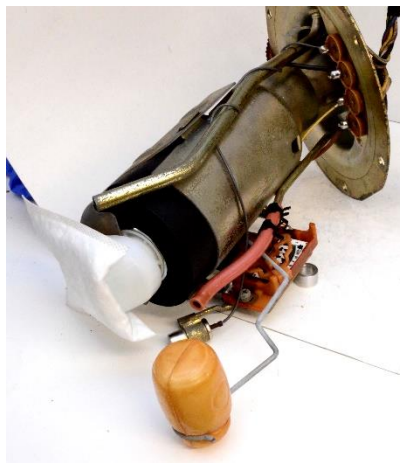




# The Figaro Shop Replacement

## Fuel Pump Fitting Guide



Here at The Figaro Shop, we pride ourselves at being at the forefront of parts development for the Nissan Figaro and supporting the products we develop. As part of this support (as we understand that we have customers that like to fit their own parts and for our international customers) we have put together a number of guides illustrating how our parts are fitted.

**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. The Figaro Shop Ltd will accept no responsibility for damage or injury caused due to this guide.

### Parts List:

- 1x fuel pump assembly
- 2x foam sleeves
- 1x foam spacer sleeve
- 2x electrical spade connectors
- 1x submersible fuel line
- 2x pipe clips (worm drive)
- 1x pre-filter assembly





## **Tools Required:**

<ul style="list-style-type: none"><li>• 10mm Socket</li><li>• 8mm Socket</li><li>• Philips Screw Driver</li><li>• Flat Bladed Screw Driver</li></ul>	<ul style="list-style-type: none"><li>• Side Cutters</li><li>• Long Nosed Pliers</li><li>• Wire Strippers</li><li>• Connector Crimpers</li></ul>
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This guide will show the process of replacing the fuel pump once it has been removed from the tank. The tank will need removing from the vehicle. There is an inspection hatch under the rear seats which will allow access to the feed and return lines and main wiring plug.

The following guide shows the process with the fuel pump cradle removed from the fuel tank. Please ensure as much fuel as possible is drained from the cradle and ensure that the cradle is placed on a clean surface. You may need absorbent towels to soak up any excess fuel.

- Loosen the 2 clamps holding the original submersible line. The 2 Philips headed screws will come out completely.



- Using a 10mm socket, remove the 2 retaining bolts and spacers that shield the original fuel pump. You will need to reuse the 2 bolts later. The spacers will no longer be required.





- At the base of the fuel pump assembly, you will find the vent pipe. Using a pair of pliers, remove the clip and lift the pipe up slowly whilst pulling the pump assembly down to separate the rubber pipe from the original pre-filter.



- At the top of the fuel pump assembly, there will be 2 rubber covers which house the 2 electrical connectors. These are on the ends of the red and black wires. Using a flat bladed screw driver, gently lever the rubber covers upwards to expose the 2 connectors on the pump itself. Using a Philips screw driver and a pair of pliers to grip the nuts on the rear of the connectors, unscrew the 2 screws to release the connectors from the pump. These nuts and bolts will not be needed for the new fuel pump.



- Using a pair of pliers, squeeze the upper most clip of the submersible fuel line and pull it down to allow the removal of the original fuel pump. With a flat bladed screw driver, level the rubber line from the cradle with some downward pressure and with some manipulation, you will be able to remove the fuel pump assembly from the original cradle.



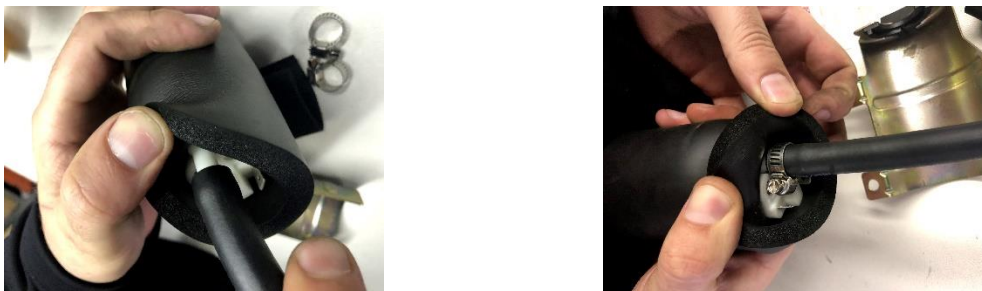




- The new fuel pump will already have the foam isolator installed around it. This isolator is to allow quiet operation of the pump and to allow its fitment into the original cradle. The isolator will line up with the base of the pump. This height is important to ensure the new style modern pre-filter is at the same height as the original unit. The fuel pump will have 2 clear covers to protect the feed and output of the new pump from foreign debris. These will both need to be removed at this stage. Please ensure your working surface is clean and free of debris to avoid anything entering the new fuel pump.

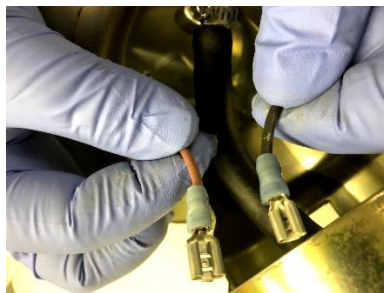


- By carefully pulling down the foam isolator to expose the fuel pump output, fit the supplied rubber submersible fuel hose onto the output barb and use one of the supplied pipe clips to secure the hose to the pump.





- Using a set of side cutters, cut off the original wiring connectors as close to the original connectors as possible. Expose a short amount of wire and fit the 2 supplied spade connectors to the wires. You will notice one is larger than the other and the fuel pump has one large and one small connector. The large is to be crimped to the red wire and the smaller connector to the black wire.



- Fit the supplied new style pre filter to the pump. This will be tight to initially fit due to its internal retention washer. This may take some pressure to fit into place but once fitted, you will be able to rotate it to the correct orientation in the last stages of installation.

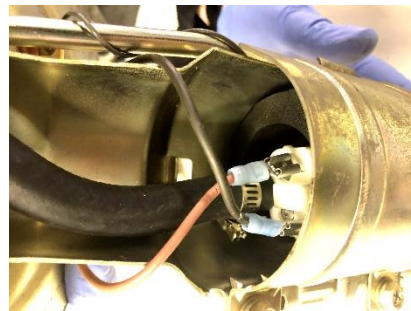




- In the parts included with the new fuel pump, there is a separate foam isolator. This is needed to ensure a tight fitment of the new pump in the original cradle. Take the isolator and place it in the cradle lid as shown below. Then place the pump in the cradle lid and carefully, while holding it all together, place into the cradle body. Using the original m6 (10mm headed bolts), tighten the new pump into the cradle noting the orientation of the rubber submersible hose. You will not need the original spacers that were removed in the previous steps. Rotate the pump to allow the rubber hose to line up correctly with the steel feed pipe on the pump cradle.



- Take the fuel hose and carefully fit over the output pipe on the fuel cradle. This may need a little bit of spray oil (wd40/gt85) to aid in its fitting. Ensure the hose is smooth and not kinked in any way and secure with the final supplied clip. The 2 electrical connectors can now be fitted.





- Your installation is nearly complete. At this point ensure that all connections are tight, electrical connections are secure and note the orientation of the new style pre-filter on the base of the pump. This can be rotated to suit the pictures below. Ensure the electrical connections are not being pulled/stressed in any way and that the fuel hose is not kinked. Refit the new assembly into the tank and refit the tank to your vehicle.

