9-309-1039
09-14 Cadillac CTS-V DW300c Fuel Pump Installation Guide

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Parts List:

- DW300c, 9-309 (x2)
- O-Rings (x2)
- High-Pressure Pressure Relief Valve
- Fuel Sock (x2)
- Super Lube

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. Some instructions in this guide are generic. The factory manual should supersede any contradiction.

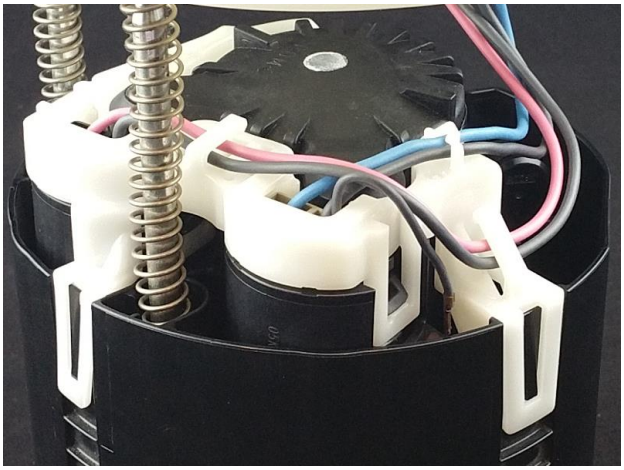
This kit uses PTFE tubing and permanent clamps. Heat from a heat gun, high temperature hair dryer, or boiling water may be used to soften the tubing ends to make installation onto the pump and assembly easier. DO NOT USE AN OPEN FLAME!

There is a Technical Service Bulletin (TSB) related to this part number and application hosted on the DW site, it is recommended that you read the TSB prior to installation and tuning:

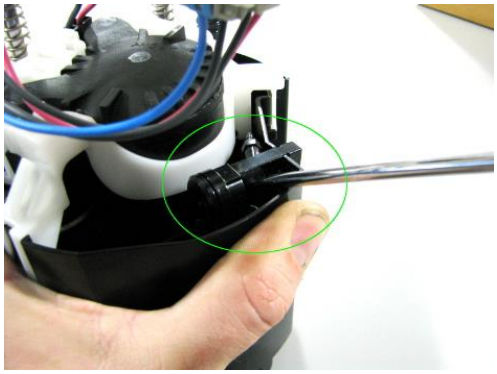
Below is a picture of suggested tools that will make the installation process easier.

09-14 CTS-V DW300c Fuel Pump Install

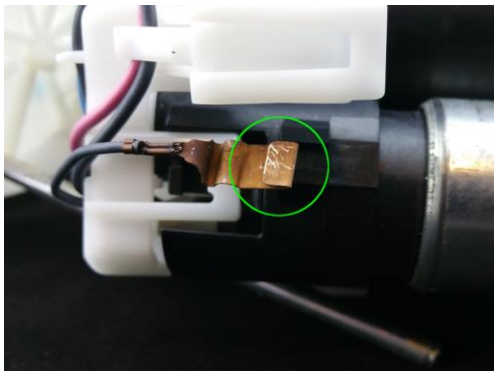
NOTE: For Wire Routing Reference



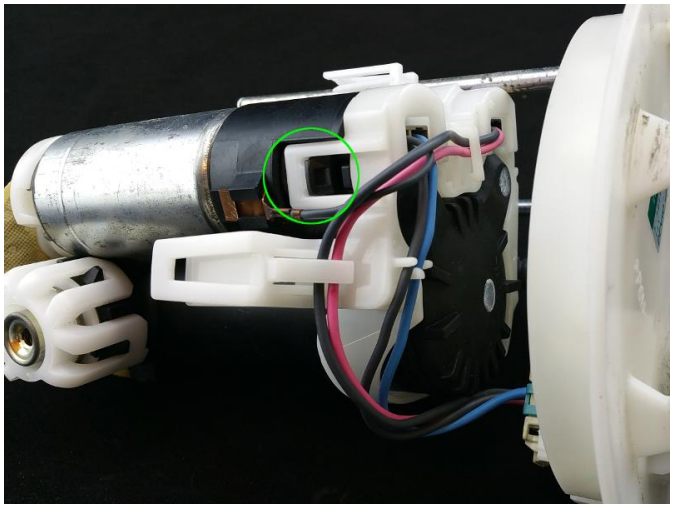
1 – separate the center section of the assembly from the bucket by first prying the venturi pump from the outside of the bucket and prying the venturi pump housing up from the assembly (circled in green) using a flat-head screwdriver under the Y-section while bracing the bucket with your free hand. Then, lift the three (x3) tabs around the perimeter. While separating the assembly use caution to not to kink or pull the small hose from the assembly, it is a small fitting and even a moderate force could cause it to break

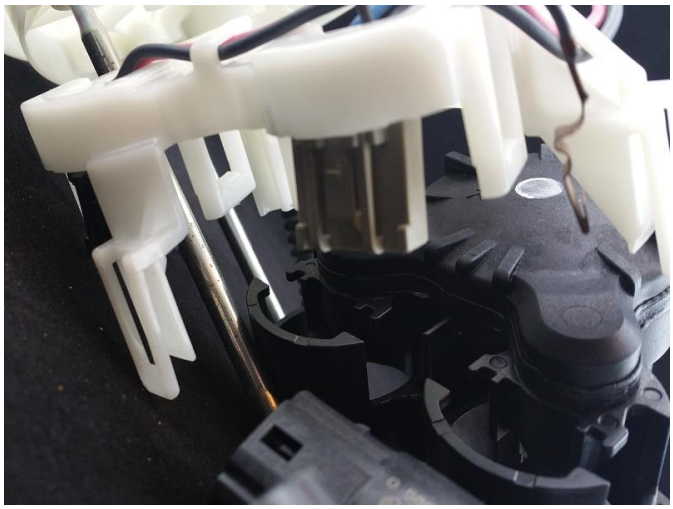


2 – remove the ground from the side of the assembly by pushing the tab (green circle) down and pulling the wire up

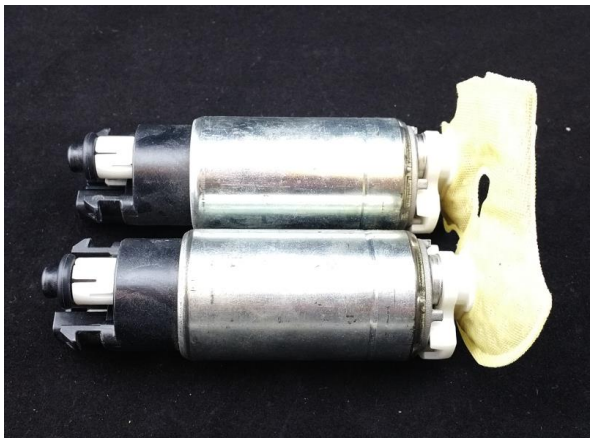


3 – lift up on the four (x4, green circle) tabs holding the white cap onto the black housing and pull the cap away from the housing enough to insert a flat screwdriver in to depress the electrical connector to the pumps in and gently pry up

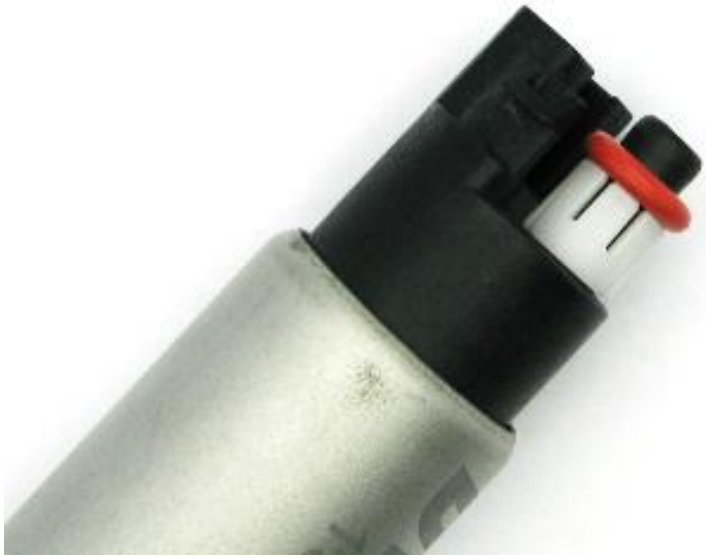




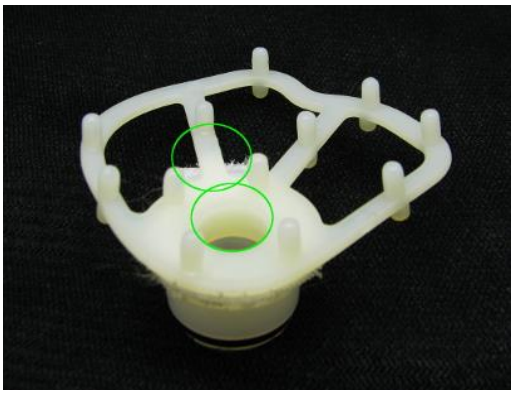
4 – remove the OE pump outlet spacers to be reused on the outlet of the DW300c pumps. The OE fuel sock can be reused, but will require trimming to fit the DW300c pumps



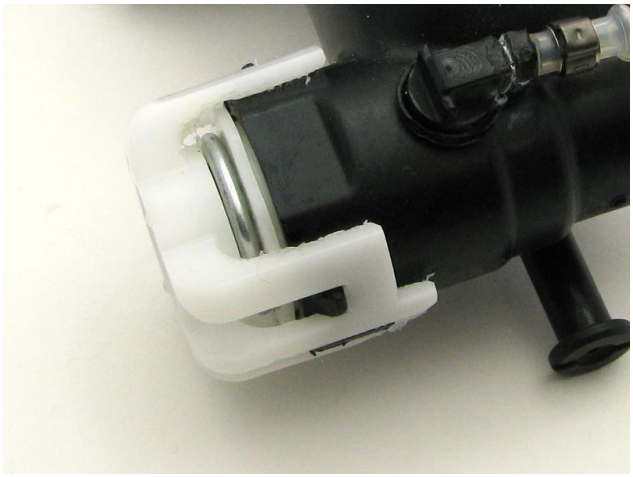
5 – prep the DW300c by installing the orange o-ring supplied in the kit on the pump outlet on top of the transferred OE outlet spacer



5a – use caution when installing the supplied pre-filters on the base of the DW300c by pushing between the pre-filter support extensions. The press-on retainer nut should be removed from the pre-filter, however, if it is not, it is simple to remove with a pick or small flat-head screwdriver

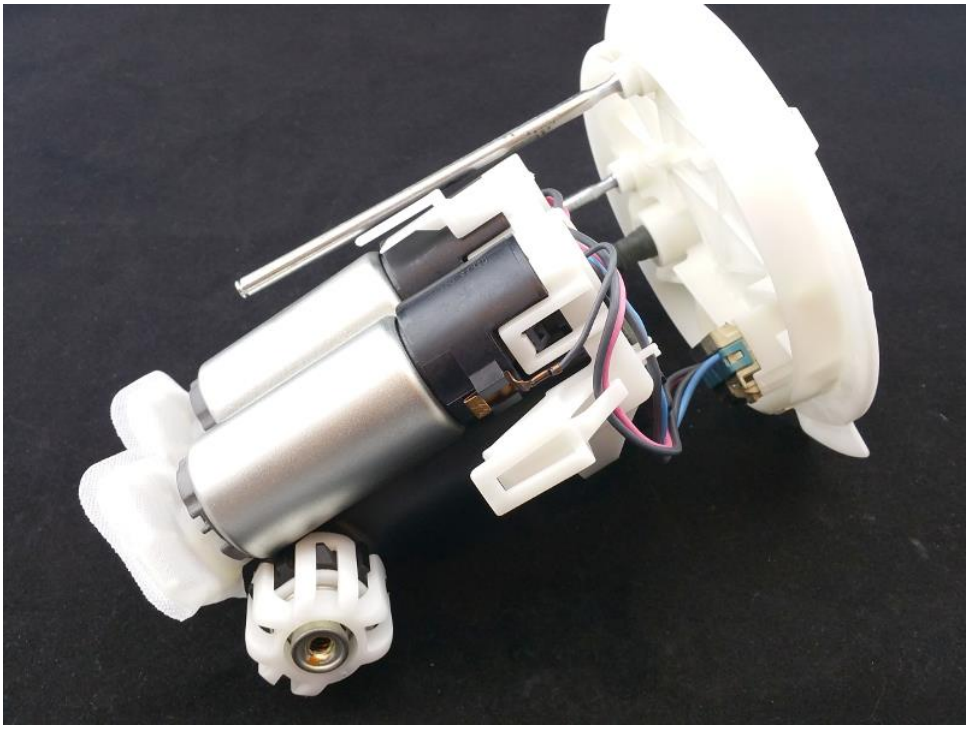


6 – follow step 6 if the supplied high-pressure PRV will be used. Remove the white retainer clip and gently pry the OE PRV from the filter assembly. Using the supplied Superlube, lube the oring on the HP PRV and press into the filter assembly. Reinstall the PRV retainer clip

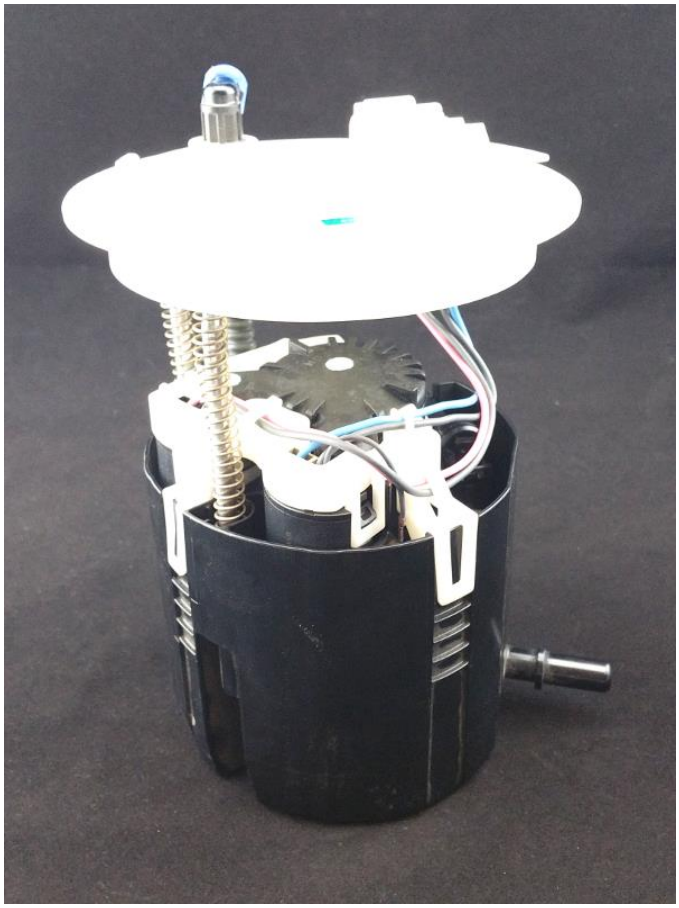



7 – install the DW300c into the center section, plug in the electrical connectors for the pumps, and reinstall cap onto the housing

8 – reinstall the ground into the housing



9 – Install the bucket assembly onto the center section



10 – reinstall the assembly into the fuel tank and attach a length of hose to the outlet of the pump assembly allowing it to drain into a fuel safe container and prime the fuel pump assembly

11 – crank the engine for a period of time long enough to prime the pump assembly and evacuate the air introduced during the pump installation process

12 – attach supply line to the outlet of the pump assembly