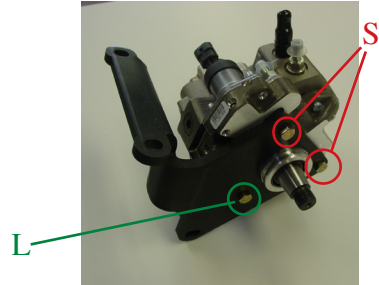
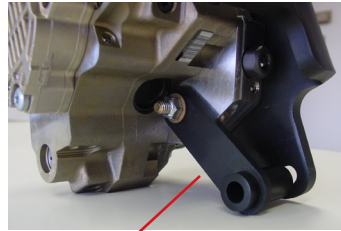


### Appendix B: Fuel Pump with Bracket Assembly

1. Install Main Bracket and insert 3 supplied bolts. Make sure the longer bolt L and 2 shorter bolts S are used as shown.

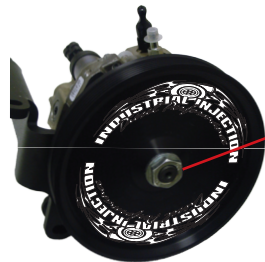


2. Install **Smaller Support Bracket** and secure with washer and nut on the back of the pump as shown. Secure other 2 bolts S with washer and nut on the back of the pump.



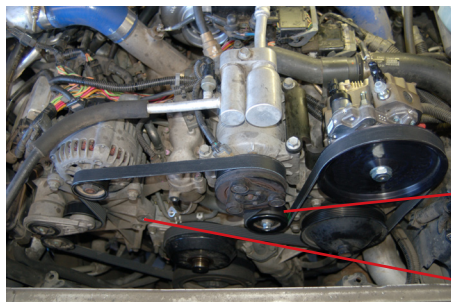
Smaller Support Bracket

3. Pully on pump by placing pully on pump with, washer and nut, and torque fuel injection pump drive pully nut to 52 lb ft.



drive pully nut

### Appendix C: 2001 Installation



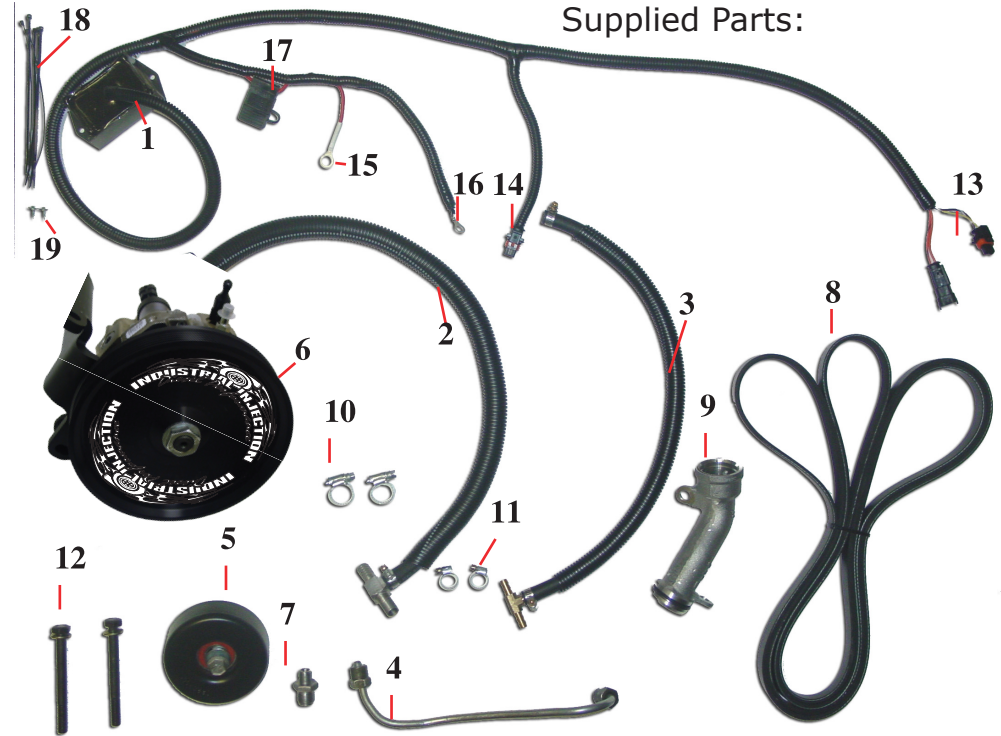
For 01 Installs, move Idler factory idler pully from location **i1** to location **i2**. No other idler pullys are required. Route belt as shown to the left.

Industrial Injection  
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SLC, UT 84104  
www.industrialinjection.com

Technical Support: 800-955-0476

### Dual Fueler CP3 Pump Kit Installation Guide for LB7

Supplied Parts:



- |   |  |
|---|--|
| 1. Control Module   | 9. Oil Filler Tube                                 |
| 2. 3/8" Inlet Fuel Line with Attached 1/2" x 1/2" x 3/8" 'T' Connector      | 10. 2 #6 hose Clamps                               |
| 3. 5/16" Return Fuel Line with Attached 5/16" x 5/16" x 5/16" 'T' Connector | 11. 6 #4 hose Clamps (4 already on hoses)          |
| 4. High Pressure Steel Fuel Supply Line                                     | 12. 2 10x1.5x100 bolts with 2 washers              |
| 5. Idler Pulley with attached parts (02-04 models only, see appendix C)     | 13. Control Module Internal Engine Pump connectors |
| 6. Assembled CP3 Pump, Wheel, and bracket                                   | 14. Control Module Dual Fueler Connector           |
| 7. Fuel Rail Fitting  | 15. Control Module +12V (Red Wire)                 |
| 8. #6 Rib Belt  | 16. Control Module Ground (Black Wire)             |
|   | 17. Control Module Fuse 10A                        |
|   | 18. Control Module Harness Tie Straps              |
|   | 19. Control Module Mounting Screws                 |

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

**DISCLAIMER OF LIABILITY**

This is a performance product which increases horsepower above and beyond factory specifications. As a result, more horsepower creates more stress on the drivetrain components, which could result in drivetrain failure. This product is intended for off-road use only. Use at your own risk.

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.

Industrial Injection 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 one (1) year 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.

Please read these instructions carefully before installing the Xcelerator tuning programs into your vehicle, failure to do so could result in damage to your vehicle's PCM.

User must ensure that the factory "stock" tune is in the vehicle's PCM before installing the Xcelerator tuning program. GM dealer re-flashes are the same as stock factory tune.

Serious engine damage will occur if the Xcelerator tuning program is installed over a non-factory/aftermarket performance tune. Do not try to install the Xcelerator tuning program if there is low battery voltage.

19. Remove original Oil filler tube, install #9, Replacement Oil Filler Tube to allow for belt clearance and assemble with original bolts. Torque 15 lb ft.
20. Route #8 (Replacement Belt) As shown below for 02-04 models. For 01 models refer to appendix C.

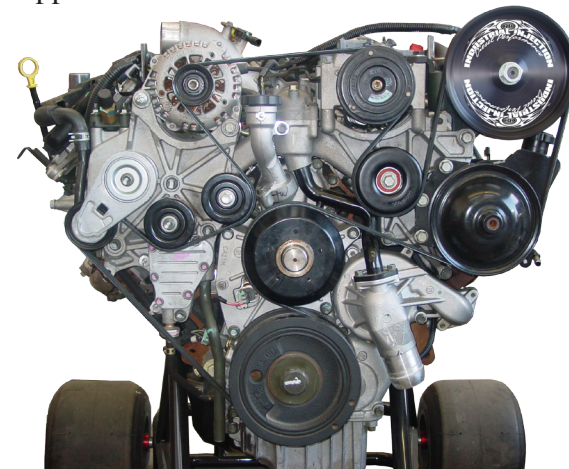
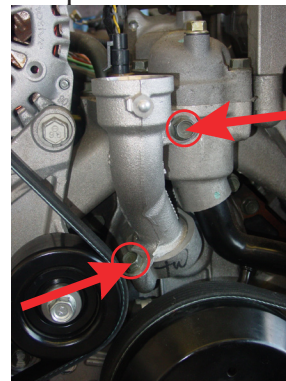


photo shows for 2002-2004 routing

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



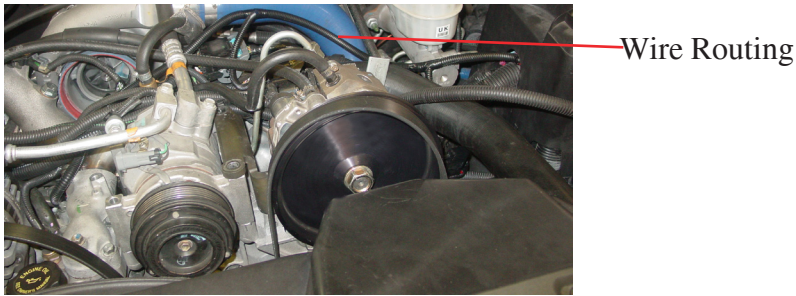
22. Insert 10 Amp Fuse in #17.
23. Engine should be ready to start, prime fuel filter pump to bleed air from system and start engine.

**Appendix A: Troubleshooting**

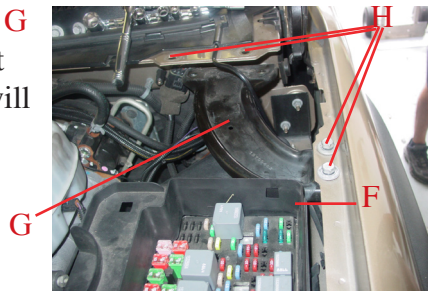
**Engine noisy - Too Much Fuel Pressure**

Cause: Check fuse is good and in controller's fuse holder, and all power connections are secure, including connectors for both pumps are fully plugged in.

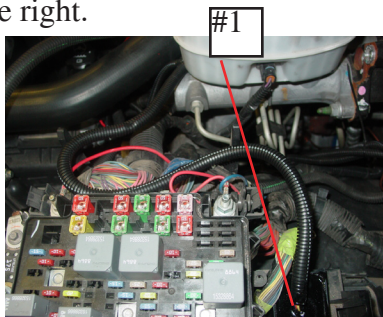
14. Route #1, (Control Module) Wiring from Stock CP3 Pump C as shown and attach to other wiring with #18 (tie straps). Connect #14 to back of Dual Fueler CP3 Pump.



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



16. Remove Fuse box Cover F and place #1 (Control Module) as shown to the right.



(photo is taken from the drivers side of the vehicle)

17. Secure #1 with #19 screws as shown below.



18. Replace fuse box cover F, taking care of not to pinch harness, and re-assemble stock parts G and H as shown in step 15.

**First: Install "Dual Fueler" bracket and pulley if not assembled on pump. Refer to Appendix B on page 8.**

1. 02-04 Models: Remove belt and Install #5 Idler Pully in existing threaded hole on engine bracket as shown below. Torque to 27 lb ft. 01 Models refer to appendix C.

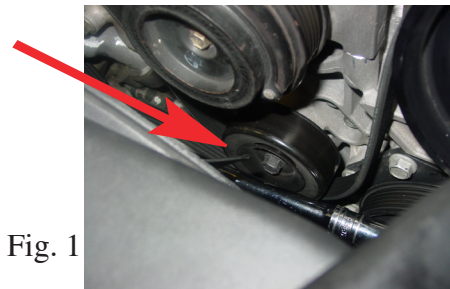


Fig. 1

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

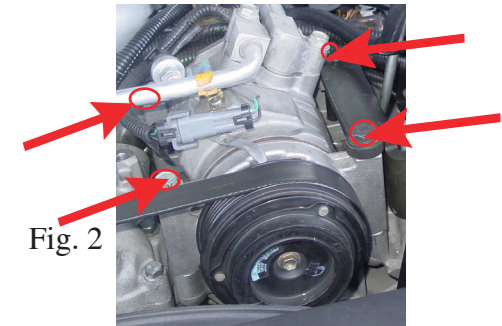


Fig. 2

3. Remove plug from end of fuel rail with a TB50 Torx wrench or socket and install #7, Fuel Rail Fitting.

**Important: Early Model LB7 trucks may have a block off plate behind torx plug fitting, if so Remove this block off plate and drill out to same size as supplied fuel rail adapter fitting.**

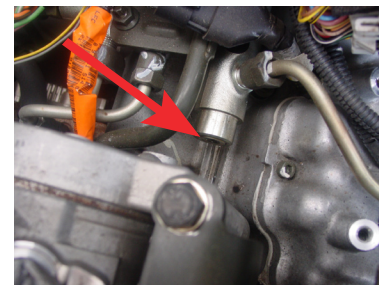
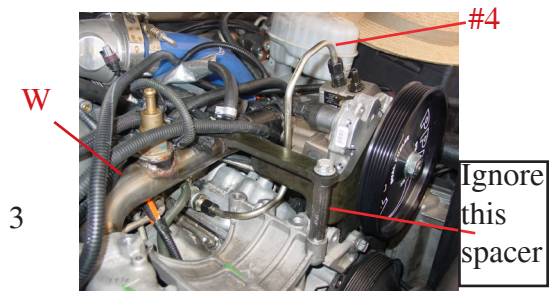


Fig. 3

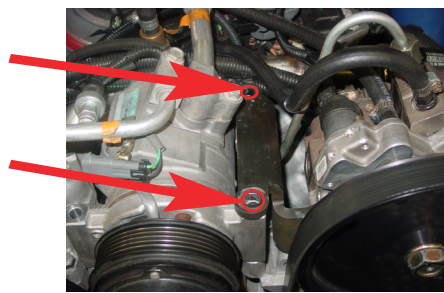
4. Remove Water Line W so to access the #4 steel high perssure line when A/C compressor is placed back and Dual Fueler is installed.

Then attach #4, Steel high pressure line, BUT DO NOT TORQUE IT YET! Route it so it will lay under A/C compressor.

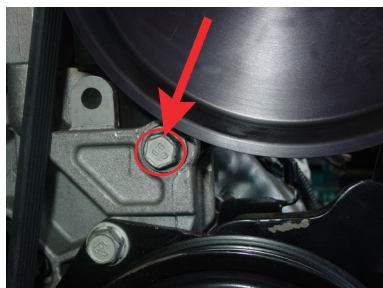


Ignore this spacer

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

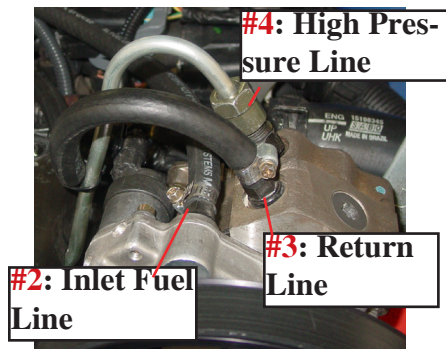


6. Install 1 factory A/C Bolt that you removed from top of A/C Unit into bottom of Dual Fueler bracket.

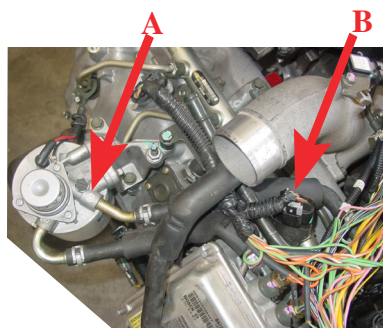


7. Then torque **#4 high pressure line nut** on both ends to 30 ft lb. Re-install **Water Line W** See figure 4 on step 4.

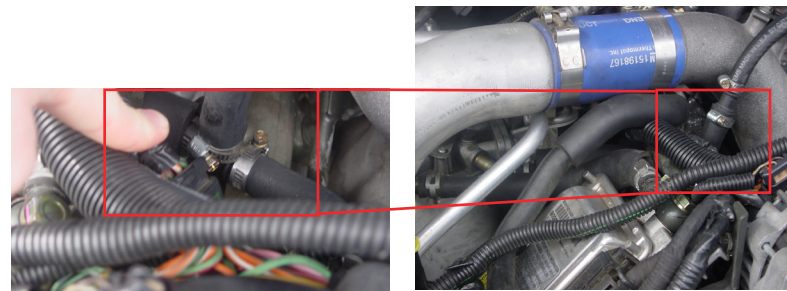
8. Attach lines by part number as shown below:



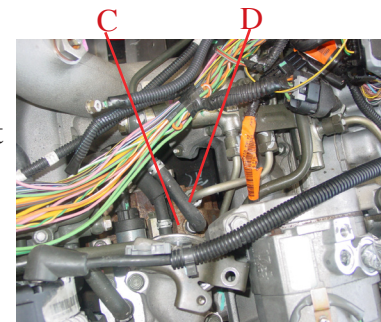
9. Follow flow direction arrow **A** exiting from fuel filter housing in order to locate fuel supply hose **B**.



10. Cut back rubber sleeve **B**. Cut stock fuel supply line and insert supplied **#2 1/2"x1/2"x3/8"** 'T' connector in between 1/2" fuel supply line, secure with **#10 1/2"** hose clamps.



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



Now all 3 lines should be connected to the Dual Fueler Pump and to the engine in the correct spots.

12. Locate Stock CP3 Pump **C** from step 11, and locate electronic control wire harness **E**. Unplug wire Harness **E**.

13. Plug Wire Harness **E** into **#13**, then plug other end of **#13** back into Stock CP3 Pump **C**.

