

- **For factory stock or mild HP upgrades to 600HP**
- **Racetrax RXP 255LPH turbine fuel pump with reduced noise and enhanced reliability with E-85 enhanced fuels\***
- Plug & Play Teflon wiring harness - E85 Compatible
- **High-pressure non-kinking G.M. fuel tube**
- **Custom 30 micron filter sock**

**BEFORE UPGRADING YOUR PUMP PLEASE MAKE SURE YOU HAVE ADDRESSED GM'S RECALL OF THE FACTORY FUEL PUMP MODULE: READ THIS >LINK<.**

### FPA-008A Fuel Pump Assembly

The FPA-008A incorporates our new RXP Turbine-Tech fuel pump which supplies 225LPH of fuel @ 58.0PSI @ 13.5V\*. Racetrax RXP pumps use new turbine technology to reduce pump noise, improve reliability and provide enhanced compatibility with Ethanol enhanced fuels. The FPA-008A pump and **FPWK-027** harness are required for factory HP upgrades to 600HP @ 58PSI using the factory lines and fuel pressure regulator. HP support may vary based on motor B.S.F.C. and maximum fuel pressure (i.e. F/I motors). Please factor in a 20-25% safety margin between what your motor needs and what your fuel system can supply.

\* Our **FPWK-027** wiring harness kit is required for a HP pump to meet stated performance specifications because the factory wiring was not designed to handle high-performance pumps which draw more than twice the power of a factory pump. A performance reduction of 15-25% in pump performance can be expected along with **reduced reliability** when a HP pump is run off of the factory harness.

The FPA-008A incorporates a high-performance 255LPH pump but since this pump is run at a base pressure of 58PSI (vs. 43.5PSI) its flow rating drops to a nominal 225LPH @ 13.5V. This is the same scenario will all 255LPH pumps and has been a constant source of confusion on car forums due to misinformation being posted.

Please contact your local Racetrax dealer to discuss your fuel requirements.

### What sets the Racetrax FPA-008 pump assembly apart from others?

A factory-style fuel tube is clamped to the pump's outlet for added reliability under high operating pressures. When the fuel module is placed back in the tank it must be compressed causing the tube to bend sharply which can cause standard rubber hose to kink and fail. The fuel tube is highly resistant to the additives in today's pump gas which will attack and dry out even the best R9 and R10 rubber fuel lines. This is why G.M. uses them as OE equipment.

The Racetrax in-tank pump wiring harness eliminates the need for a wiring adapter or splicing which can be unreliable and can cause performance loss. One end the Racetrax in-tank harness has a Walbro connector that plugs directly into the pump and the other end has a Delphi connector which plugs directly into the sender. Teflon wire is used just like in the factory because it is the most resistant to gasoline and its additives. We upgrade the gauge of wire used from the factory to reduce voltage loss which maximizes pump performance. All Racetrax harnesses are assembled using our computerized crimp-quality monitoring system and then circuit checked for the utmost in reliability. A truly plug & play wiring solution.

**WARNING:** Some copy-cat pump kits use fuel resistant plastic wire which is not as durable as Teflon. As well they do not have a new connector installed on the end of the in-tank harness which forces the customer to re-use the questionable old factory connector body. This has also led to some confusion as to the proper polarity forcing some people to remove their tanks again in order to fix the problem!

When it comes to quality performance fuel system parts, Racetrax is the brand you can depend on.