Dual Fueler CP3 Pump Kit
Installation Guide for LBZ/LMM

50 STATES EMISSIONS LEGAL

Please note these part numbers, they will be used in the installation descriptions!

1. Control Module
2. 3/8” Inlet Fuel Line with Attached 1/2” x 1/2” x 3/8” ‘T’ Connector
3. 5/16” Return Fuel Line with Attached 5/16” x 5/16” x 5/16” ‘T’ Connector
4. High Pressure Steel Fuel Supply Lines
5. Idler Pully with attached parts
6. Assembled CP3 Pump, Wheel, and bracket
7. Dual Fueler Race Valve
8. #6 Rib Belt
9. Oil Fill Tube
10. 2 #6 hose Clamps
11. 6 #4 hose Clamps (4 already on hoses)
12. 10x1.5x100 bolts with 2 washers
13. Control Module Internal Engine Pump connectors
14. Control Module Dual Fueler Connector
15. Control Module +12V (Red Wire)
16. Control Module Ground (Black Wire)
17. Control Module Fuse 10A
18. Control Module Harness Tie Straps
19a, b, c. Flow Relief Valve with fuel return line & clamps, Flow Relief Valve Bracket
DISCLAIMER OF LIABILITY

This is a performance product can be used to increased horsepower above and beyond factory specifications. Additional horsepower creates more stress on the drivetrain components, which could result in drivetrain failure.

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The Buyer is solely responsible for all warranty issues from the manufacturer.

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First: Install the “Dual Fueler” bracket and pulley if not assembled on pump.

1. Remove the belt and Install #5 Idler Pully in the existing threaded hole on the engine bracket as shown below. Torque to 27 lb.ft.

2. Remove the 4 A/C Bolts as shown and set the A/C compressor to the left of the engine to access the fuel line below.

3. Locate Stock CP3 Pump C and locate stock return line D from Stock CP3 Pump. Cut the rubber hose and insert #3 5/16”x5/16”x5/16” ‘T’ connector. Use #11 hose clamps to secure.

4. Plug the Wire Harness E into #13 Control Module Plug, then plug the other end of #13 Control Module Plug back into Stock CP3 Pump C.

5. Place the A/C Compressor back into the original position. Place the #6, (Dual Fueler Assembly bracket with pump) on top of the Right A/C Compressor bolt holes and use #12 bolts to attach the Dual Fueler Bracket Assembly to the A/C Compressor, torque to 37 lb.ft. Save 1 original A/C bolt for the next step.
6. Install 1 factory A/C Bolt that you removed from the top of the A/C Unit into bottom of the Dual Fueler bracket.

7. Follow the flow direction arrow A exiting from the fuel filter housing in order to locate fuel supply hose B. Cut the stock fuel supply line and insert the supplied #2 1/2”x1/2”x3/8” ‘T’ connector in-between the 1/2” fuel supply line, secure with #10 1/2” hose clamps as shown. Route the Dual fuel intake line C as shown.

8. Continue routing the Dual Fueler Intake line as shown in the figure to the right by the the red line.
9. Remove the module M (that is shown below) to route the high pressure line to the fuel rail.

10. Remove the fuel rail plug and install the #7 fuel rail fitting.

11. Remove the U-shaped tube from the fuel rail and the fuel return shown in the figure to the right.

12a. Secure the #19c Flow Relief Bracket to the #19 Flow Relief Valve with the supplied (4) bolts and secure to the top of Valve Cover with stock bolt.

12b. Route the #4a high pressure line under the radiator hose as shown to #19 flow relief. Route the #4b high pressure line under removed module M to fuel rail and install onto the #7 fuel rail fitting. Torque the #4 high pressure line nut on all 4 ends to 30 ft.lb. (view photo for this step on the next page)
13. Grind the glow plug bracket as seen in the image above.

14. Attach the lines by part number as shown below:

15. Connect the fuel return line from #19a fuel relief fitting to fuel return #19b. Install the #9 rubber cap on the fuel rail open fitting.

16. Install Module M back to its original position.

17. Locate the Stock CP3 Pump C, and locate the electronic control wire harness E. Unplug wire the Harness E.
18. Route #1, (Control Module) Wiring from Stock CP3 Pump C as shown and attach to other wiring with #18 (tie straps). Connect #14 to back of Dual Fueler CP3 Pump.

19. Temporarily remove the Metal Support G as shown by removing 4 bolts H, and set them aside to remove the fuse box cover F. #1 will be tucked inside fuse box cover F.

20. Remove the Fuse box Cover F. Tuck #1 Control Module inside the top of the fuse box cover F. Replace fuse box cover F, taking care of not to pinch the harness, and re-assemble the stock parts G and H as shown in step 17.

21. Connect #15 Red Wire to 12V constant battery jumber terminal stud, and #16 ground wire to terminal stud mounting bolt as shown. Insert 10 Amp Fuse in #17.

22. Route #8 (Replacement Belt) As shown below.

23. Engine should be ready to start. Prime fuel filter pump to bleed air from system and start engine.
24. Place supplied Dual Fueler decal on the engine shield in the designated area for use during future smog testing.