



WR35FS – GTR ANTI SURGE FUEL SYSTEM PICTORIAL INSTRUCTION GUIDE



WR35FS is a high performance fuel system specifically engineered to meet the fuelling requirements of a high performance GTR, and to also avoid fuel surge and starvation when the GTR is used in a track environment with low fuel levels.

WR35FS has been designed to provide a straightforward fit into the GTR without excessive modification to the vehicle, and comes totally complete and engineered with all fittings, wiring loom, and high quality Teflon braided lines to ensure zero leakage or cabin smell from its trunk mounted location.



Mounting the tank assembly is recommended in the left hand side (close to centre) of the trunk compartment. This will allow you to run the stainless braided lines up and under the car through the existing hole in the GTR floor-pan in this location. Some modification of the rubber bung in the floor may be required, or even simpler is to remove it altogether.

For silent operation of the fuel system we recommend that rubber mounts be used between the tank assembly and the floor of the vehicle. Note that anti-abrasive plastic sheathing is used over the lines where they may come into contact with other parts of the body or vehicle.



There is ample room for the WR35FS fuel lines to run along the side of the existing fuel lines that are installed on the GTR from factory. These lines can be tied together as shown in the picture to keep the lines nicely located and in position.



Each of the WR35FS fuel system lines will be marked with a naming label when you receive the system. This makes it easy to identify the lines when you have run them into the engine bay as shown in this picture.

Removing the existing fuel line connection is a press fit arrangement with the factory clips designed to be removed easily. At the fuel rail the hard plastic fuel line will need to be cut exposing the mounting barb on the rail which the WR35FS corresponding line slips easily over.



Wiring the WR35FS fuel system is a straightforward process with all of the system wiring being laid out logically. The two trigger wires for the system which are green and brown need to be tapped into the existing green and brown trigger wires on the Fuel Pump Control Module. Locating the Fuel Pump Control Module requires the trim to be removed on the RHS inner B pillar.

The main power wires to the front of the vehicle (two red wires with supplied fuse holders) need to run directly to the vehicle battery at which point they can be terminated. We advise mounting the control relays for the fuel pumps close to the Fuel Pump Control Module (LHD application), and making a suitable body earthing point for the black wires. The fuel pump wiring can then be run into the trunk.