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RTMG Performance AWD Upgraded LPFP for 1.8 2.0 TSI EA888 Gen 3 900 HP with Stock Pump Walbro 450

Cena brutto	**5 099,99 zł**
Cena netto	**4 146,33 zł**
Numer katalogowy	**RTMG-901-0960**

Opis produktu

AWD UPGRADED LPFP FOR 1.8 / 2.0 TSI EA888 GEN 3 Introducing the enhanced fuel pump system by RTMG Performance, available in four options designed to support 900, 950, and 1300+ horsepower applications. Incredible help with the installation: For this kit, there are detailed installation instructions, step by step with photos, and all the information you will need 900 HP Kit: This kit features the stock factory fuel pump from VW, complemented by an additional Walbro 450 F90000274 pump. It provides reliable fuel delivery to support up to 900 horsepower. 950 HP Kit: The 950 horsepower kit includes the stock factory fuel pump along with an extra Walbro 525 Hellcat pump, ensuring consistent fuel flow for high-performance needs. 1300 HP Kit: For those aiming for the highest performance, this kit comes equipped with two Walbro pumps: one 450 WALBRO F90000274 and one 525 WALBRO Hellcat, delivering exceptional fuel supply for 1300HP horsepower. In this kit, we use both outlets on the pump cap for even greater flow, with a 10.5 mm internal supply.This kit additionally includes a larger diameter fuel line up to the high-pressure pump, AN8 fittings, a billet Aeroflow fuel filter, and a high-pressure cap with AN8. The best option for bolt-on use in a racing setup. The ultimate solution for fuel supply issues for MQB Platform enthusiasts. Suitable for VW Golf 7, 7.5, Seat Leon, CUPRA Formentor, Audi S3, TT, TTS, A3 with EA888 Gen 3 engines. The idea initially originated after numerous tests on our own race cars. Here is what you need to know about the MQB low-pressure fuel system and the problems our fuel system solves. The factory system is designed to handle up to 400 horsepower, primarily considering daily use. However, due to space constraints and the decision by VW AG to place the fuel filter inside the basket along with the pump, there was no room for a pressure regulator. This means that excess fuel does not refill the basket, resulting in small pressure drops during sharp accelerations, decelerations, and turns when fuel levels in the tank are low. Our team of engineers, aiming for an improved version, moved the fuel filter externally to a higher-flow filter and positioned the pressure regulator in such a way that all excess fuel keeps the basket always full. The basket is essentially a smaller fuel storage, a secondary mini-tank, which must always be full. Additionally, moving the filter outside makes it easier to replace and inspect, reducing the cost compared to replacing the entire factory pump due to a clogged filter. This keeps the system performing at its maximum potential with much lower cost. Our system retains the factory pump and the low-pressure fuel pump control unit because it is highly reliable for daily use up to 400 horsepower. However, when more fuel flow is required for engines exceeding 400 horsepower, the RTMG Performance system provides the solution. How does it work? We scanned the basket space with a high-precision 0.02mm scanner and designed a support structure for both pumps made of forged aluminum, integrating a second pump from WALBRO / TI, capable of 450 liters per hour, or an even larger 525 liters per hour depending on the use. Through this redesign, we securely fasten both pumps to the basket with screws, but the most innovative part is that instead of connecting them with hoses—thus creating reliability issues and errors in the setup—we designed a second forged plate, joining both pumps into a larger outlet. We also positioned the pressure regulator to face the basket, and for all-wheel-drive vehicles, we retained the second-tank transfer system. The second pump is activated by its own circuit, based on boost pressure, and the most important part is that it’s included in the system we've designed. The activation of the second pump happens from 0.7 bar up to 2 bar, adjustable easily with an Allen screw on the RTMG Performance control unit. The entire electrical installation is of excellent quality, with safety measures everywhere, capable of supplying 40 amps to the second pump during racing conditions. Nothing is cut from the factory wiring harness, and everything is installed in such a way that if you decide to sell the car, the system can be reverted to a factory setup with a factory pump, just as it was before. The installation of our entire system takes no more than an hour, offering ease to the mechanics who will install it. The result? A beautifully robust construction that operates like a factory system, with everything working, even the fuel gauge in its original position, supplying your engine with fuel flow for up to 1,000 horsepower and more if requested. The entire setup is offered ready for use, but for those with a good-condition factory pump, we also offer just the upgrade kit. Thank you for your preference. Welcome to the next generation of performance upgrades. All kits include the

necessary wiring for electrical installation and come with a controller to ensure seamless integration and optimal performance. The unique design of the RTMG billet adapter allows for a seamless connection between the two fuel pumps, ensuring durability and efficiency. Instruction