

A&A CORVETTE PERFORMANCE BOOST-A-PUMP INSTALLATION INSTRUCTIONS

Proper installation of this voltage booster requires general automotive mechanical and electrical knowledge and experience. Please browse through each step of this instruction manual prior to beginning the installation to determine if you should refer the job to a professional installer/technician. Please contact A&A Corvette if you need assistance.

- 1 Remove the Boost A Pump (BAP) from the package and locate the long wire harness with the gold RCA plug on the end. Cut the harness close to the BAP, strip the two wires inside and twist them together. (if this has not already been done) Solder or use a butt connector and tape the ends up to prevent grounding. Throw the adjuster box away! The reason for doing this is to assure that the BAP is not accidentally turned down or the plug is not pulled from the rheostat while cleaning the car, etc.
- 2 Raise the car on a suitable lift or jack stands.
- 3 Disconnect the battery.
- 4 Remove the left rear wheel and inner wheel well liner. The liner is attached with 7MM screws.
- 5 The BAP will be bolted to the bulkhead in front of the wheel. Mount it as far to the left as possible to allow adequate clearance for the wheel well liner. You will find that the bulkhead is curved and only 3 screws will fit.



- 6 Locate the wire harness for the fuel pump. The later 03+ cars have the wire harness at the top of the bulkhead where you are going to mount the BAP. The 97 to early 03 cars have the harness down by the fuel pump canister. To get to this harness you need to take the aluminum inspection plate off. The large gray wire is the fuel pump power lead. Cut that wire and strip both ends. The hot end of the wire (the end that comes from the front of the car) is soldered (or butt connected) to the red wire with the fuse holder on the BAP. The other end (the end that goes to the fuel pump) is soldered (or butt connected) to the other red wire on the BAP.



(late C5 and C6 harness location)



(early C5 harness location)

- 7 The black wire is grounded to the frame near the BAP. Crimp or solder the ring connector to the wire, grind some paint off the metal and attach it with a self-tapping screw.
- 8 The remaining wire harness contains two wires. These wires will be attached to the boost pressure switch and are fished through the rocker panel up to the front of the car. Remove the small access panel behind the front wheel, push a metal tape measure through the

rocker panel until it comes out by the rear wheel. Tape the wires to the tape measure and pull it back and out through the front.



(Pressure switch wires running through the rear rocker panel)



(Pressure switch wires running through the front rocker panel)

- 9 Run the wire up to the power brake booster area. Install two female spade connectors to the wires. Find the boost switch in the package. Screw the barbed fitting onto the switch using a small amount of pipe sealer. Plug the two wires onto the boost switch. (Polarity does not matter) The barbed fitting is “teed” into the brake booster hose with a piece of vacuum hose. Boost pressure closes the switch and activates the BAP at approx. 3-4PSI

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