



Warning! This product can expose you to chemicals such as styrene which is known to the State of California to cause cancer. For more information, visit [www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov)

California Proposition 65 Warning Label

# VaporWorx

We Give You Gas

## WARNING

**Working with fuel is dangerous. If fuel is handled improperly it can lead to fires and death. It is imperative above anything else that all appropriate safety measures be used to control the fuel and any ignition sources, including static electricity, heat, sparks, and any other sources. Proper high-pressure fuel lines and connections must be used in accordance to the manufacturer's specifications and routed away from any potential sources of heat, ignition, and protected from mechanical damage. If you are unsure about your work or safety, stop work immediately and consult with a qualified automotive technician and/or safety official.**

## VaporWorx 1988-95 Chevrolet/GMC OBS Truck Tank Modification and Fuel Pump Control System.

Thank you for your purchase of the VaporWorx ReturnX fuel pump(s) speed control system. These systems are designed to work with traditional pressure regulation systems that use a return line.

A 12v+ or BAT- signal can be used to turn on the controller. Either a MAP sensor or Throttle Position Sensor signal is needed for basic operation. The fuel pressure can be either constant/static or manifold referenced.

The purpose of the VaporWorx fuel module control system is to allow the fuel module pump(s) to adjust their speed based on the MAP or TPS feedback. As MAP or TPS voltage increases, the ReturnX controller speeds up the pump(s). This allows a large pumping system to run reliably with significantly reduced heat generation. It effectively makes a very large pump(s) seem much smaller during cruise/low fuel demand conditions where reduced fuel volume is needed.

The ReturnX controller is tuned for specific MAP sensors and pumps. If an engine mounted MAP or TPS sensor is not available, VaporWorx has stand-alone MAP sensor systems to accommodate such needs.

The second pump in the ReturnX system is always running. This means that there are no pressure switches, relays, etc. to trigger. Testing has shown that at 42psi two 450LPH pumps under ReturnX control use 1/3 less power than a single 450LPH pump running at full speed. Having both pumps running in parallel means a smooth ramp up in pump power.

The output power of the controller will typically not fall below 7v if set according to the instructions. This allows the pumps to remain spinning even at low fuel demand / high MAP settings.

**Unless otherwise specified the ReturnX kits are tuned for GM 3-bar MAP sensors. Typical 3-bar sensors such as GM P/N 12592525 used on the LSA and ZR1 crate engines are a good choice. For any other sensors, please contact VaporWorx.**

## Fuel Pressure Suggestions

For dual pump systems, such as the Walbro 450 and 525/535LPH, it is highly recommended for EFI supercharged applications that the fuel pressure be done in manifold referenced mode with an at-idle fuel pressure in the low 40psi range. Excessive fuel heating will lead to lower pump life and a greater chance of cavitation/vapor lock at the inlet to the pump.

For naturally aspirated EFI applications with large dual pumps like the Walbro 450/525LPH, set the at-idle fuel pressure to as low as practical but keeping at or above 42psi as shown in the tuning table near the end of the electronics installation.

## Fuel Tank Liquid Levels

Aftermarket fuel pumping systems have only recently taken a leap forward. ALM Performance, Fueled By AI, and KPM have made great improvements vs. what has been essentially unchanged in aftermarket electric fuel module design. Simply put, it's been a pump-on-a-stick that is put into a tank with limited or no effective means to control the fuel around the pump.

However, what comes with all of these systems is increased heat generation and the potential for pump inlet cavitation/vapor lock. Besides helping to keep the fuel cool by using control systems to slow down the pump(s), another simple measure to help pump life is to keep the tank at least  $\frac{1}{4}$  full. Letting the fuel level fall very low in modern cars with stainless steel or thermally insulated plastic tanks can lead to pumps running dry and hot. Help them stay cool and lubricated by keeping lots of fuel in the tank.

## Fuel Pressure Regulator and Return Line Installation

The ReturnX controller will work in either a full return or deadhead arrangement. For details, see the Resources section of the VaporWorx website, <https://www.vaporworx.com/resources/fds/1-fuel-delivery-101/>

VaporWorx has tested a variety of bypass fuel pressure regulators and have found good performance and volume capability with the inexpensive Holley 12-886 (EFI) and 12-887/12-803BP (carburetor) regulators. Other regulators will typically work well, so if a regulator is already in place or a different model desired, there should be little issue.

Another popular regulator is the C5 Corvette fuel filter regulator. The ReturnX controller works very well with this regulator when a single pump is used. Dual pumps, especially the larger TI 450/525lph versions, have too much volume for this regulator. The OEM GM filter or the Wix version are the only suggested types. VaporWorx has tested many versions of this part and only the GM OEM and the Wix parts work as intended. Beware of grey market and counterfeit parts as it is very common for sellers to buy inexpensive, poorly performing regulators.

VaporWorx was founded on Customer Satisfaction and Service. We strive to treat people and our products the way we would want others to treat us and the products we purchase. That is why our electronics products are tested thoroughly before they are packaged and shipped. VaporWorx stands behind our products for one full year after purchase with a well-stocked repair facility and quick turnaround times. VaporWorx does not want to be the reason you cannot enjoy your car. The Terms of Warranty and Service are as follows:

### Limited Warranty

VaporWorx warrants its products to be free from defects in material and workmanship under normal use and if properly installed for a period of one year from date of purchase. If found to be defective as mentioned above, it will be replaced or repaired if returned along with proof of date of purchase. This shall constitute the sole remedy of the purchaser and the sole liability of VaporWorx to the extent permitted by law, the foregoing is exclusive and in lieu of all other warranties or representations whether expressed or implied, including any implied warranty of merchantability or fitness. In no event shall VaporWorx be liable for special or consequential damages. This warranty is only valid on products purchased from VaporWorx or their Authorized Dealers.

### Service

In case of malfunction, your VaporWorx component will be repaired free of charges according to the terms of the warranty. When returning VaporWorx components for warranty service, Proof of Purchase must be supplied for warranty verification. After the warranty period has expired, repair service is charged based on a minimum and maximum charge rate. (Contact VaporWorx for current rates).

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The following steps will help to ensure good fuel module operation and long life. Careful attention to wire routing, protection, strain relief, connectors, crimps, etc. will lead to a longer lasting and more reliable installation. Appropriate safety equipment, lifting procedures, jacking, vehicle support/jackstands, PPE, and all other proper and safe work methods must be utilized at all times. An appropriate ABC rated fire extinguisher must be at the ready at all times. If you are unsure of your work stop immediately and consult with a qualified automotive specialist.

If working on a fuel tank that has had fuel in it, it is extremely important to thoroughly clean the tank of all fuel liquid and vapors. Fuel vapors will explode and cause injury or death.

The following will outline suggested modifications to a new SPECTRA PREMIUM GM23B1FA fuel tank assembly for Chevrolet OBS platform. At the time of this writing the tank is \$206 from RockAuto.com.

CHEVROLET	C1500 PICKUP	1988-1995
CHEVROLET	C2500 PICKUP	1988-1995
CHEVROLET	C3500 PICKUP	1988-1995
CHEVROLET	K1500 PICKUP	1988-1995
CHEVROLET	K2500 PICKUP	1988-1995
CHEVROLET	K3500 PICKUP	1988-1995

GMC platforms similar.



Pump selection:

The pump supplied with the tank will be sufficient for a stock engine, but not much more. A turbine style pump is recommended to be used with the VaporWorx PWM system for their quiet operation, superior flow capability, and robust design if exposed to low liquid levels.

The size of the pump should be chosen based on how much power the engine will make now, and possibly in the future. However, there is no advantage to choosing an excessively large pump. Following are pumps that have shown to work well with the VaporWorx control systems, but other pumps should work without issue:

Deatchwerks DW200	Deatchwerks DW300	Aeromotive Stealth 340
TI Automotive 400lph	TI Automotive 450lph	TI Automotive 525lph

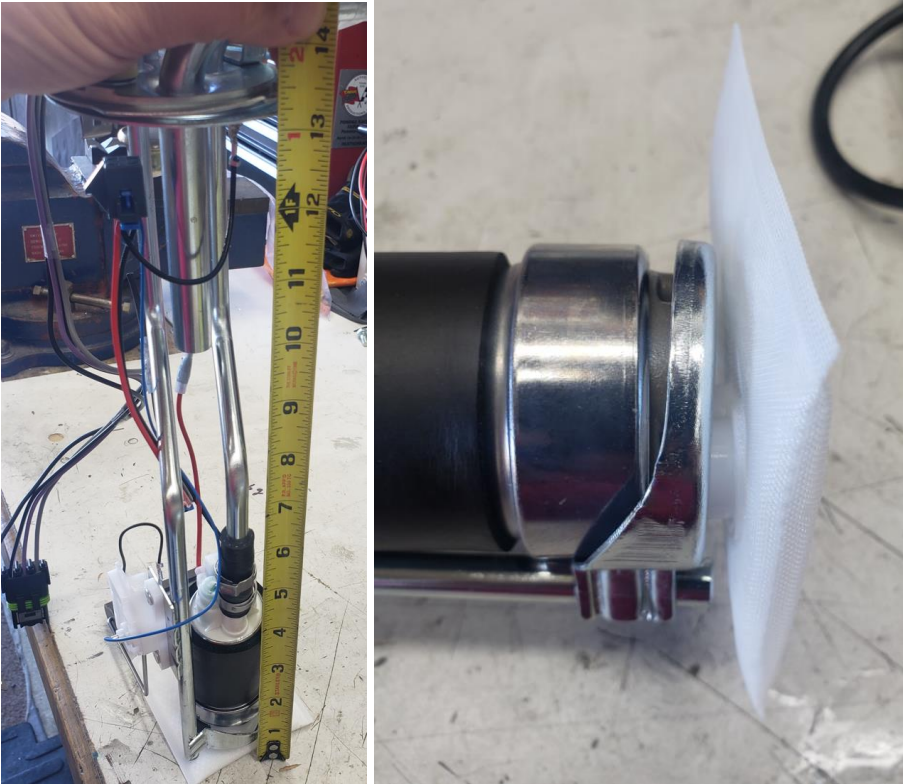
NOTE: Fuel pumps must have outlet check valve.

For any of the above pumps a single 3/8" / AN6 line will be sufficient. It is acceptable to use a larger diameter line. A mechanical pressure regulator of your choice will also be needed and discussed in the PWM controller installation section.

A Fueled by AI pump power bulkhead is used since the OEM wiring is intended for pumps with a low power requirement. The FAI fitting will provide a secure, sealed, high-power bulkhead system that can handle any pump requirement.

## Tank Modifications

1. Modifications may be performed on a new or used tank. On used tanks, before any modifications are performed the tank must be completely cleaned of liquid fuel and fuel vapors. Fuel vapors will catch on fire and can burn and kill you.
2. Remove the fuel pump assembly from the tank and take photos of how the pump is assembled to the hanger.
3. Measure the distance from the underside of the bulkhead height and write the dimension down. This dimension will be needed to set the height of the new assembly. See Photo 1.



Photos 1: Note the height from the bottom of the bulkhead to the bottom of the pump assembly. Make the new assembly the same height. Photo 2: Walbro/TI Automotive 525lph pump shown. Note the assembly uses the original rubber sleeve and new inlet filter.

4. Carefully remove the pump from hanger assembly. Remove the foam pump sleeve and transfer it to the new pump. Using a zip tie, secure the pump power wire to the hanger assembly. It will not be used.
5. Install a new clamp onto the short rubber hose that attaches to the fuel pump neck.
6. Slide the new pump into the rubber hose and seat it against the bottom of the hanger similar to the original pump.
7. Install the inlet fuel filter.
8. Measure the distance from the underside of the bulkhead plate to the bottom of the pump. Set the pump height so that it matched your earlier measurement.
9. Tighten the clamp on rubber hose on the fuel pump neck.
10. Secure the pump to the hanger assembly using long zip ties if needed like that in Photo 8. Note how the extra foam was used to back-up the pump body and act as a spacer to the hanger tube.
11. Leaving the fuel pump assembly out of the tank, drill a 1" hole in the location shown in Photo 3. The location must be flat and smooth. A step drill (Harbor Freight offers a nice, inexpensive version) works well but care must be used since the drill will try to "catch" on the thin sheet metal. Do not press hard or the sheet metal will bend and cause an uneven sealing surface. Use a file or deburring tool to remove any sharp edges or burrs.
12. The Fueled by AI bulkhead fitting will transfer pump power through the 1" hole. Remove the large nut and attach the wiring as shown in Photo 4. Be sure to attach the red wire to the stud labeled "+", and the black to the stud labeled "-".
13. Bend the ring terminals so they are close to parallel with the centerline of the FAI fitting like that in Photo 5, just enough to allow the locking nut to slide on. If new ring terminals are needed nylon insulators are required. Vinyl insulators are not fuel compatible.



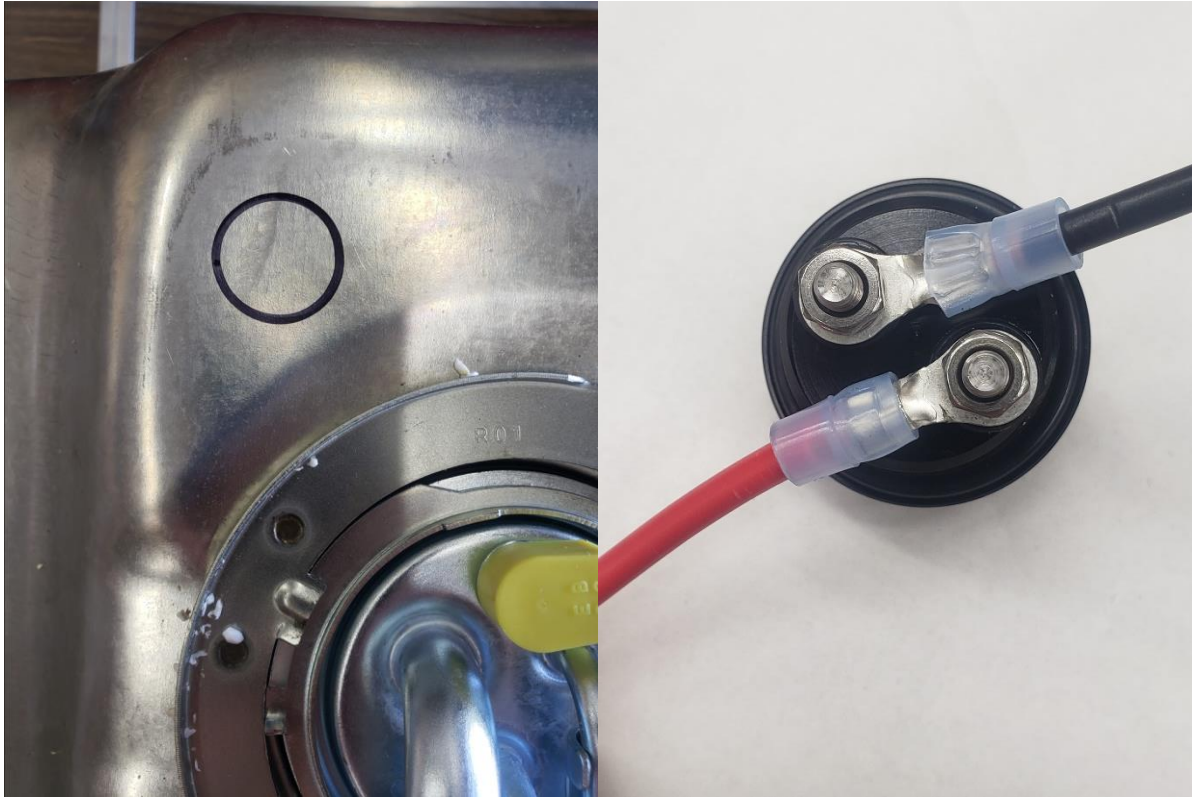


Photo 3: Approximate location of 1" hole for Fueled by AI bulkhead fittings. Photo 4: Attach wiring as shown to underside of bulkhead fitting.

14. The insulators may protrude into the thread, hence making installing the locknut difficult. Carefully take a fine file and remove just enough of the insulators to clear the thread. Test fit the nut. See Photo 6.

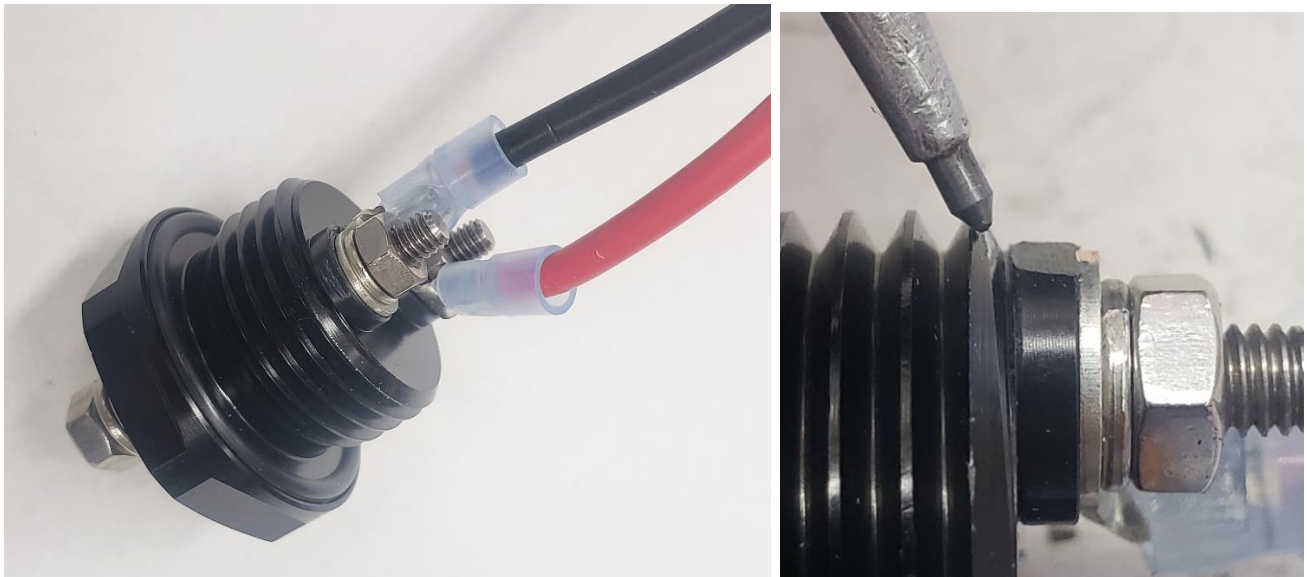


Photo 5: Bend the ring terminals to allow the locking nut to be installed. Do not allow the bare ring terminals to touch. Photo 6: File the edge of the black plastic insulator to allow easy nut installation.

15. Insert the FAI wiring and threaded section through the top of tank into the 1" hole. Secure the fitting using the locking nut. Do not turn the fitting by the top hex as there is an o-ring on the sealing surface. The final assembly should look like that in Photo 7.

16. Note the pump assembly and wiring in Photo 8. Cut the wiring coming from the bulkhead and the wiring from the pump so that, 1) the pump assembly can be installed, and 2) once the pump hanger is installed that the wiring will be the proper length with  $\frac{1}{2}$ " – 1" of slack. Use the supplied vinyl insulated butt connectors to make the wiring connections to the pump.
17. Install the pump hanger assembly and secure with the locking ring. The final assembly should look like that in Photo 9.

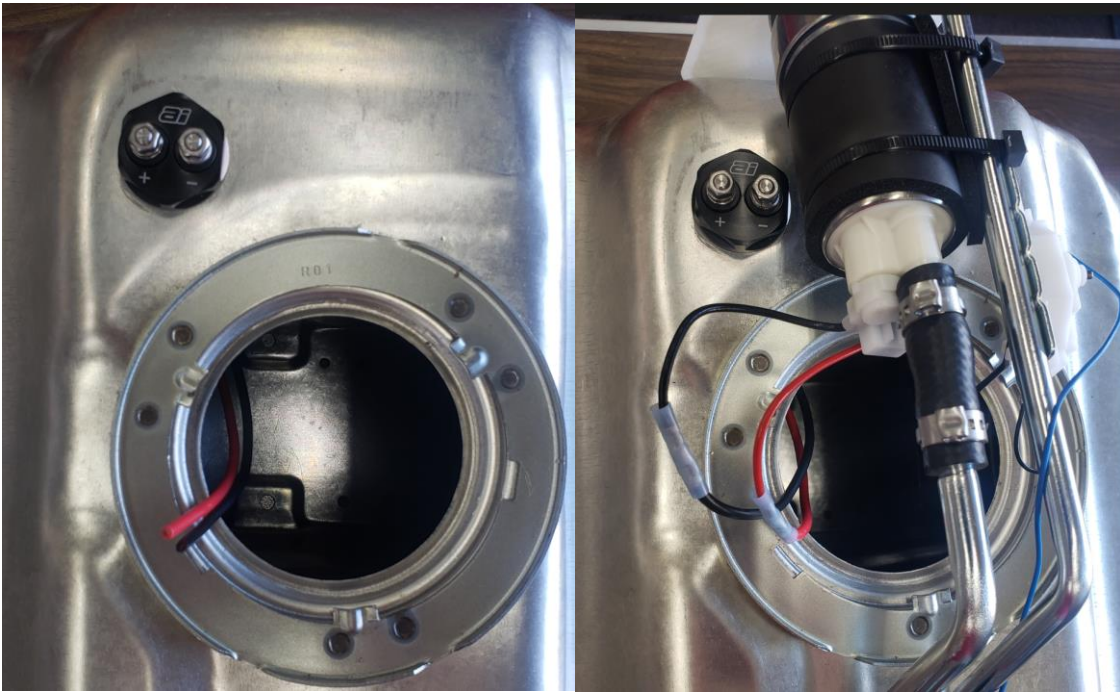


Photo 7: the FAI bulkhead is installed and the wiring pulled out of the tank opening.



Photo 9. Completed tank assembly.

The following steps will help to ensure good fuel module operation and long life. Careful attention to wire routing, protection, strain relief, connectors, crimps, etc. will lead to a longer lasting and more reliable installation. Appropriate safety equipment, lifting procedures, jacking, vehicle support/jackstands, PPE, and all other proper and safe work methods must be utilized at all times. An appropriate ABC rated fire extinguisher must be at the ready at all times. If you are unsure of your work stop immediately and consult with a qualified automotive specialist.

- 1) Find a suitable **flat metal surface** to mount the VaporWorx pulse width modulation controller (black box) near the vehicle battery. The metal surface helps to act as a heat sink. It is imperative that the box be mounted as close and connected **directly to the battery** as practical. If not connected directly to the battery controller malfunction will result. Do not mount the controllers near sources of heat such as exhaust systems, radiators, etc. The cooler the electronics are during operation, the longer their expected life will be. #8 x ¾" screws are provided for mounting.

See Diagram 1 and 2 below for the following steps:

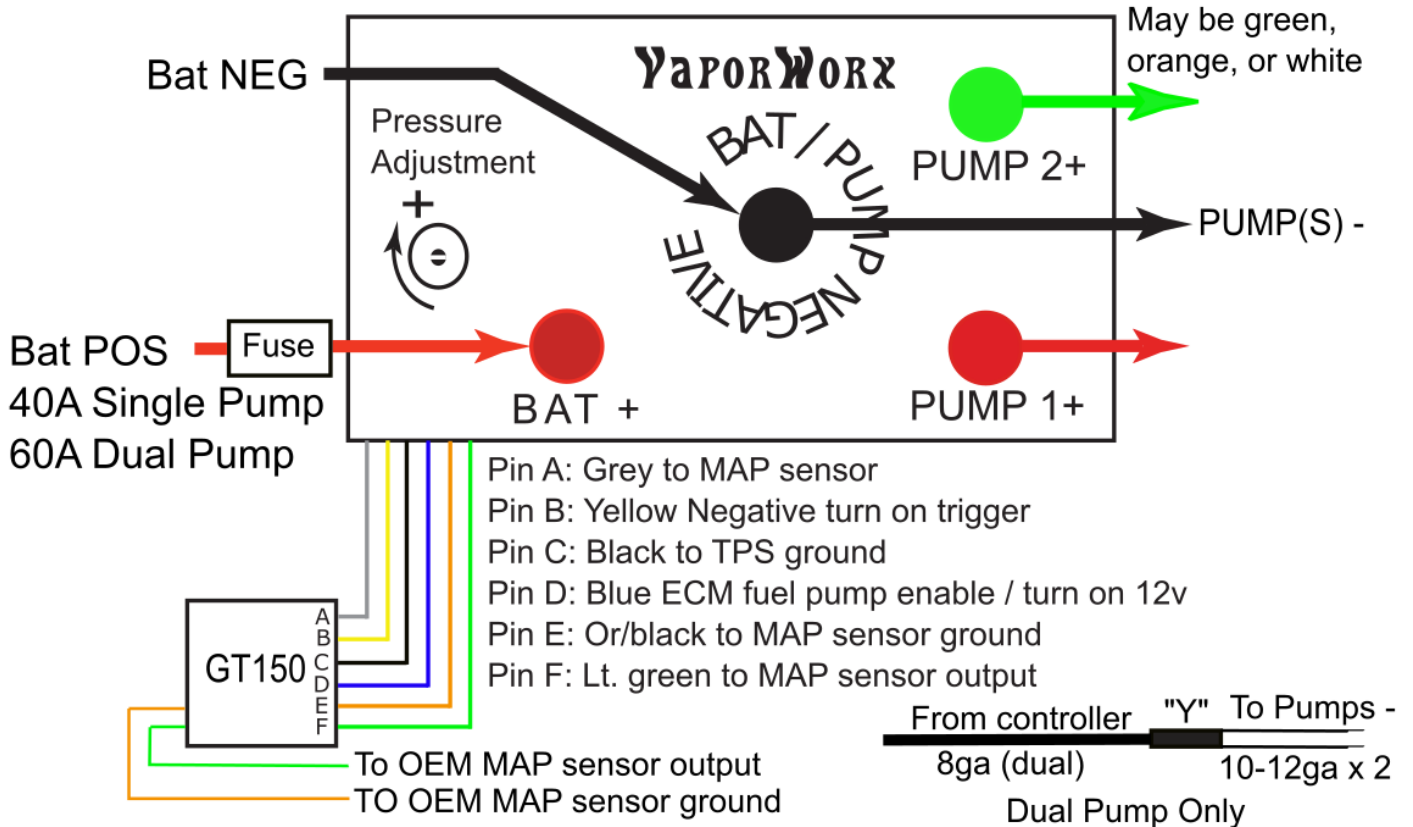


Diagram 1. Basic wiring layout for the VaporWorx controller. The wiring may enter/exit the controller area as needed provided that there is no chance of shorting between connections.

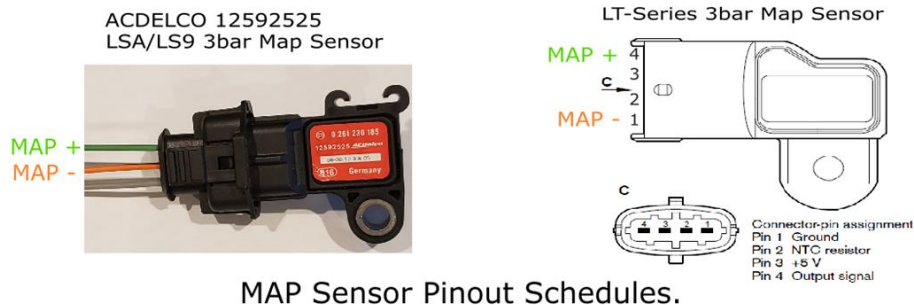


Diagram 2. Basic connection points for several GM MAP sensors. Confirm if a different sensor is being used.

2) The ReturnX GT150 six-pin connector provides signals interfacing for the remote sensors and turn-on signals. The female plug is already installed. The pinout schedule follows:

- A: Grey 5v. Only used if a VaporWorx supplied remote sensor is supplied.
- B: Yellow 20ga from the ECM 12v+ fuel pump enable circuit.
- C: Black 20ga from TPS (-) sensor.
- D: Blue 20ga from the ECM 12v+ fuel pump enable circuit
- E: Orange/Black 20ga from the engine MAP (-) sensor
- F: Light Green 20ga from either the engine MAP (output) or TPS (output) sensor. Only one sensor is to be used. Default MAP sensor controller tune is for GM LSA sensor P/N 12592525. Other tunes available.

Only one set of sensor feedback to the controller can be used, either MAP (negative and output) or TPS (negative and output). **Do not connect both!**

**Grey 5v:** This wire is used to provide a 5v source for both controller testing during assembly and to provide a power source when a remote MAP sensor is used. If the vehicle MAP or TPS sensor is used, this wire will also not be used.

**Yellow:** Negative trigger on. When this wire is attached to ground the controller will turn on. Most all ECM's use a 12v+ signal except for FAST. However, using this feature will make getting the initial tune easier and make for future tuning/diagnosis simple. If used to trigger the controller on during normal driving it must be connected to the ECM controlled fuel pump enable circuit, the same signal that will turn on a fuel pump relay.

**Black:** This wire, if used, must route to the TPS (-) wire.

**Blue:** Positive trigger on. When this wire is attached to 12v+ the controller will turn on. It must be connected to the ECM controlled fuel pump enable circuit, the same signal that will turn on a fuel pump relay.

**Orange/Black:** This wire, if used, must route to the MAP (-) wire

**Light Green.** This wire attaches to either the MAP (output) or TPS (output) signal. It provides the needed voltage for the ReturnX controller in order to change the speed of the pump(s). The engine MAP sensor must match the tune in the VaporWorx controller or full pump speed may not be reached. The default tune is for the GM LSA 12592525 sensor. Other tunes are available from VaporWorx.

**All wire routing must avoid heat sources such as exhaust manifolds or pipes, be kept away from rotating components, and be protected with grommets or other means to prevent cuts/damage to the wiring.**

- 3) The labels on the top of the VaporWorx controller lid shows the input and output sides of the controller. Using the supplied fused link, connect one end directly to the battery positive and the other to the controller BAT+ input terminal. Ring terminals are provided in the kit. Use the provided heat shrink to seal the ring terminal crimps. **Do not over-tighten the brass terminal nuts on the controller / 10 in-lbs maximum torque.**
- 4) In the hardware kit a 10ga x 4' black wire is provided to route from the BAT/PUMP- terminal on the controller to battery negative. The controller side ring terminal is already installed. Similar to the positive side, crimp and heat shrink the battery negative side terminal. *Do not tighten the nut on the negative terminal on the controller since the fuel pump negative will also be attached.*
- 5) Decide which sensor, MAP or TPS, will be used. Only one sensor is to be used, and only the designated wiring for that sensor must be connected.
- 6) Unwrap the signals harness slowly and group together the wires that need to be routed to the sensor and trigger signal. There is 30' of wire, so take time to lay out the wire and group as needed. Leave the unused trigger signal, usually the yellow wire, coiled separately for now. It will be used later.
- 7) Route the signals wiring toward their respective sources. It is highly recommended that the wiring be installed into a protective sheath, such as split-loom or woven braid as provided. and secure the wiring away from sources of heat, sharp edges, and any other potential damage points. Use grommets where needed when passing through sheetmetal. It is permissible to combine any of the signals wiring with the fuel pump wiring.



- 8) For serviceability, it may be desirable to install a 2-pin connector to the MAP or TPS wiring. A pigtail of appropriate length can be attached to the sensor wiring with a 2-pin connector on the opposite end. Attach the mating connector to the ReturnX wiring.
- 9) Install the protective braid over the signals wiring. Cutting the braid with a soldering iron will help prevent fraying. Slide heat shrink over the ends of the installed braid, make the needed sensor wiring connections, and heat the tubing into place. This will keep the braid from moving and the ends from fraying.
- 10) Connect the blue wire to the ECM fuel pump enable circuit. The VaporWorx controller blue wire requires a 12v positive signal to turn the controller on. If a negative signal is needed use the yellow wire. For many aftermarket engine harnesses and power centers a 10-14ga high power wire for the fuel pump is often supplied. This wire can also be used to turn on the ReturnX controller. Similar to the MAP/TPS wiring, a pigtail/connector may be used. **DO NOT USE A RELAY TO PROVIDE BAT+ POWER TO THE VAPORWORX CONTROLLER. BAT+ MUST BE CONNECTED DIRECTLY TO THE BATTERY AS SHOWN IN DIAGRAM 1.**
- 11) **Loosely** attach the long red 10ga red wire on to the PUMP 1+ terminal on the VaporWorx controller. The controller side terminals are already installed. Route the other end to the fuel pump connection area. Single pump controllers may only have "PUMP+" noted on the lid.
- 12) Connect the long red 10ga wire from Step 11 to the first fuel pump positive connection. Terminate as needed. There is usually no difference between which is the first or second pump.
- 13) For dual pump controllers, similar to Steps 11-12, route the 10ga green or orange from the PUMP 2+ terminal to the second fuel pump positive connection and terminate as needed.
- 14) Similar to Steps 11-12, for single pump controllers, route the long 10ga black pump wire from the BAT/PUMP- terminal to the fuel pump negative connection point and terminate as needed.
- 15) Similar to Steps 11-12, for dual pump controllers, route the long 8ga black pump wire from the BAT/PUMP- terminal to the fuel pump area. Attach the 12ga wires from the "Y" to the two pump negative connections. Slide a piece of heat shrink on to the 8ga wire. Strip and crimp securely the 8ga butt connector on the "Y" to the 8ga black wire. Seal with the heat shrink.
- 16) Remove the loosely installed PUMP+ and PUMP – wiring. Slide the supplied braid over the wires and push toward the pump(s). Cut the braid and install heat shrink tubing to prevent fraying.
- 17) Re-attach the controller side wiring. Tighten the nuts to 10 in-lbs. *Do not over-tighten the brass terminal nuts on the controller / 10 in-lbs maximum torque.*
- 18) Secure the wiring with zip ties, cushion clamps, or other means to hold the wiring in place.

## Preparation Required Prior to Engine Startup

- It is highly recommended on dual pump systems to use manifold referenced fuel pressure for supercharged applications. This brings the at-idle pump power requirements down significantly.
- For naturally aspirated applications with large dual pumps like the Walbro 450/525LPH, set the at-idle fuel pressure to as low as practical but keeping at or above 42psi as shown in the table below.
- Put sufficient fuel into the tank so that the pump(s) are well covered.
- Attach a voltmeter to the Pump 1+ and the BAT/PUMP- terminals. Set the range, if needed, to read up to at least 15v. The ReturnX controller is pre-set to a high output voltage. This is done in order to make sure there will be sufficient power available to drive the pumps at initial turn on.
- Attach a fuel pressure gauge to the fuel rail or similar pressurized location.

- Confirm that all connections, hoses, etc. are tight and secure.
- Insert the fuse into the VaporWorx fuse holder.
- Touch the yellow wire to a clean ground source. The pump(s) should turn on. If the blue wire is the unused trigger wire, touch it to a 12v+ source. Once pressure builds, detach the unused trigger wire and check for leaks and repair as needed.
- Turn the ignition key to IGN only. The pump(s) will turn on momentarily by the ECM prime command. Once the prime cycle is complete, reconnect the unused trigger wire to turn on the pump(s). Using the supplied tool, adjust the output voltage on the controller as follows:
  - a) MAP sensor input: Adjust to approximately 11 – 11.5 volts. This is done with the “Fuel Pressure Adjustment” screw inside the small hole on the controller lid. Turning with the adjustment arrow will increase the output voltage. The adjustment is sensitive.
  - b) TPS sensor input: Adjust to approximately 9.0 - 10v. This is done with the “Fuel Pressure Adjustment” screw inside the small hole on the controller lid. Turning with the adjustment arrow will increase the output voltage. The adjustment is sensitive.

NOTE: For C5 Corvette Fuel Filter Regulator applications, no pressure adjustment is possible. Set the at-idle controller output voltage like that shown in the table below.

- Set the fuel pressure with the mechanical regulator per the requirements of the engine.
- Disconnect the unused trigger wire. It is suggested that this wire now be trimmed to a length that will make it easy to use in the future. Insulate the end of the wire so it will not accidentally touch a source that will turn on the pumps unexpectedly. Stow the unused trigger wire using zip ties or other means.
- Start the car and allow to idle. Set the output voltage on the controller as follows:

	Fuel Pressure	42psi	50psi	60psi
Single Walbro 450/525LPH pump:		8.5 – 9.0v	9.0 – 9.5v	10.0 – 10.5v**
Dual Walbro 450/525LPH pumps:		8.0 – 8.5v	8.75 – 9.0v	9.25 – 9.5v
Single Aeromotive Stealth 340:		8.75 – 9.0v	9.25 – 9.5v	10.0 – 10.5v**
Dual Aeromotive Stealth 340:		8.25 – 8.75v	9.0 – 9.25v	9.5 - .75v

\*\* Use this value for C5 Corvette Fuel Filter Regulators. No pressure adjustments are possible, but the controller voltage at idle must be set.

- Reset the fuel pressure with the mechanical regulator per the requirements of the engine.
- Test drive the car while monitoring the fuel pressure. For constant/static pressure systems it is common for there to be a 4-6psi pressure reduction from idle to full fuel pump power. If the pressure drop seems as if the pump(s) are not keeping up at lower fuel demands, increase the at-idle output voltage by ½ volt and retest. Repeat as needed.

# Troubleshooting

- 1) Fuel pump runs at full speed when the engine is on:
  - a. Adjust the fuel pump speed via the small screw on the top of the controller.
  - b. Check the signal wiring connections. If the sensor negatives are mixed or a feedback wire is mistakenly hooked to a 5v source, it may force the controller into a full-speed mode.
  - c. Confirm that the input and output main power wires from the battery and to the fuel module are correct/not reversed.
  - d. Confirm the controller is connected directly to battery power. No chassis grounds.
- 2) Fuel pump does not run:
  - a. Check the input fuse. A 30-40A fuse has shown to be adequate for single modules with no voltage increasing devices (Boost a Pump). 60A for dual pump applications.
  - b. Confirm that a minimum of 10v is available to the VaporWorx blue wire Pin D. 12v + can be applied directly to the GT150 Pin D blue wire for testing only.
  - c. Test by grounding the yellow negative trigger wire. If the controller turns on, confirm that the blue wire is getting 12v+ at initial key-on/engine-off.
  - d. Check that the brass nuts for the battery and fuel module power wiring terminals are properly tightened and free of contamination and corrosion.
  - e. Check the bottom brass nuts that are under the battery and fuel pump ring terminals. The shoulder washers that act as an insulator may relax over time. Retighten to 10 in-lbs maximum and test.
  - f. Check the temperature of the VaporWorx controller black aluminum lid. If the lid is over 225°F the controller will shut down.
  - g. Confirm that the battery and any butt-joint connections are good. Use a volt-ohm meter to check connections.
  - h. Confirm that the input and output main power wires from the battery and to the fuel module are correct/not reversed.
  - i. Confirm the controller is connected directly to battery power. No chassis grounds.
- 3) The fuel pressure rapidly fluctuates, especially at idle:
  - a. Increase the at-idle fuel pressure by  $\frac{1}{2}$  - 1v.
- 4) Fuel pump does not have adequate pressure:
  - a. Increase the at-idle fuel pressure by  $\frac{1}{2}$  - 1v.
  - b. Remove the power wiring from the brass terminals on the top of the controller. Confirm that the lower brass nuts are tight.
  - c. Check that the connections from the VaporWorx controller to the fuel pumps are good.
  - d. Using a heavy gauge jumper wire, connect the BAT+ to the PUMP+ on the VaporWorx controller. If the fuse is good the pump should run. If the pump is running but little or no fuel pressure exists, then either the fuel pump(s) have been damaged, or there is a massive leak. The most common cause of fuel pump damage is running the pumps hot and/or dry. Fuel is the life blood for pumps. If the pump does not run then there is a problem with the electrical wiring at the module connection.