## Zero Pressure

## Our Crossfire Z gets a much needed fuel system upgrade

by Joe Rode photographs by the author

We all know how some things in life are just not fun. Things like ab workouts, prostate exams, and expense reports. But there's just no way around them and you have to go through the pain to get the results.

If you remember, the last installment of project Crossfire Z ended with a big fat zero on its fuel pressure gauge. After some troubleshooting, we determined that my 3rd-gen Camaro needed a

new fuel pump.

To get to the pump that is mounted in the fuel tank, you have to, of course, remove the tank. But to do that on these cars, you have to pull off the exhaust system, most of the rear suspension, and drop the rearend. But, as hard as we tried to find an alternative, talking to every knowledgeable person we know and searching every web forum we could find, we kept coming back to the same conclusion that that is just the way it is. No gain without the pain.

There is a small faction of shortcutters who have actually performed "surgery" on the rear floor boards of their Camaros, cutting an access hole and removing the pump through the inside of the car without removing the tank. But as appealing as this shortcut may seem (and trust us, we had plans to go that route more than once), the case for doing the job the right way by removing the tank, prevailed. After discovering a leaking fuel neck and shredded pickup filter that contaminated the fuel tank, it proved to be the correct choice. While we were at it, we upgraded the fuel pump with one of Racetronix's high-performance kits and a new fuel tank from Classic Industries.



The Racetronix LU305 kit comes with a high-performance Walbro fuel pump and everything you need for the installation. Racetronix also includes a plug-and-play auxiliary relay and harness assembly complete with Delphi Weatherpack connectors. This assembly ensures that the pump has a constant 13.5 volts supplied to pump at all times for maximum fuel output.