

## INTRODUCTION

Thank you for choosing Fore Innovations for your vehicle's fuel system. An upgraded fuel system places substantial electrical demands on the vehicle and requires a carefully thought-out integration and maintenance plan to function properly and safely. The installer and tuner should work together to ensure proper function of the FC3 with the vehicle. The vehicle owner is responsible that the fuel system receives proper preventative maintenance.

ONLY motorsports professionals are qualified to install fuel systems and components; they should be well versed in proper electrical installation best practices. Installation requires special tools, safety equipment/procedures, proper facility, ventilation, and experience to execute properly.

Electrical requirements for high-capacity fuel systems are commonly overlooked and underestimated, so we only endorse our FC2 or FC3 solutions for our fuel systems. If you choose to provide your own electrical upgrade in lieu of our solution, support from Fore Innovations will be limited.

The FC3 combines power distribution, circuit protection, pump switching, and electrical load handling functions into a single discrete component. The FC3 requires a trigger source to command the primary pump and a secondary trigger source to command the secondary fuel pumps, which allows maximum reliability and system performance.

Inside the cover of the FC3 are three individual fuses: one for each fuel pump. Refer to the fuel pump manufacturer's recommendation for fuse size. Here are the recommended fuse sizes for the most commonly used fuel pumps offered by Fore Innovations:

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|---|---------|
| • Walbro GSS342, GSL-392, and F10000302:                            | 20 amps |
| • Walbro GSS352, TI Automotive F90000262, F90000267, and F90000274: | 25 amps |
| • TI Automotive F90000285 and F90000295:                            | 30 amps |

## FC3 AND FUSE TERMINAL CONNECTIONS

**DANGER! WIRES MUST BE PROPERLY TERMINATED AND SECURED INTO THE FC3 AND FUSE BLOCK, OTHERWISE THE FUEL SYSTEM PERFORMANCE WILL BE DEGRADED, DAMAGE TO THE FC3, FUSE BLOCK, AND VEHICLE MAY OCCUR AND WARRANTY WILL BE VOID.**

Strip insulation off all wires 0.4" [10mm] before inserting into the terminal block of FC3. **Entire conductor cross section (ALL STRANDS) must remain fully intact and positively engaged in all electrical connections.** The following, outlines acceptable practices with regards to wire termination and connection:

- Bare copper stranded wires may be directly inserted into pump power/ground terminals. The latest version of the FC3 terminals (after Dec 2017 with brass terminals) can accept bare stranded wire. The older version of the FC3 (pre Dec 2017 with stainless terminals) should have the wires terminated by ferrule or pin terminal.
- Do *not* tin the wire with solder. We have observed several cases where remnant flux corrodes the connection and causes failure.