

9-307-1060

2015-2019 Volkswagen Golf R, 2015-2018 Golf and GTi DW300c Fuel Pump Installation Guide



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Parts List:

- DW300c
- Fuel Sock
- O-Ring (x3)
- 10" Universal Connector
- 14-16awg Fuel Safe Shrink Butt Connector (x2)
- 1cc Super Lube
- Drill Bit
- Stainless Socket Head Bolts (x3)
- Stainless Nyloc Nuts (x3)

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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.

NOTE: The MK7 Golf fuel pump module is plastic welded together from the factory, to replace the factory fuel pump its required to drill out these plastic welds and replace them with bolts. The factory fuel pump wiring is also soldered to the pump and the top hat of the module, this kit includes fuel safe heat shrink butt connectors if you do not feel comfortable soldering.

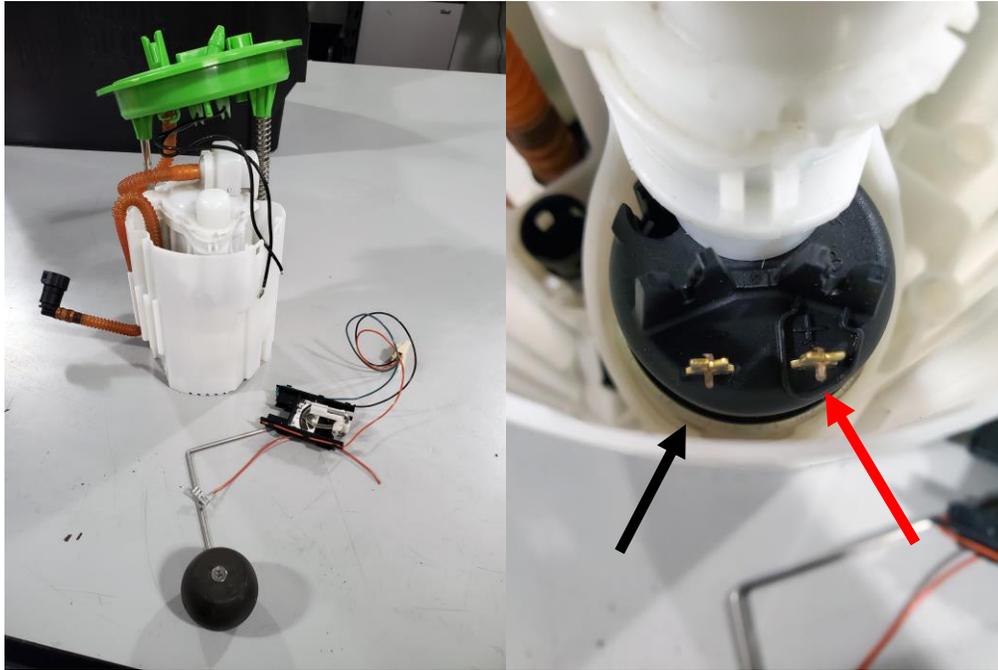
Below is a picture of suggested tools that will make the installation process easier.



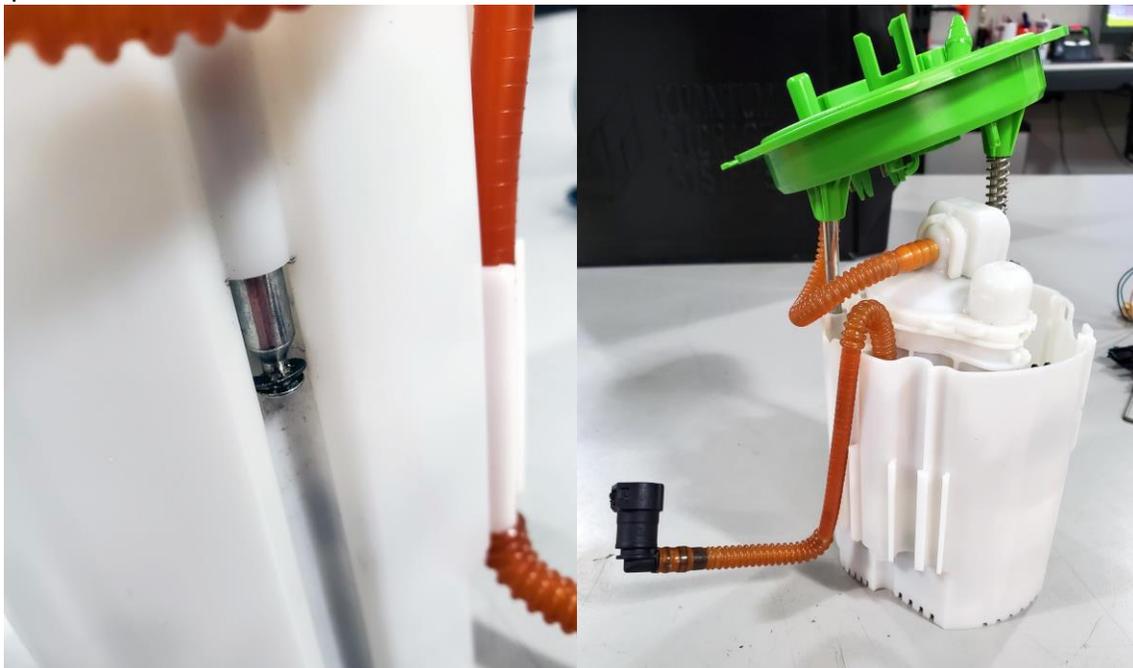
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1 – Remove and unplug the fuel level sending unit and unhook the fuel pump wiring.

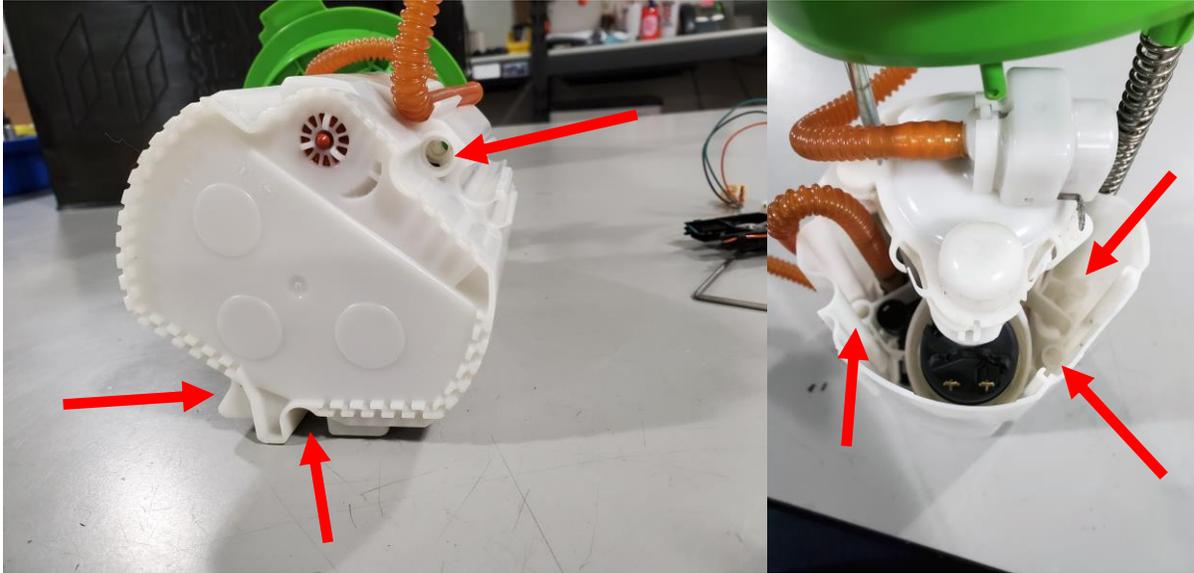
Note: Both fuel pump power wires are black, take note of which is Positive, and which is Negative, the pump is marked and so is the top hat under the connector.



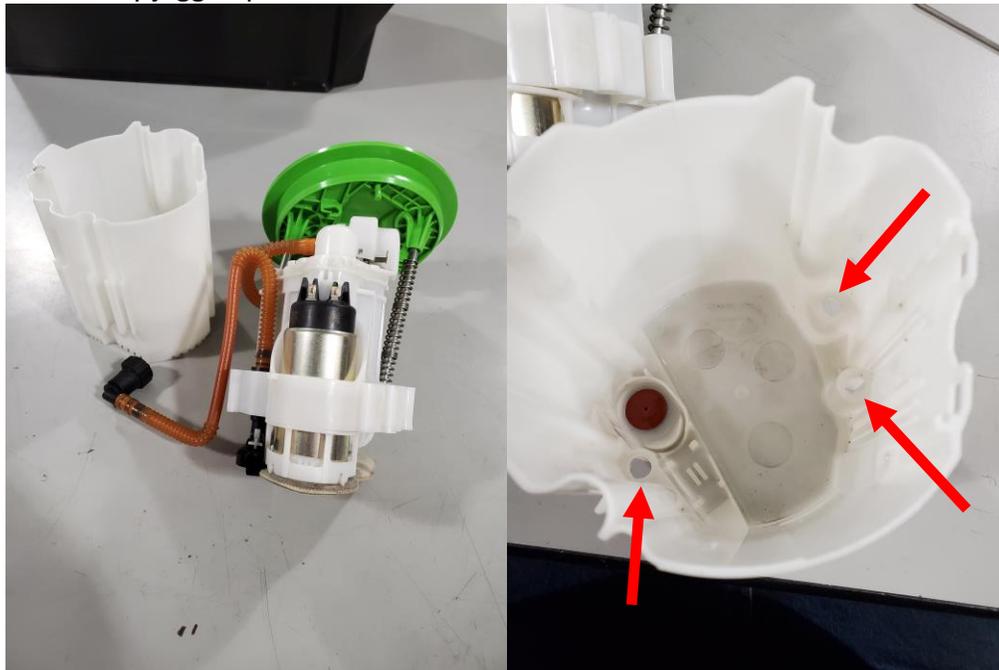
2 – Unhook the venturi hose connection from the side of the bucket, and compress and remove the e-clip that holds the top hat to the bucket.



3 – Using the supplied drill bit, drill from the bottom up at the 3 marked locations. You will need to drill through the entire weld to separate the center from the bucket.



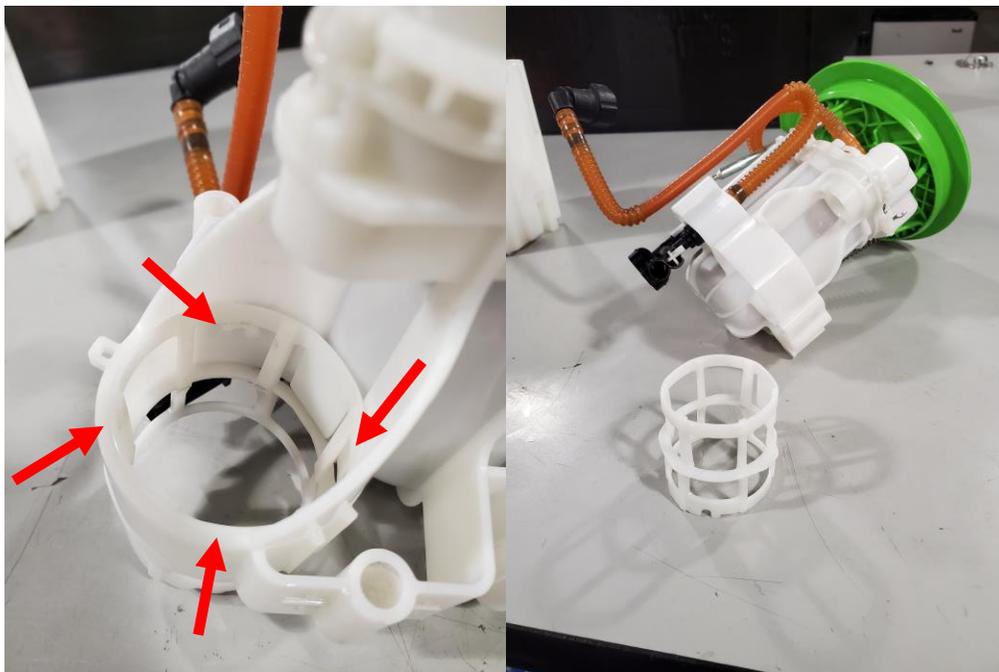
4 – Remove the top hat support posts from the bucket and remove the center section from the bucket. Due to manufacturing tolerances there may be some remaining plastic remnants holding the module together, rocking the center section and flexing the bucket gently from side to side should loosen any remaining plastic weldments. Once separated remove any plastic debris from inside the bucket, and cleanup the 3 areas you drill through to remove any jagged plastic bits.



5 – Remove the factory fuel pump and filter sock by prying the 3 locking tabs around the base of the pump.



6 – Remove the spacing cage the OEM pump slid into. There are 4 locking tabs around the diameter of the module. The cage will not be reused if damage is done during removal.



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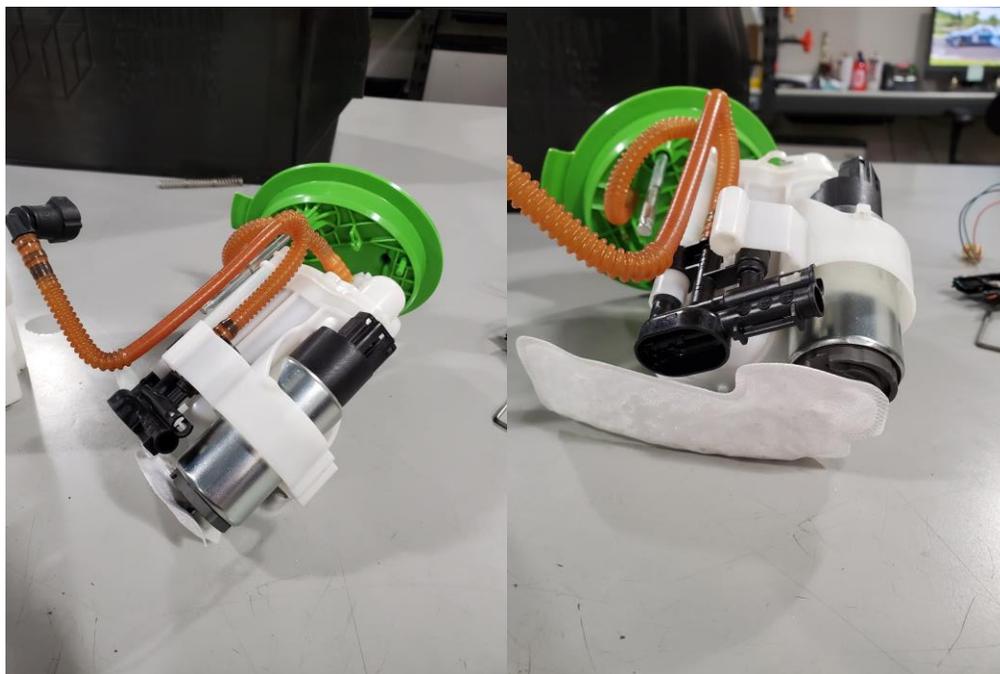
7 – Install and lubricate the 3 supplied O-rings onto the outlet of the DW pump. Install the supplied filter sock onto the DW pump.

Note: Check the orientation of the fuel pump sock, for this application the locating stud on the fuel pump does not go into the hole on the filter sock, its installed 180-degrees backwards. See photos for more detail.



8 – Install the pump into the center section, seating two of the O-rings all the way into the module, the 3rd O-ring acts as a spacer to prevent the other two from pushing down with fuel pressure.

Note: Check filter sock orientation before installation into bucket.



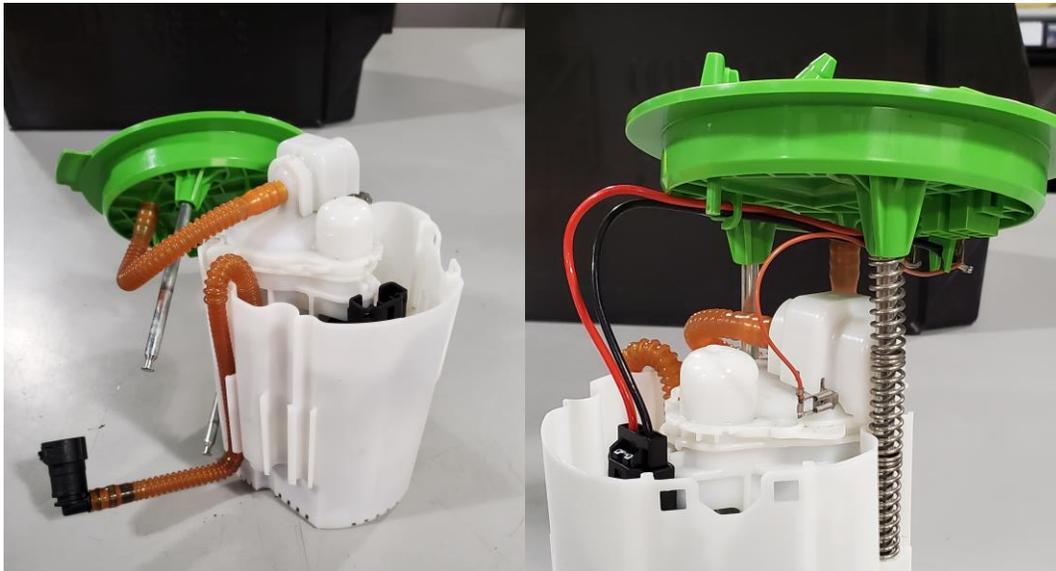
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9 – Install the center section back into the bucket, aligning the holes in the bucket with the holes in the center section. It may be necessary to fold the filter sock to make installation easier. Install the supplied stainless bolts from the bottom through the bucket and center section and tighten the nyloc nuts in an alternating pattern. Do not excessively tighten the bolts, the nylon locking nut will prevent the bolt from loosening over time. Tighten until 1-2 threads are past the top of the nut.

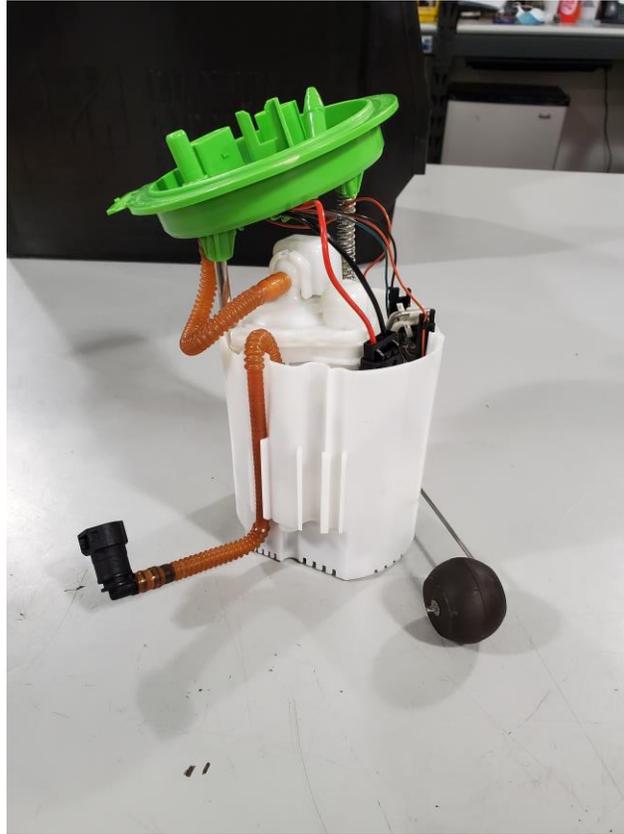
Note: It is important to tighten these bolts completely but not excessively, if the bolts are too loose the venturi system will not function correctly and if overtightened you can damage the bucket and center section.



10 – Reinstall the venturi line on the side of the bucket and install the supplied fuel pump connector onto the DW pump. You can now either use the supplied fuel safe heat shrink butt connectors to crimp the factory wiring to the DW wiring, or you can solder the supplied connector to the factory terminals. Combine the factory brown static ground wire with the black DW wire when soldering or crimping.



11 – Reinstall and plug in the factory fuel level sensor.



11 – 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

12 – Crank the engine for a period long enough to prime the pump assembly and evacuate the air introduced during the pump installation process

13 – Attach supply line to the outlet of the pump assembly

For additional technical support please contact us at: TechSupport@Deatschwerks.com or 405.233.3991