

Installation Manual
P/N MK21318-BLK (non-heated)
P/N MK21318-BLKH (heated)



MK-2 High Flow Fuel Filter Kit

2013-2018 6.7L DODGE CUMMINS

Installation Instructions

P/N MK21318-BLK (non-heated)
P/N MK21318-BLKH (heated)

GDP MK-2 High Flow Fuel Filter Kit Installation

PLEASE READ ALL INSTRUCTIONS BEFORE BEGINNING INSTALLATION

Safety Guidelines!

WARNING! Always secure the vehicle from rolling.

WARNING! Always disconnect vehicle batteries before working on electrical components.

WARNING! Always wear safety glasses when operating power tools such as drills and grinders or using punches and chisels.

WARNING! Always properly secure fuel lines and wiring to prevent chaffing.

WARNING! Always have a fire extinguisher available when working with fuel systems.

PLEASE WORK SAFELY!

MK-2 High Flow Fuel Filter Kit Contents



Qty Item Description

1	GDP Cylinder Head Mounting Bracket
1	Red Backing Plate
1	Fleetguard Filter Head
1	FF5814 - 2 Mic Fleetguard Nanonet Fuel Filter
1*	Fuel Heater Kit
4	3/8" Mounting Bolts and Lock Washers
2	5/16" x 3/4" Flange Head Bolt
2	45° FJIC x 3/8" PushLok Fitting
1	Straight FJIC x 3/8" PushLok Fitting
2	1/2" MPT x MJIC Adapters
1	GDP Stainless Metric to MJIC Adapters w/O-ring
2	3/8" Hose Clamps
1	8' Section 3/8" Parker PushLok Hose
1	Dorman 800-009 Quick Connect Line Release Tool

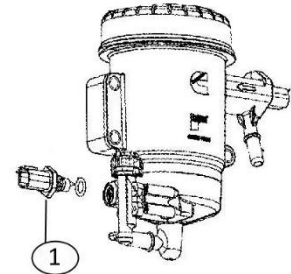
* Optional Item

Please check your parts inventory against the above parts list before beginning your installation.

Preparation

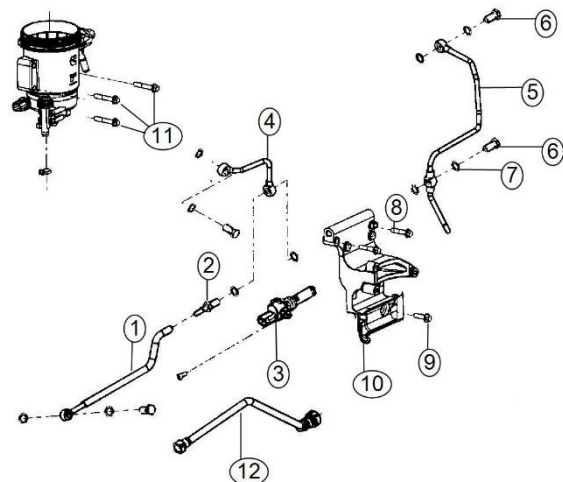
- 1) Secure vehicle from rolling.
- 2) Disconnect both batteries.
- 3) Raise vehicle and support safely if needed.
- 4) Drain fuel filter housing into an approved container via the water/fuel separator.
- 5) Disconnect the electrical connectors for the stock WIF (water in fuel) sensor and fuel heater located on the front and back of the stock fuel filter housing.
- 6) Completely remove the stock Quick Connect feed line that runs from the bottom of the filter housing to the injection pump. Remove the injection pump inlet fitting.
- 7) Disconnect the Quick Connect feed line that runs from the frame rail to the back of the stock filter housing.
- 8) Remove the three bolts that mount the stock filter housing to the mounting factory bracket and remove the filter housing.

- 9) If you have purchased the WIF Fooler plug it into the factory harness at this time. If not, remove the WIF sensor (item 1) from the stock filter canister, plug the stock WIF sensor back in to the factory harness and zip tie the sensor up and out of the way so that the probes don't touch any metal. This will keep your WIF light on the dash turned off.



- 10) If you have purchased the optional GDP Filter Eliminator proceed to step 11. If not skip to step 15.

- 11) Remove the banjo bolt (item 6) from the rear of the filter bracket. Save the sealing washers for reuse.
- 12) Disconnect the Quick Connect fitting from the return line (item 1) at the filter bracket and remove the QC fitting (item 2). Save the sealing washer for reuse.
- 13) Remove the three mounting bracket bolts (items 8 and 9) and remove the filter bracket.

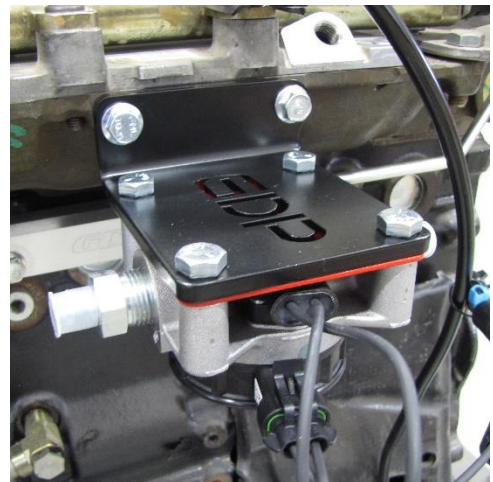


- 14) Install the GDP Filter Eliminator by reversing steps 11 through 13 above. You are now ready for installation of the MK-2 kit.

GDP MK-2 High Flow Fuel Filter Installation



- 15) Holding the bracket in place install two 5/16" x 3/4" flange head bolts in the top two holes indicated above.
- 16) Tighten both mounting bolts.
- 17) Install the 1/2" MPT to MJIC adapters in the filter head and tighten. We recommend the use of a thread sealer on the adapter to filter head threads to avoid leaks. Remember that pipe fittings will only go in 2-3 threads before they are tight. **Do NOT try to run them all the way into the filter head.**
- 18) Attach the filter head and backing plate to the mounting bracket using the supplied bolts and lock washers and tighten. Make sure that the flow direction arrows on the filter head will be facing forward when the head and bracket are installed on the truck.



*Shown with optional heater

Big Line Installation

- 19) Install the supplied metric adapter with O-ring in the injection pump. Snug the adapter. There is no need to over-tighten.
- 20) Install a 45° PushLok fitting in the supplied hose making sure that it is fully seated. Loosely connect this fitting to the adapter at the front of the MK-2 filter head.
- 21) Loosely install the straight PushLok fitting on the adapter at injection pump inlet to measure for hose length.
- 22) Measure the new hose coming from the MK-2 Filter outlet to the new injection pump connection and cut to length.
- 23) Remove the straight fitting from the injection pump adapter and install in the end of the hose coming from the new line coming from the filter head. This will be easier to do if the line is removed from vehicle. You now have a completed line.
- 24) Reinstall the completed line on the vehicle and tighten. Your Big Line Kit installation is now complete.

Feed Line to Filter Canister Installation

- 25) Locate the feed line (disconnected in step 7) that ran from the frame rail to the stock filter housing. Trace this line down to where it connects to the hard line on the frame rail.
- 26) Depending on the model year of your truck the connection will be either the nylon line pressed on to the end of the hard line on the frame rail or a quick disconnect coupler. If the line is pressed on split the nylon with a utility knife to expose the end of the hard line. If your truck is equipped with a quick disconnect remove the safety retainer clip from the connector. Now remove the quick connect fitting using the supplied Dorman 800-009 quick connect release tool.



- 27) Install the remaining 45° PushLok fitting in the end of the supplied hose and loosely attach this fitting to the inlet adapter of the new MK-2 filter inlet. Route the hose down the now exposed end of the hard feed line.
- 28) Cut the hose to length and make the connection to the factory hard line using the supplied clamps. We have included two clamps if you would prefer to double clamp this connection.

Finishing Up

- 29) **Heater Option:** If you have purchased the heated version of the MK-10 you can now plug the heater into the factory harness.
- 30) Install the supplied FF5814 Nanonet filter and tighten.
- 31) Secure all hoses as needed.
- 32) For fast priming we recommend the “bump to prime” method. Disconnect the line from the injector pump inlet and place it in a catch container. Bump the starter but do not allow the vehicle to start. You should hear the lift pump running in the fuel tank. Wait 20 seconds or until you see fuel in the container. If no fuel is present repeat this step until the remaining air is purged from the system. Once fuel is present, reconnect the line to the injection pump inlet and tighten.
- 33) Start the engine and verify fuel pressure.
- 34) Check all connections for leaks and make sure all hoses are clear of moving parts.
- 35) Test drive the vehicle.

The optional aluminum pressure tee can be placed anywhere in the new fuel line between the filter and the injection pump inlet that offers easy sender access.

For those of you that prefer a different brand of filter here is a cross reference list of filters that will fit the head used in our kits.

Caterpillar Filter 1R-0750
Donaldson P551313
Wix 33528
AC Delco TP1326
Purolator F65213
Hastings FF1079

Fleetguard FF5320
Baldwin BF7633
Luber-Finer LFF3347
Fram P8334
NAPA FIL3528

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