

Amp Connector Pin Removal Ducati Fuel Pump/Low Fuel Sensor

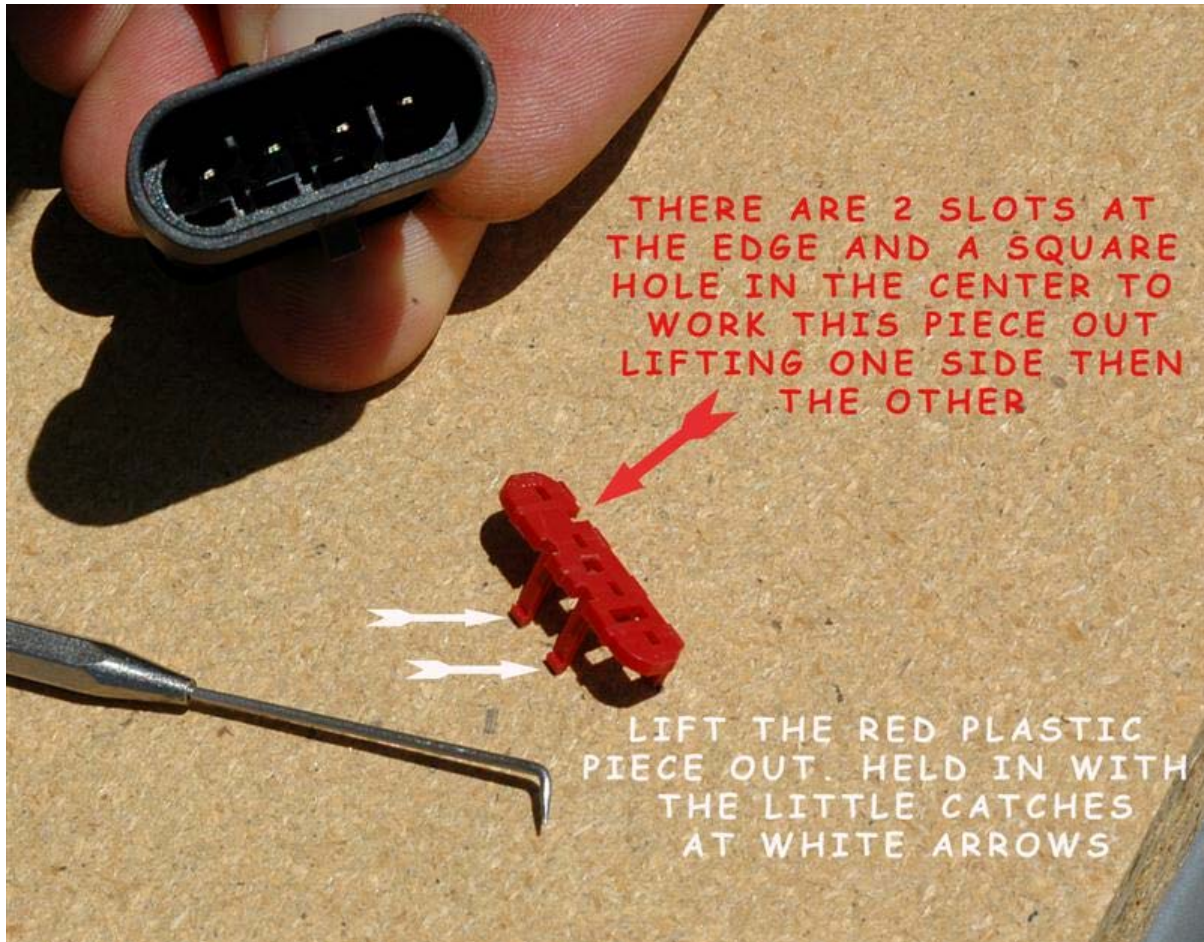


Fig 1

First: Note position of the wires and their relationship to the housing. The Red and Black (Power and Ground) are a heavier gauge wire than the other white and black (Low Fuel Sensor). Do not mix the position of the wires when assembling. The pins can only go in one way that will allow the pin to catch the conductor correctly. It may help to spray some WD-40 on both sides of the connector before removing the pins to lube the seals.

The nut can be replaced without removing the sending unit from the tank.

The Red insert is held in with 2 catch tabs shown in Fig 1 - White Arrows. Use a small pick to get under the insert on the ends and open slots working it up from side to side releasing the tabs. Don't try to just pull it out from one side or you'll most likely break the insert or jam the insert in the housing making it difficult to remove. Alternate from side to side until the tabs release and it should lift right out.

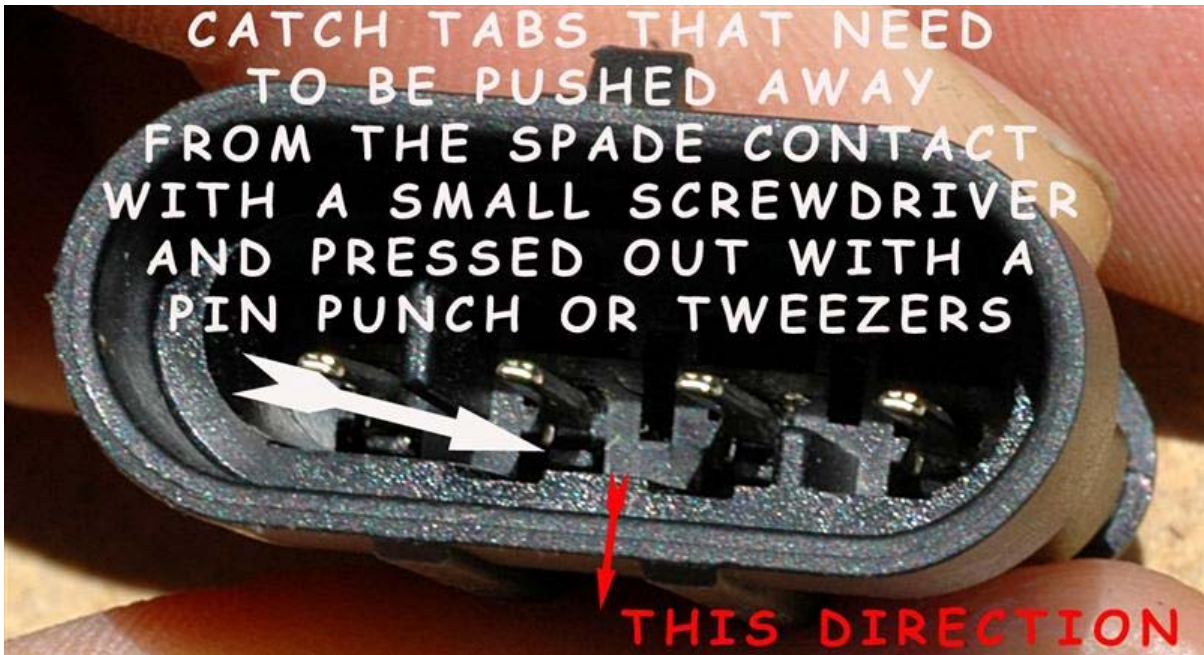


Fig 2

The tab (white arrow) See Fig 2, 3 & 4, is used to release the pins and will need to be pushed “Away” from the conductor pin with a small screwdriver releasing the catch holding the pin in place. While this tab is pushed away you’ll also need to push on the pin (3 hands may be required). Once the pin moves you can release the tab and continue pushing the pin flush with the housing. Remove the pin from the housing by **gently pulling** on the wire. **AVOID** pulling on the wires too hard as you’ll pull the wire and moisture boot out of the crimp destroying the integrity of the connection. Most likely a new connector pin will be required if this happens. See Fig 7&8 for results you’re after.

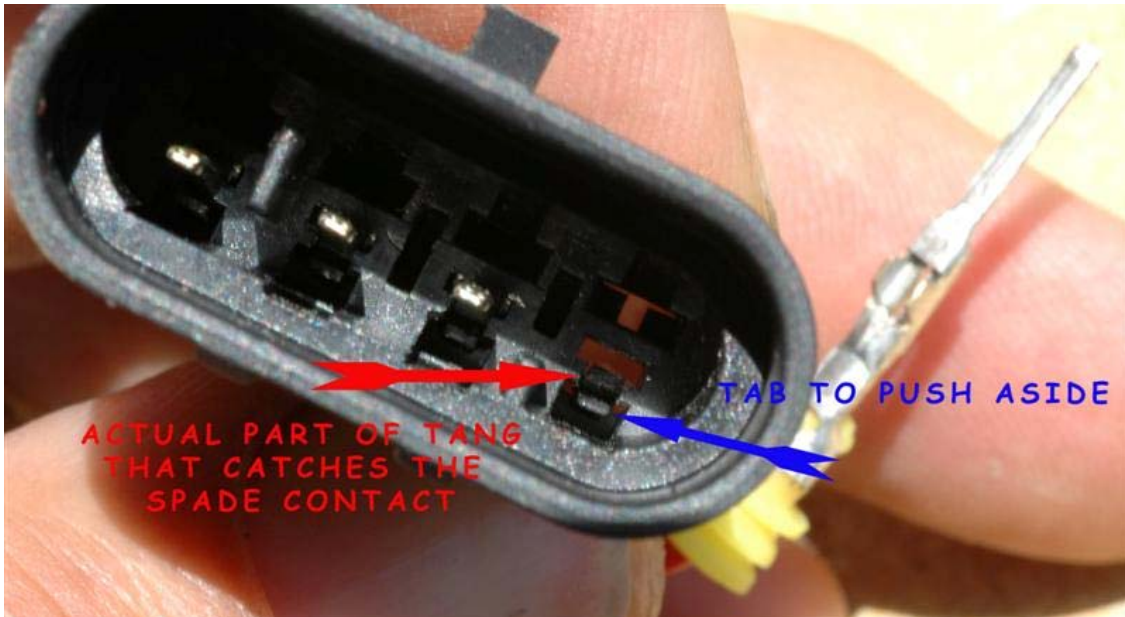


Fig 3

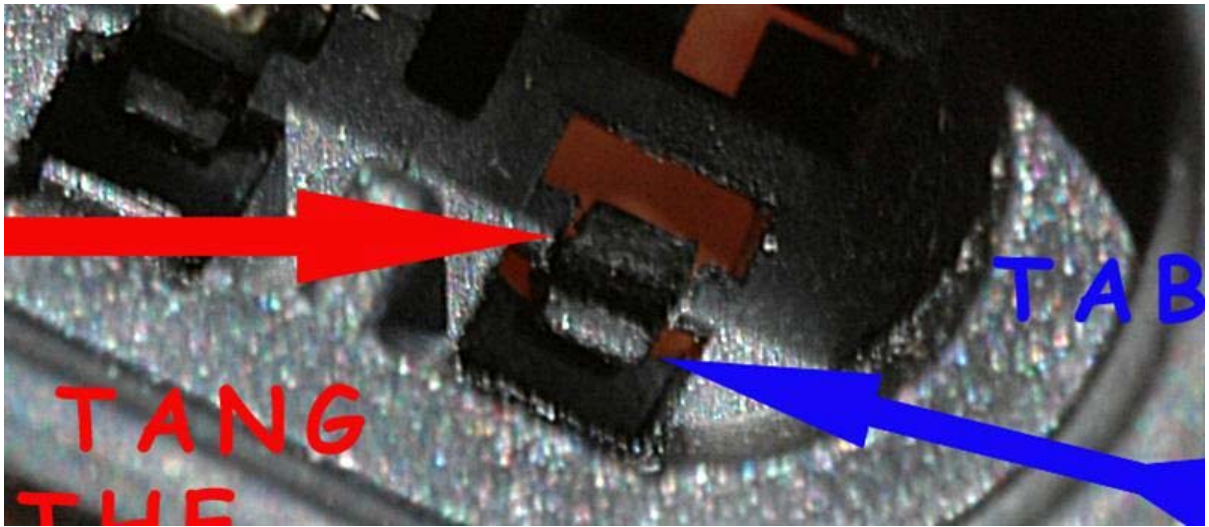


Fig 4

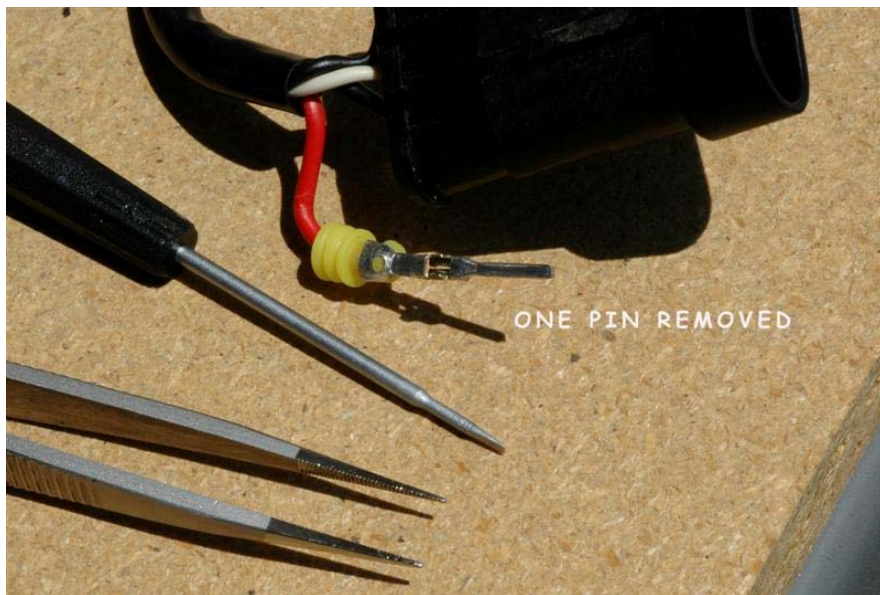


Fig 5

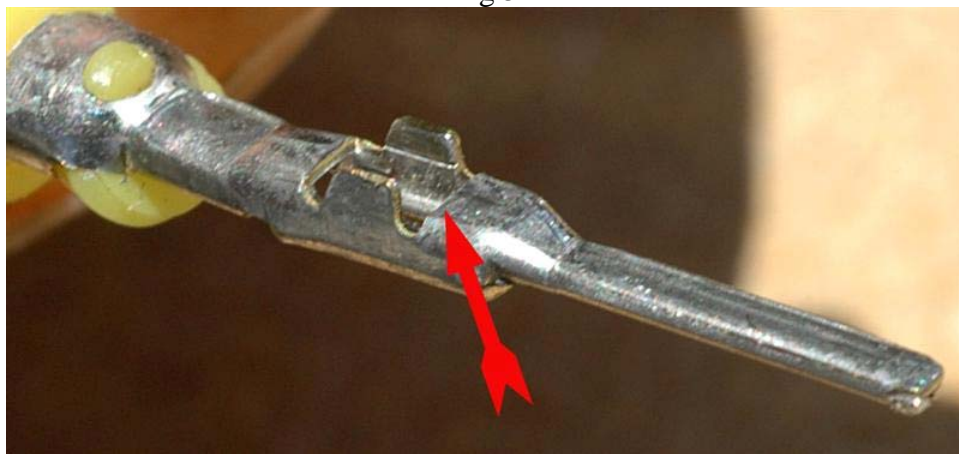


Fig 6



Fig 7



Fig 8

Continue removing the remainder of pins from the housing.

Lift the edge of the moisture boot off the groove. (Fig 9 & 10) Work the old plastic nut over the boot and off. Install the new metal nut; reinstall the moisture boot ensuring the lip of the boot is fully engaged into the groove of the sending unit.



Fig 9



Fig 10

Reinstall the conductor pins in the correct position back into the housing. Be careful not to damage the wires and moisture boots while installing. It may be necessary to use a blunt probe gently pushing on the boot until you hear a “Click”. Some Dielectric grease will help this install and also protect the connections. Reinstall the Red insert. It may be helpful to use the mating connector to fully seat the insert. It only goes in one way.

Reinstall the sending unit (if removed) and torque nut I.A.W. the maintenance manual. Proper grease should be used on the seal and threads. For the racers, a hole is provided in the nut for .032 gauge safety wire helping to secure the nut from loosening.

Happy Riding!!