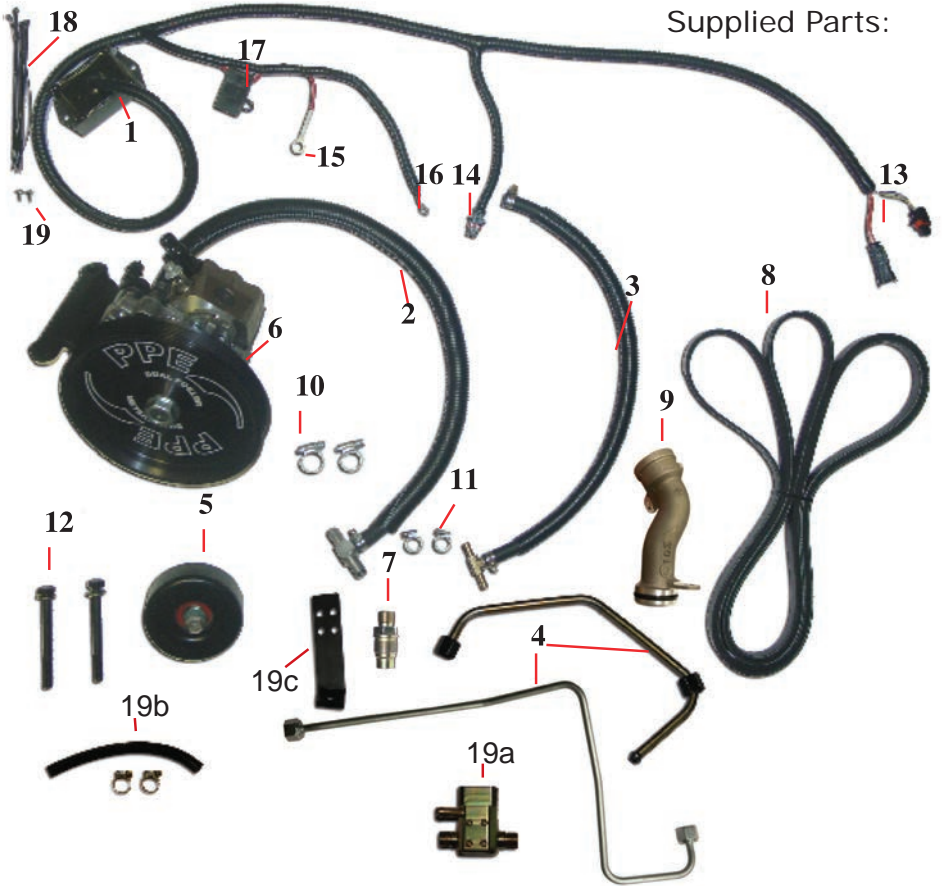


Dual Fueler CP3 Pump Kit Installation Guide for **LBZ/LMM**

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Supplied Parts:

- | | |
|--|--|
| <ol style="list-style-type: none"> 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 4a, 4b. High Pressure Steel Fuel Supply Lines 5. Idler Pulley 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 | <ol style="list-style-type: none"> 11. 6 #4 hose Clamps (4 already on hoses) 12. 2 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 |
|--|--|

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

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.

This agreement sets forth the terms and conditions for the use of this product. The installation of this product indicates that the Buyer has read and understands this agreement and accepts the terms and conditions.

Pacific Performance Engineering Inc., its distributors, employees, and dealers (the "Seller") shall not be responsible for the product's proper use and service. The buyer hereby waives all liability claims.

The Buyer hereby acknowledges no reliance on the Sellers skill or judgment to select or furnish goods suitable for any particular purpose and that there are no liabilities which extend beyond the description on the face hereof, and the Buyer hereby waives all remedies or liabilities expressed or implied, arising by law or otherwise (including without any obligation of the Seller with respect to fitness, merchantability and consequential damages), or whether or not occasioned by the Seller's negligence. The Seller disclaims any warranty and expressly disclaims any liability for personal injury or damages. The Buyer acknowledges and agrees that the disclaimer of any liability for personal injury is a material term for this agreement and the Buyer agrees to indemnify the Seller and to hold the Seller harmless from any claim related to the item of equipment purchased. Under no circumstances will the Seller be liable for any damages or expenses by reason of use or sale of any such equipment. The Seller assumes no liability regarding the improper installation or misapplication of its products. It is the installer's responsibility to check for proper installation and if in doubt contact the manufacturer.

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

LIMITATION OF WARRANTY

The Seller gives Limited Warranty as to description, quality, merchantability, and fitness for a particular purpose, productiveness, or any other matter of Seller's product sold herewith. The Seller shall not be responsible for the products proper use and service and the Buyer hereby waives all rights other than those expressly written herein. This warranty shall not be extended, altered or varied except by a written instrument signed by Seller and Buyer. The Warranty is limited to two (2) years from the date of sale and limited solely to the parts contained within the products kit. All products that are in question of Warranty must be returned prepaid to the Seller and must be accompanied by a dated proof of purchase receipt. All Warranty claims are subject to approval by Seller. Under no circumstances will the Seller be liable for any labor charged or travel time incurred in diagnosis for defects, removal, or reinstallation of this product or any other contingent expenses.

Under no circumstances will the Seller be liable for any damage or expenses incurred by reason of the use or sale of any such equipment. In the event that the buyer does not agree with this agreement: the buyer may promptly return this product, in a new and unused condition in its original packaging, with a dated proof of purchase to the place of purchase within ten (10) days from date of purchase for a full refund. The installation of this product indicates that the buyer has read and understands this agreement and accepts its terms and conditions.

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.



Fig. 1

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**.

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.

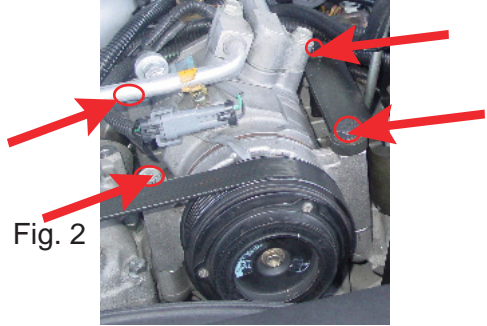
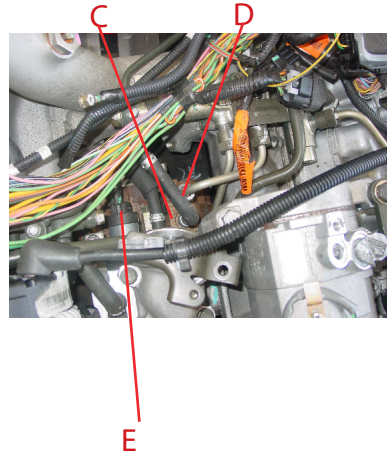
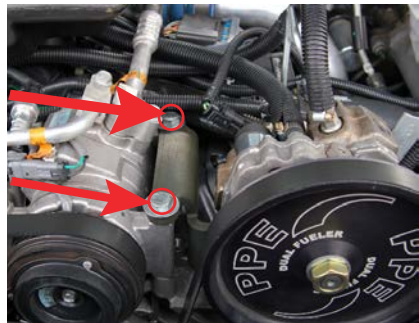


Fig. 2



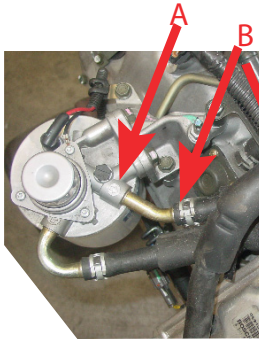
5. Place the A/C Compressor back into the original position. Place the **#6, (Dual Fueler Assembly bracket with pump)** on top of the Right A/C Compressor bolt holes and use **#12 bolts** to attach the Dual Fueler Bracket Assembly to the A/C Compressor, torque to 37 lb.ft. Save 1 original A/C bolt for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



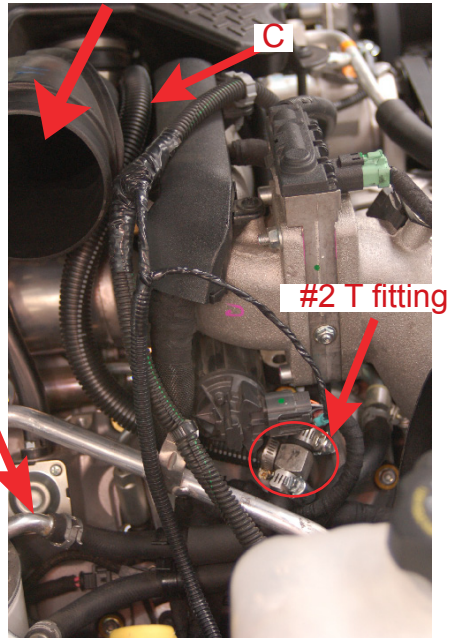
6. Install 1 factory A/C Bolt that you removed from the top of the A/C Unit into bottom of the Dual Fueler bracket.



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.



Air intake Tube



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.



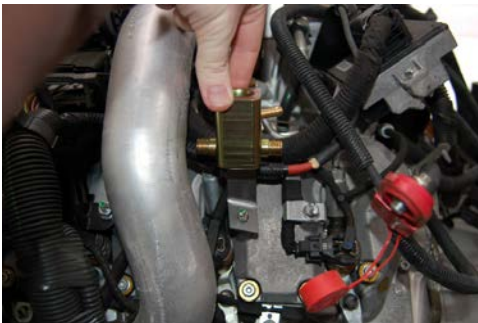
10. Remove the fuel rail plug and install the **#7 fuel rail fitting**.



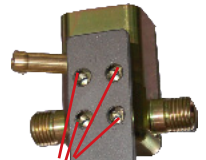
11. Remove the U-shaped tube from the fuel rail and the fuel return shown in the figure to the right.



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.



19c bracket

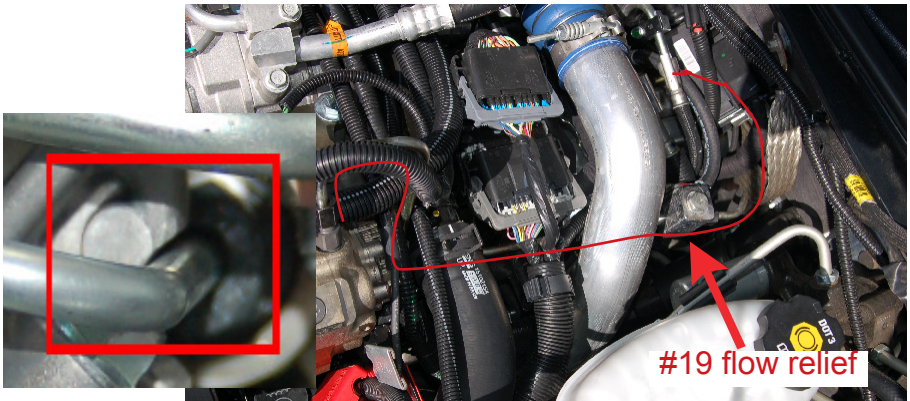


secure to #19 fuel relief valve



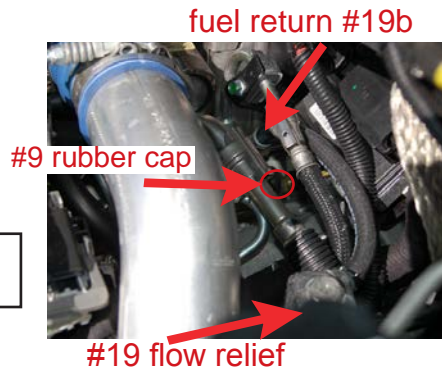
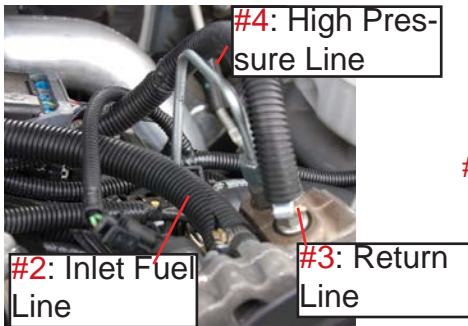
secure to top of valve cover

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)



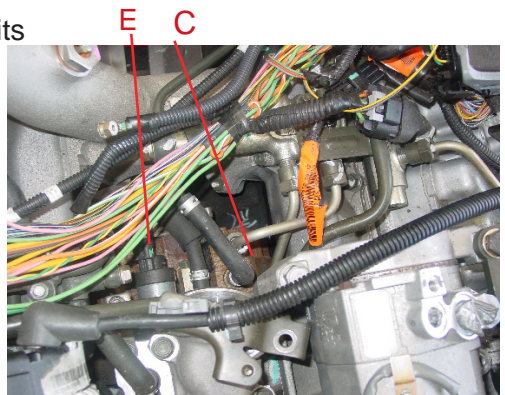
- 13. Grind the glow plug bracket as seen in the image above.
- 14. Attach the lines by part number as shown below:

- 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.

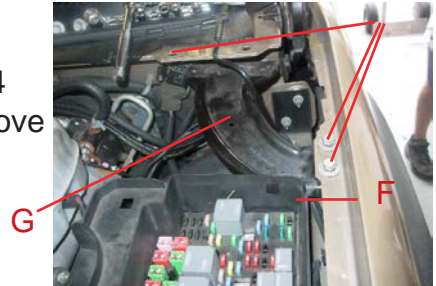
- 17. Locate the Stock CP3 Pump C, and locate the electronic control wire harness E. Unplug wire the Harness E.



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.



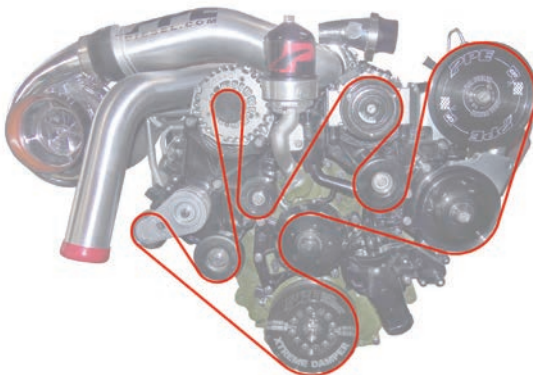
19. Temporarily remove the Metal Support **G** as shown by removing 4 bolts **H**, and set them aside to remove the fuse box cover **F**. **#1** will be tucked inside fuse box cover **F**.



20. Remove the Fuse box Cover **F**. Tuck **#1 Control Module** inside the top of the fuse box cover **F**, 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 jumper 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.



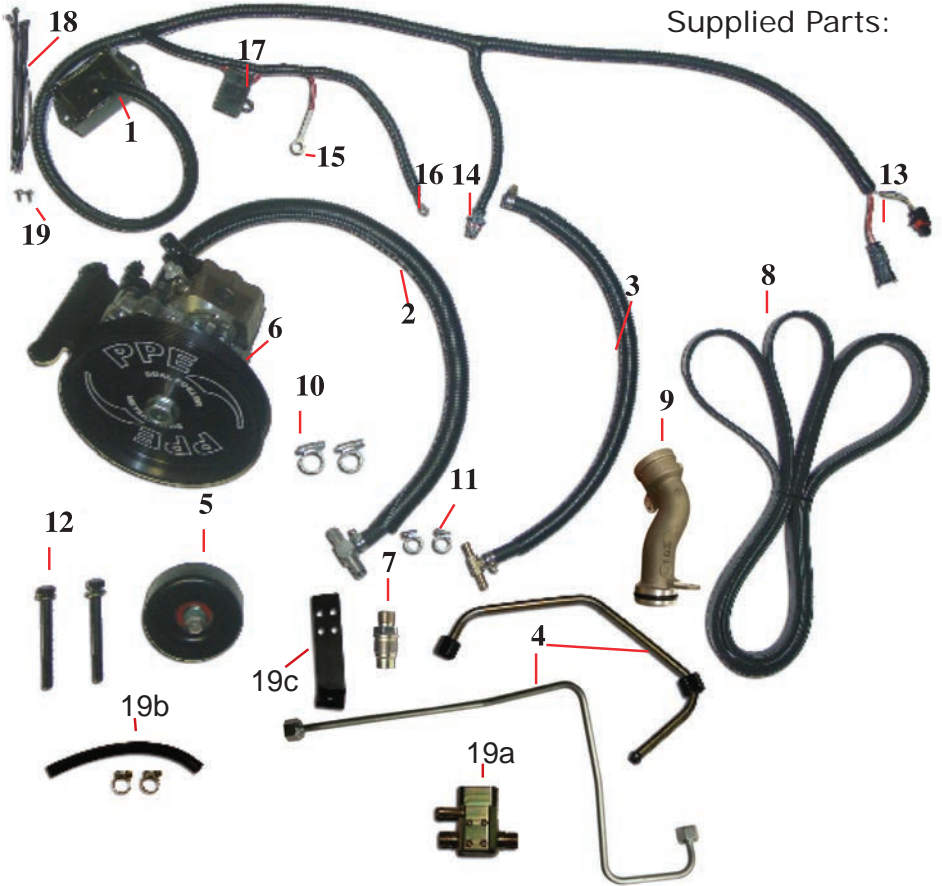
23. Engine should be ready to start. Prime fuel filter pump to bleed air from system and start engine.

24. Place supplied Dual Fueler decal on the engine shield in the designated area for use during future smog testing.

Dual Fueler CP3 Pump Kit Installation Guide for **LBZ/LMM**

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Supplied Parts:



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

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

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

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



Fig. 1

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**.

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.

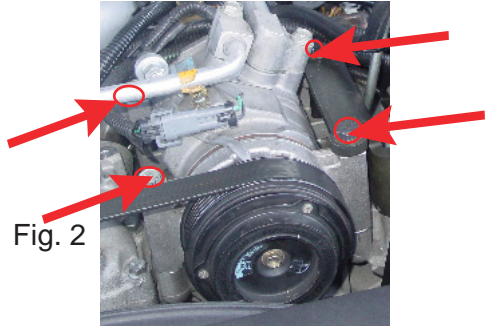
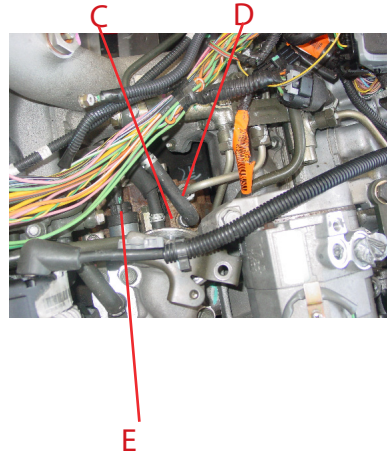
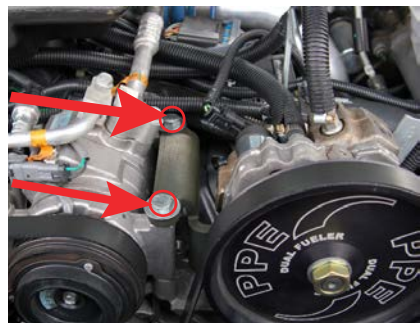


Fig. 2



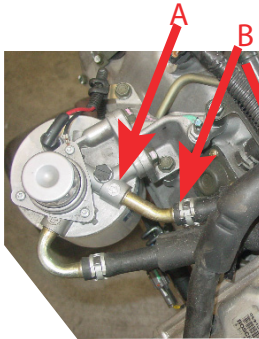
5. Place the A/C Compressor back into the original position. Place the **#6, (Dual Fueler Assembly bracket with pump)** on top of the Right A/C Compressor bolt holes and use **#12 bolts** to attach the Dual Fueler Bracket Assembly to the A/C Compressor, torque to 37 lb.ft. Save 1 original A/C bolt for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



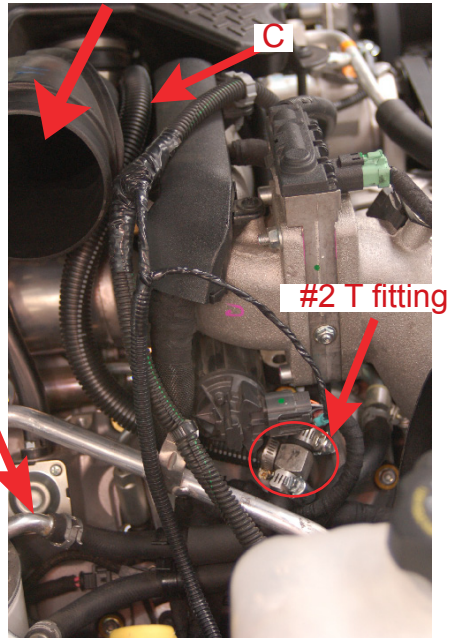
6. Install 1 factory A/C Bolt that you removed from the top of the A/C Unit into bottom of the Dual Fueler bracket.



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.



Air intake Tube



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**.



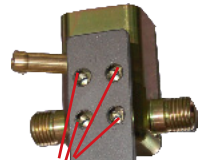
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19c bracket

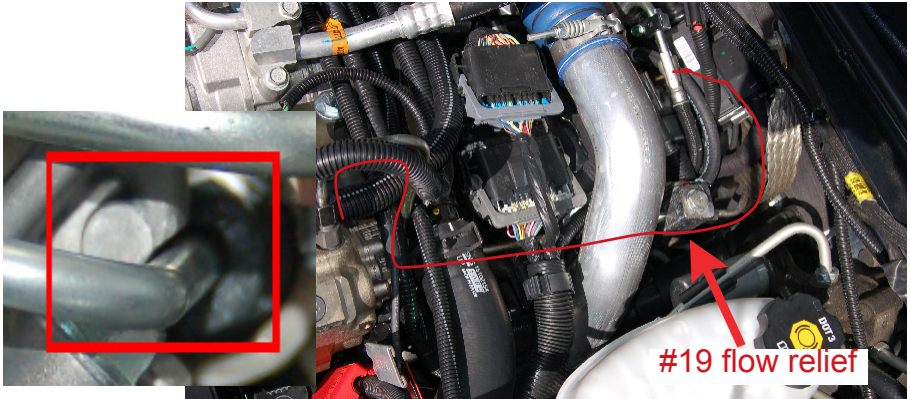


secure to #19 fuel relief valve



secure to top of valve cover

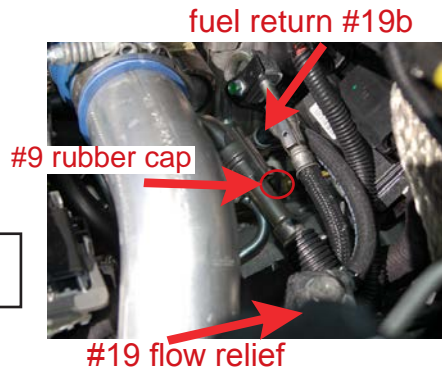
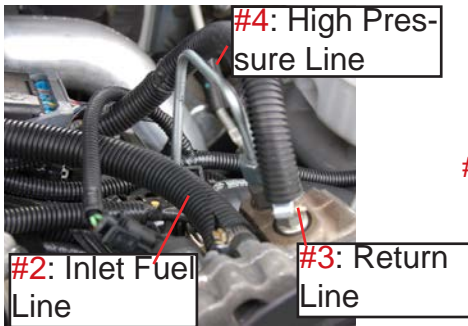
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13. Grind the glow plug bracket as seen in the image above.

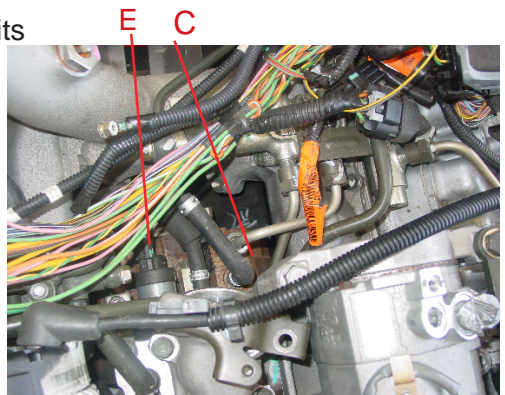
14. Attach the lines by part number as shown below:

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.

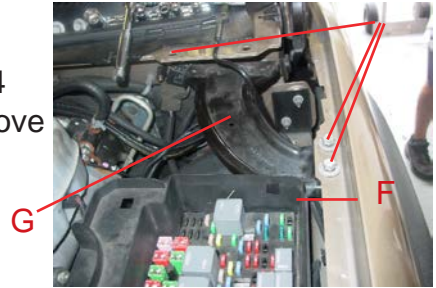
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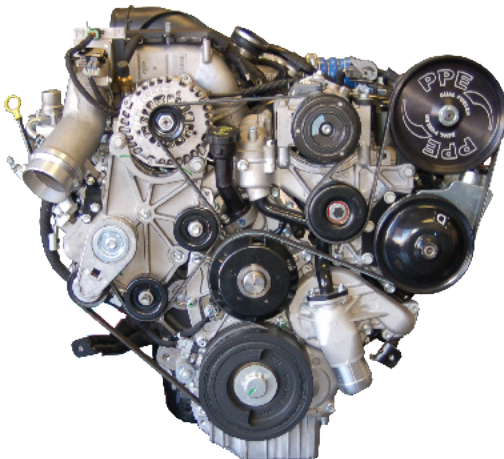
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