EMERGENCY/SPARE FUEL PUMP - 1994-1997 XJR & V12

Not everyone drives around with a spare fuel pump in the boot, however if you happen to own one of the above models you are fortunate to have 2 fuel pumps.
Pump 1 operates at all times and is supplemented by fuel pump 2 when engine revs hit 4000rpm and cuts out at 3200rpm.
I have fitted a simple 2 way switch in the boot within the fusebox which allows me to switch from normal operation with pump 1 selected or I can simply switch to pump 2 which will operate solely for continuous operation in the event that pump 1 has failed.

Connection is as follows -
Locate fuel pump relay – Blue relay second from right in boot fuse housing. Note pink/brown wire from terminal 85 on relay, this wire switches relay with signal from ECM (Engine control module) Cut this wire a suitable distance from the relay & connect it to terminal 3 on a suitable 3 way switch. The other end coming from the ecm is then connected to terminal 2 on the switch.
Connect suitable wire to terminal 1 on the switch & run wire forward to **Fuel Pump 2**, another blue relay located forward end of battery compartment alongside the black Fuel Pump control module (Relay size but taller)
Connect wire from switch to the pink/yellow wire connecting control module (30-1) to fuel pump 2 relay terminal 85.
Now when switch is in position 1 connection exists from ecm to fuel pump 1 relay via pink/brown wire. System works as normal.
Switching to position 2 connects the pink/brown wire from the ecm to the wire running to the pink/yellow wire connecting to fuel pump 2 relay thus allowing continuous operation of fuel pump 2. Relay will still receive signal from fuel pump control module when rpm reaches 4000 however pump will already be working.
Note fuel pump control module has no control over fuel pump 1, it only controls fuel pump 2. The centre position on switch does not allow either pump to receive ecm signal.