

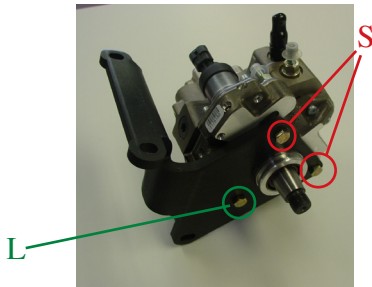
Appendix A: Troubleshooting

Engine noisy - Too Much Fuel Pressure

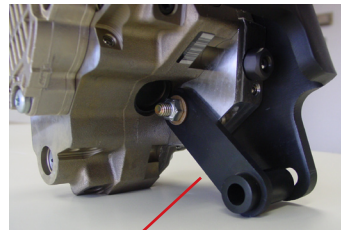
Cause: Check fuse is good and in controller's fuse holder, and all power connections are secure, including connectors for both pumps are fully plugged in.

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.

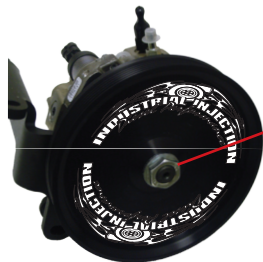


2. Install **Smaller Support Bracket** and secure with washer and nut on the back of the pump as shown. Secure other 2 bolts S with washer and nut on the back of the pump.



Smaller Support Bracket

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



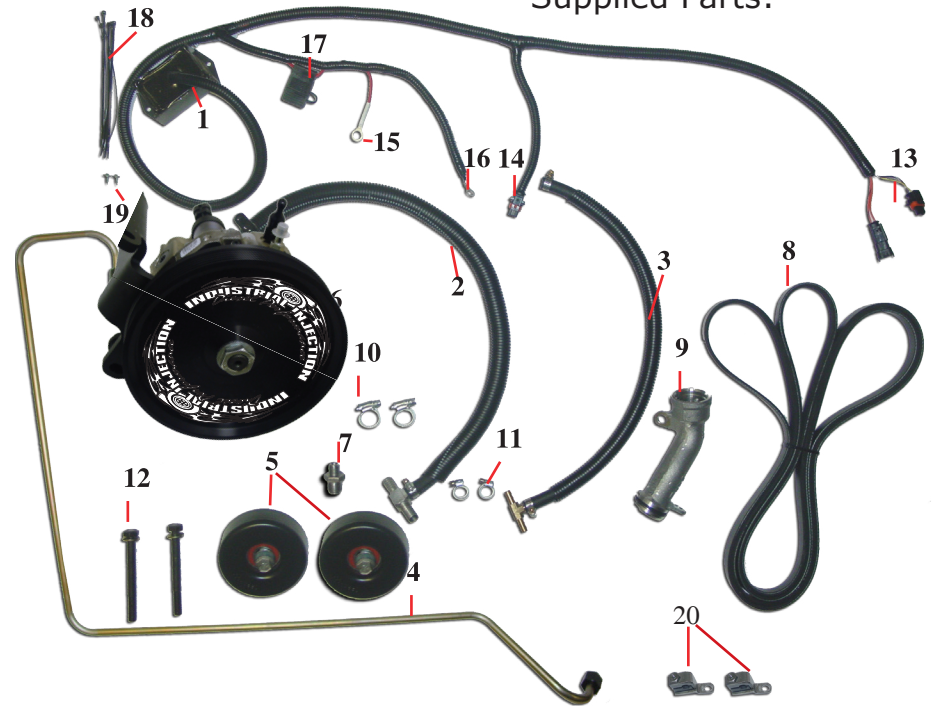
drive pulley nut

Industrial Injection
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Dual Fueler CP3 Pump Kit for LLY
Technical Support: 800-955-0476

Dual Fueler CP3 Pump Kit Installation Guide for LLY

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 4. High Pressure Steel Fuel Supply Line 5. two Idler Pulleys with attached parts 6. Assembled CP3 Pump, Wheel, and bracket 7. Fuel Rail Fitting 8. #6 Rib Belt 9. Oil Filler Tube | <ol style="list-style-type: none"> 10. 2 #6 hose Clamps 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 19. Control Module Mounting Screws 20. two Fuel Supply Line Mounting Brackets |
|--|--|

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.

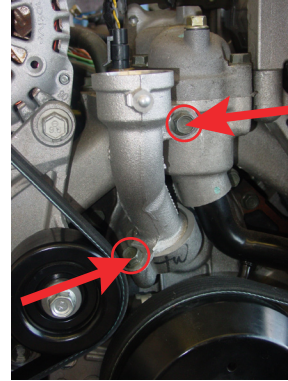
The installation of this product indicates that the buyer has read and understands this agreement and accepts its terms and conditions.

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.

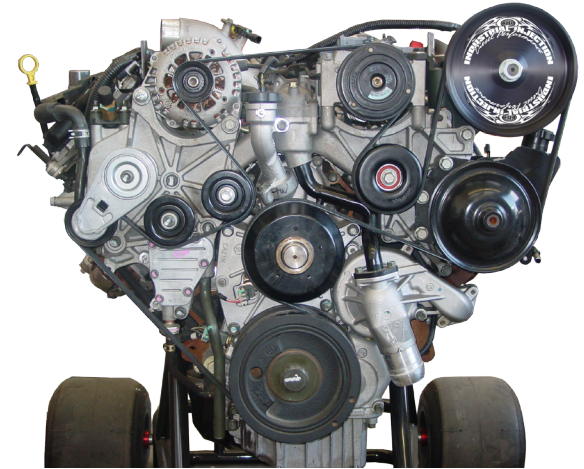
User must ensure that the factory "stock" tune is in the vehicle's PCM before installing the Xcelerator tuning program. GM dealer re-flashes are the same as stock factory tune.

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.

22. 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.



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

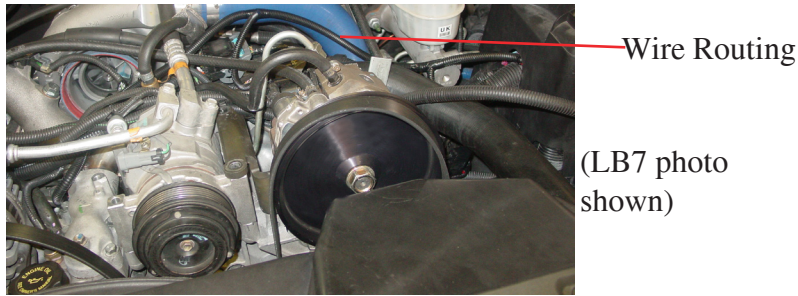


24. Connect #15 Red Wire to 12V constant battery jumper terminal stud, and #16 ground wire to terminal stud mounting bolt as shown.

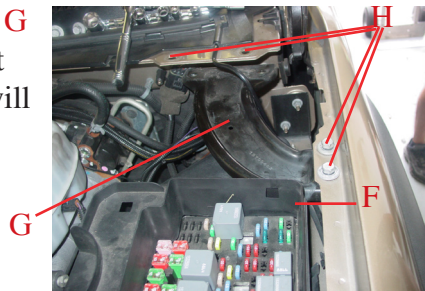


25. Insert 10 Amp Fuse in #17.
26. Engine should be ready to start, prime fuel filter pump to bleed air from system and start engine.

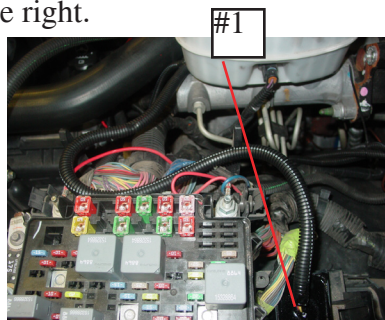
17. Route #1, (Control Module) Wiring from Stock CP3 Pump C as shown and attach to other wiring with #18 (tie straps). Connect #14 to back of Dual Fueler CP3 Pump.



18. 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.



19. 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)

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



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

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

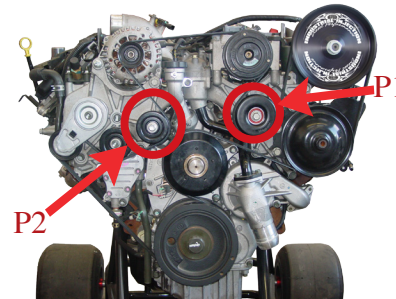


Photo shows both #5 Idler Pulleys to be installed P1 and P2.

2. Remove Factory Idler Pully in location P2.



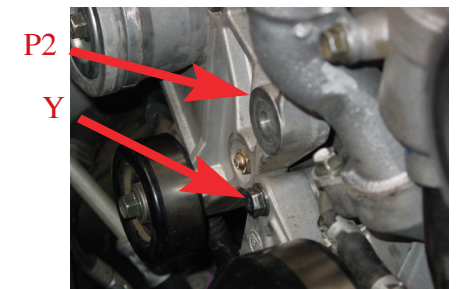
4. Shave the top of bolt Y until lip of bolt Y is gone and looks like example below, then replace bolt Y and install #5 Idler Pully in location P2 as shown in step 3 photo. (Shaving of Bolt Y allows for #5 Idler Pully not to catch on it.)



1. Remove belt and Install 1 #5 Idler Pully P1 in existing threaded hole on engine bracket as shown below. Torque to 27 lb ft.



3. Remove bolt Y shown below location P2.



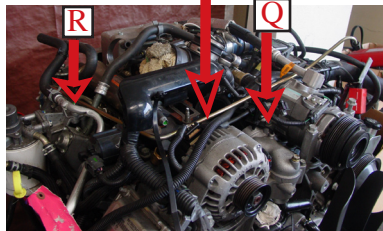
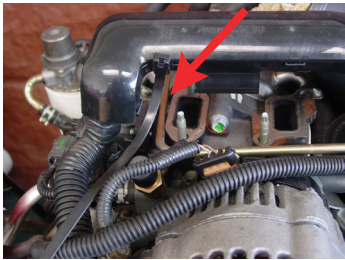
5. Remove plug from end of fuel rail with a TB50 Torx wrench or socket and install #7, Fuel Rail Fitting. (photo shows with #4 high perssure line installed.)



INDUSTRIAL INJECTION

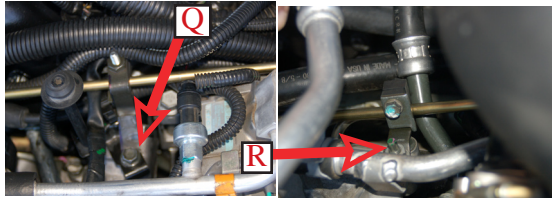
Dual Fueler CP3 Pump Kit for LLY

6. Remove Intake Manifold to lay **#4 high pressure line** as shown between intake manifold and EGR.

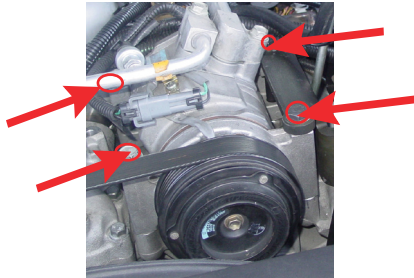


IMPORTANT: If these brackets are not installed properly high pressure line will resonate and it will fail!

7. Install **#20 Bolt on Brackets** to **#4 High Pressure Line** as shown to thermostat housing bolt **Q** and stud **R** next to fuel filter bracket.



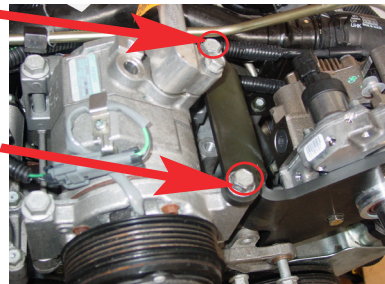
8. Remove **4 A/C Bolts** as shown and set **A/C compressor** to the left of the engine to access fuel return line.



9. 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.



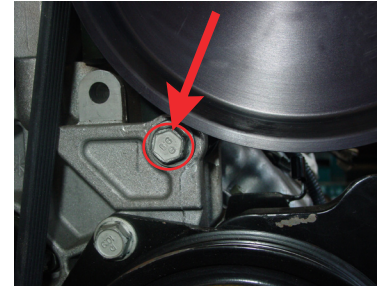
10. Replace A/C compressor, and reinstall Factory bolts on the left hand side. Place **#6, (Dual Fueler Assembly bracket with pump)** on top of the Right A/C Compressor bolt holes on the right hand side and use **#12 bolts** to attach Dual Fueler Bracket Assembly to A/C Compressor, torque 37 lb ft. Save 1 original A/C bolt for the next step.



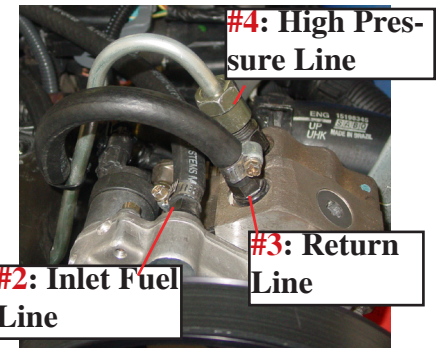
INDUSTRIAL INJECTION

Dual Fueler CP3 Pump Kit for LLY

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

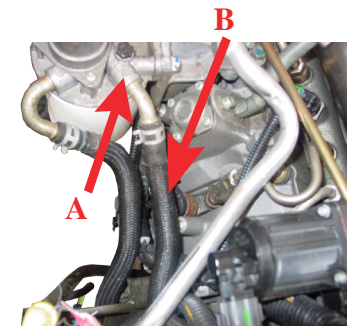


12. Attach lines by part number as shown below:



13. Then torque **#4 high pressure line nut** on both pump and fuel rail ends to 30 ft lb. Re-install **Intake Manifold**.

14. Follow flow direction arrow **A** exiting from fuel filter housing in order to locate fuel supply hose **B**. Cut back nylon sheathing on hose **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.



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

15. Locate Stock CP3 Pump **C**, and locate electronic control wire harness **E**. Unplug wire Harness **E**.

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

