



## **NO WARRANTY STATEMENT**

High performance parts & products no warranty policy: The purchaser understands and recognizes that high performance diesel products and services sold by INDUSTRIAL INJECTION SERVICE. INC. are exposed to many and varied conditions due to the manner in which they are installed and used. INDUSTRIAL INJECTION SERVICE. INC., makes no warranties either expressed or implied including any warranty of merchantability or fitness for a particular purpose.

No salesman, officer, agent or representative of INDUSTRIAL INJECTION SERVICE. INC., is authorized to waive or modify this warranty disclaimer and limitation of damages. Further, no representation, promise, description of goods or affirmation of fact made by any salesman, officer, agent or representative of INDUSTRIAL INJECTION SERVICE. INC., shall be effective to any extent whatsoever to waive or modify this warranty disclaimer and limitation of damages.

All cores due 30 days after invoice date - no credit after 60 days.

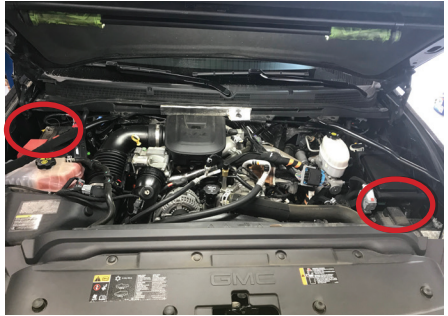
Purchasers of our product(s) agree to accept full responsibility for any loss of factory warranty and or loss of product life cycle attributable to the installation and use of said product(s).

**ALL HIGH PERFORMANCE PARTS & PRODUCTS ARE MADE FOR COMPETITION AND RACE USE ONLY.**

***If you have any questions call us at 1-800-955-0476.***

## STEP 1

Disconnect the negative battery cables from both the passenger side and the drivers side batteries.



## STEP 2

Remove the factory intake assembly and resonator.

*Note: In order to remove the factory intake, you will need to disconnect the upper coolant hose on the coolant bottle, and disconnect the air intake sensors.*



## STEP 3

Disconnect all sensors from factory intake horn, and remove factory intake horn from vehicle.



## STEP 4



Remove the plastic elbow that connects to the turbo, then continue to remove the EGR system from the vehicle if still equipped.



## STEP 5



Remove the factory Y bridge from the valley of the engine.



## STEP 6



To gain access to the front of the engine, we recommend removing the fan shroud and fan. Start by disconnecting the upper radiator hose and moving it out of the way. Remove the upper fan shroud and unbolt the fan hub. Remove the serpentine belt, unbolt the AC compressor and move it out of the way. Once that is out of the way you can continue to remove the fan shroud and fan hub from the vehicle.

*Note: you will need to remove the TCM from the shroud and set it out of the way before you remove the shroud from the vehicle.*

Continued on next page »





## STEP 7

Remove the belt tensioner and the alternator in order to gain access to the front mounting belts of the CP4.



## STEP 8

Remove both of the high pressure fuel lines that route from the top of the CP4 to the passenger side fuel rail.



## STEP 9

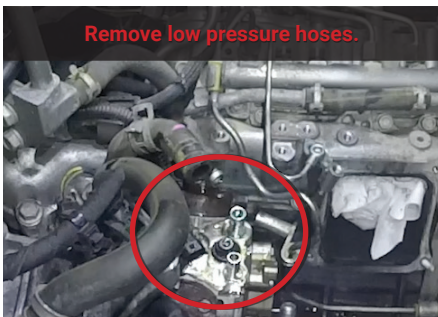
Remove the low pressure fuel line in the valley of the engine to the fuel filter housing. Disconnect the pressure fitting in the valley and loosen clamp at fuel filter housing to remove.

*Note: a new fuel line is supplied for increased pump clearance.*



## STEP 10

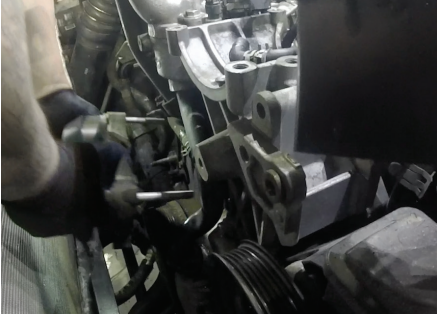
Disconnect and remove the low pressure fuel supply hose and the low pressure fuel return hose from the CP4. Remove banjo bolt from the 9th injector feed line and remove the two bolts securing the feed line assembly to the block.



## STEP 11



In order to gain access to the CP4 mounting bolts you will want to remove the fan pulley and mount. Then twist the water pump outlet pipe to gain access to the CP4 mounting bolts.



## STEP 12



Remove the four CP4 mounting bolts on the front of the engine, then remove the CP4 from the valley of the engine.

*Note: you may need to gently pry on the CP4 to help with removal.*

*Note: make sure all electrical connections are disconnected from the CP4.*



## STEP 13



Remove the green temperature sensor on the bottom of the CP4. Install the sensor into the supplied mounting block and mount it to the empty hole on the drivers side of the AC compressor mounting location. Re-insert the connection.



## STEP 14



Using the supplied plug and cap, install it onto the rail on the third port and tighten.

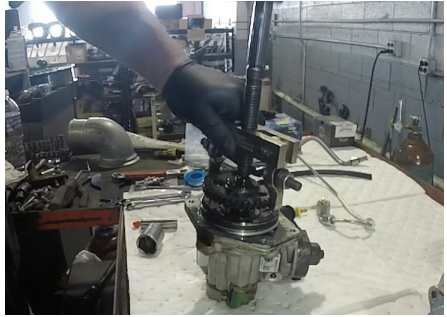




## STEP 15

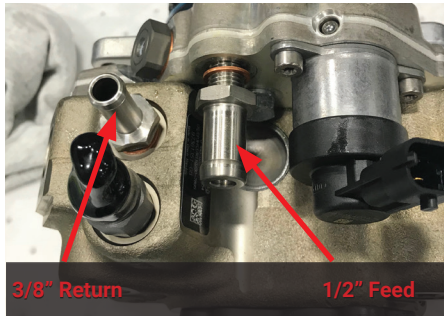
With the CP4 removed from the truck, you can now proceed to remove the gear from the CP4 to re-use on the CP3.

*Note: you may need to use a gear puller in order to remove the gear.*



## STEP 16

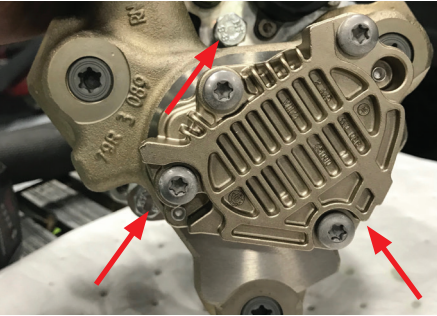
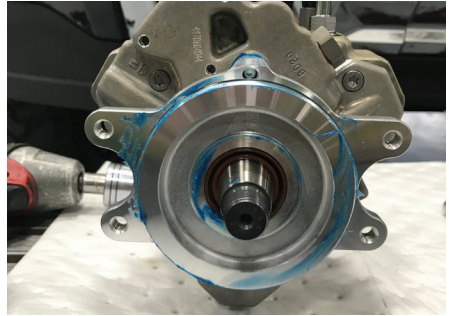
Locate your new CP3 and hardware to prepare for installation. You will first remove the factory return and feed fittings. Replace them with the new supplied return and feed fittings using the supplied copper sealing washers.



## STEP 17



Install supplied CP3 shaft o-ring seal and apply grease. Install supplied CP3 mounting bracket using supplied hardware and lock washers. Then install outer o-ring and apply grease.



## STEP 18



Install the CP4 gear onto the CP3 using the factory CP4 nut. Torque to 85 lb ft.

*Note: when fully tightened, the nut will not be totally threaded onto the CP3 shaft.*





## STEP 19

You can now install the new CP3 into the valley of the engine. Utilize the four factory CP4 mounting bolts to install. Be mindful of the routing of the 9th injector feed line hose. Make sure you do not bump the line and accidentally loosen the banjo bolt.

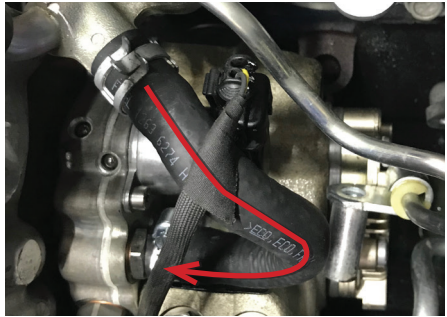
*Note: The feed line banjo bolt to cp3 torque is 89 lb-inch*



## STEP 20

Install the supplied 1/2" fuel feed hose from the filter housing to the CP3.

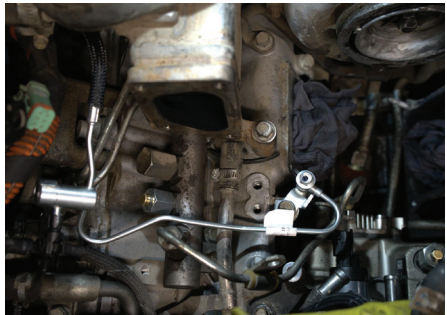
Reconnect the line that goes from the CP3 to the 9th injector hard line.



## STEP 21

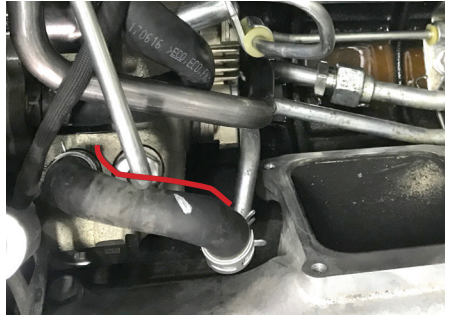
Bolt down the 9th injector hard line assembly. Reconnect the line that goes from the CP3 to the 9th injector hard line.

*Note: Torque the banjo bolt to 89 lb-inch*



## STEP 22

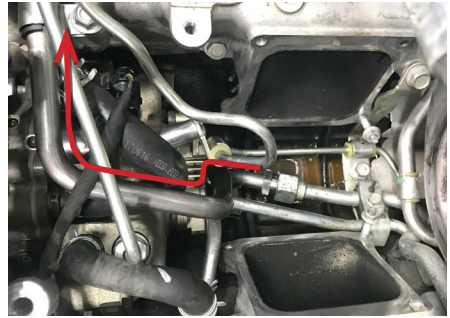
Re-using the factory 3/8" hose, install fuel return hose to the CP3.



## STEP 23

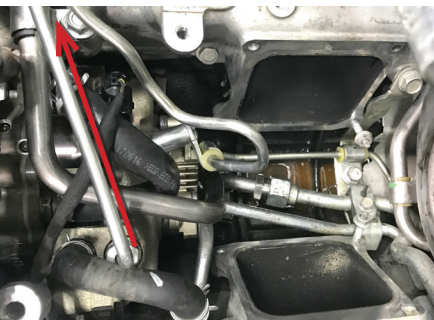
You can now install the supplied low pressure fuel feed hard line in the valley of the engine to the filter housing. Torque to 26 lb-ft.

*Note: Use the supplied lubricant on the threads of the new low pressure feed line, this will help with sealing and prevent fuel leaks and hard starts.*



## STEP 24

You can now install the supplied high pressure fuel line from the CP3 to the passenger side fuel rail.



## STEP 25



You can now re-assemble the remaining parts of the truck that were removed. Before starting your truck be sure to check all fluid levels and top them off if needed.

*Note: before attempting to start your truck, after changing the fuel filter, you will want to bleed the low pressure fuel system.*

*Note: while truck is running, make sure to check all fuel fittings for leaks.*

# **LML Wire Colors**

## **Fuel Control Actuator Wires at CP3 Pump**

- Black & Yellow

## **Pressure Relief Front Of Drivers Rail**

- Purple/White Tracer & Yellow

## **Fuel Temp Sensor in New Aluminum Block**

- Brown/Grey Tracer & Brown/White Tracer



***INDUSTRIAL***  
***I N J E C T I O N***

800-955-0476

2858 South 300 West  
Salt Lake City, Utah 84115

[www.industrialinjection.com](http://www.industrialinjection.com)