**AT FIRST SIGN OF FUEL CUT YOU NEED TO REPEAT BREAK IN PROCEDURE**



## **DISCLAIMER**

**YOU ARE MODIFYING THE OEM FUEL SYSTEM DESIGN, BY DOING THIS YOU ARE CHANGING THE OPERATIONAL PARAMETERS THAT COULD CAUSE FUEL SYSTEM, MOTOR, OR DRIVE TRAIN DAMAGE, AND COULD ALSO VOID YOUR AFTERMARKET OR FACTORY WARRANTY.**

**BEFORE INSTALLING, YOU SHOULD CHECK FOR WEAR ON THE EXISTING CAMSHAFT LOBE AND FOLLOWER, IF WORN CAMSHAFT MUST BE REPLACED, THE FOLLOWER IS STRONGLY RECOMMENDED TO BE INSTALLED NEW.**

**WE WILL NOT ACCEPT ANY CLAIMS DUE TO IMPROPER INSTALLATION, OR FOR CAMSHAFT OR FOLLOWER FAILURES, OR FOR ANY DAMAGE TO THE INTERNAL KIT OF THE FUEL PUMP, ENGINE OR AUTOMOBILE AS A RESULT OF THESE FAILURES.**

**ALL WARRANTIES OF ANY KIND, WHETHER EXPRESS, IMPLIED, STATUTORY, FITNESS FOR A PARTICULAR PURPOSE, OR MERCHANTABILITY, ARE EXPRESSLY DISCLAIMED.**

**THE CUSTOMER RELEASES THE COMPANY FROM ALL RESPONSIBILITY AND LIABILITY AND WAIVES ANY AND ALL CLAIMS AGAINST FOR ANY PERSONAL INJURY, PROPERTY DAMAGE OR DAMAGE TO THE PRODUCT ITSELF.**

**YOUR ACCEPTANCE OF SUCH RISK AND WAIVER OF SUCH CLAIMS IS GIVEN THROUGH YOUR INSTALLATION OF THIS PART.**



*VIS MOTORSPORT HPFP UPGRADE KIT INSTALLATION*

**Thank You for purchasing  
VIS MOTORSPORT INTERNALS  
UPGRADE KIT**

