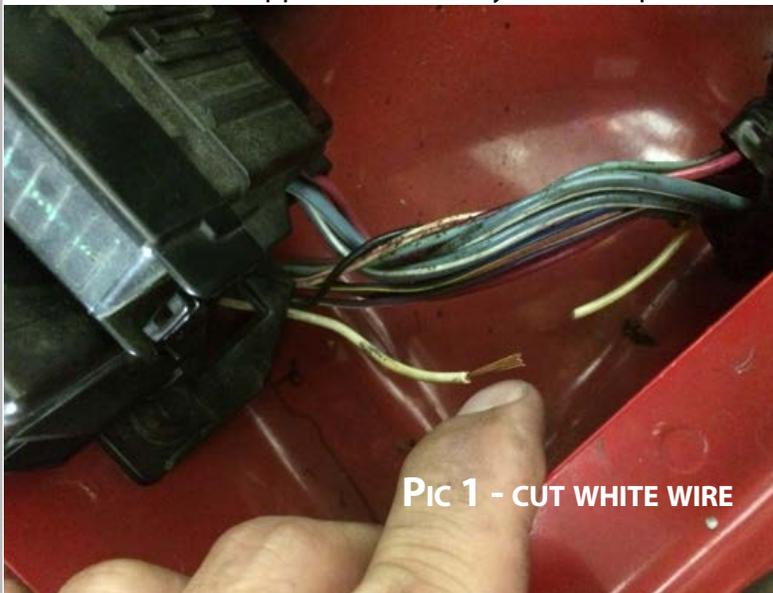


SPECIAL ADDENDUM – JMS FUELMAX V2 INSTALLATION ON 2007-2010 SHELBY GT500 MUSTANG

This special addendum applies to ALL 2007-2010 Shelby GT500 Mustangs. To eliminate the potential for the JMS FuelMAX V2 unit to remain powered on by the secondary FPDM when the ignition key is turned to the off position, you are required to perform the following modification.

1. Locate the add-on relay/fuse box under the hood. It is located on the front of the passenger strut tower near the big fuse box. Remove tape covering the wires that exit the add-on relay/fuse box.
2. Locate the thin white wire. (pic 1) This wire activates the secondary FPDM (fuel pump driver module).
3. Cut the white wire and strip the wire end closest to the secondary fuse box (pic 1). Cover the other open wire side with tape. This wire needs to be connected to another key on power source. We recommend connecting this wire to the grey wire with a white tracer located in the second bundle of fuse box wires (pic 2).
4. Connect the stripped end to a "Key On" +12v power source, we recommend the silver wire with white tracer (pic 3).



Pic 1 - CUT WHITE WIRE



Pic 2 - connect white wire to grey with white tracer



Pic 3 - connect white wire to grey with white tracer

This mod corrects an issue where the secondary fuel pump driver may remain powered on when the car is turned off.

2011-2012 Shelby GT500's have ONE fuse supplying both fuel pumps. The factory 2011-2012 wiring needs to be upgraded to properly function with big horsepower. All 2011-2012 Shelby vehicles need the waterproof JMS 70 amp relay and wire upgrade kit. Upgrade kit link: <http://www.jmschip.com/jms-fuel-pump-70-amp-12v-power-feed-upgrade-kit/>

2013 - 2014 Shelby's do not have any issues. Ford updated the factory wiring on the 2013-2014 Shelby vehicles so each FPDM relay has its own separate +12v Key on Power source