



6.4 Dual Fueler Installation instructions

Kit Contents for kit w/o pump

1-Mounting bracket

1-pump pulley

1-hp fuel line set

1-serpentine belt

1-idler pulley

3-10mm/25mm flange head bolts

3-3/8"X1.5" allen head bolts

2-20mm X 6mm flange head bolts

2-6mm flange nuts

4-hp fuel line clamps

1-Dual Fueler wiring harness

Added components for kits with pump

1-hpfp

1-washer

1-10mmx1.5 LH threaded bolt

(note: the pump that is mounted on the belt line must be reverse flowed)

1. To prep truck for installation remove air intake, down pipe, serpentine belt and passenger battery.
2. Install bracket where dual alternator mount is located. Leave bolts loose to allow for adjustment after pump is mounted.



3. Remove old idler pulley and install new one included in kit

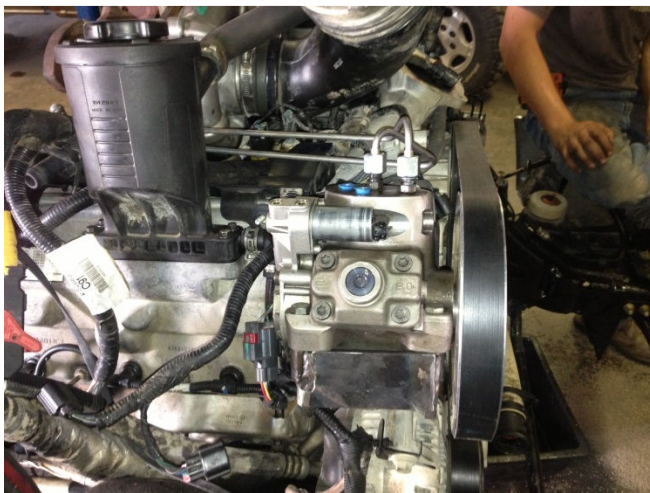


4. Mount pump to bracket. Using allen bolts. The battery box will have to be clearanced. Using the pump pulley in the kit mark out where they will intersect and trim battery box to suit.



Notice: the A/C lines and battery cables will have to be moved slightly to keep from contacting the pulley. Use good judgment when fastening lines out of the way.

5. Route the belt as shown in the picture. The upper fan shroud support will have to be removed as it will intersect with the new belt routing. Take caution to make sure bracket is adjusted so pulley and pump run true with the belt line (alignment dowels need to be removed from pump). Because of the variance of the castings that the kit mounts to, extra tolerance was left to allow for adjustment of the pump position. After positioning and aligning the belt tighten all fasteners. Then tension the belt.



6. After pump is mounted and belt ran you will need to install the hp fuel lines. You will have to unbolt the heat shield from the

factory pump cover in order to gain access and remove the old hp line. Save the clamp in order to reuse it. Route the lines as shown in the pictures and tighten fittings. You may have to tweak the lines due to manufacturing tolerances and shipping strains that may cause them to be slightly off. Reinstall factory clamp onto hp fuel line in factory location. The other clamps are used to clamp the lines together in two places so that they do not vibrate. Install these equal distance from each other on the straight part of the lines.



7. Remove old jumper harness from in between the factory hpfp and the main engine harness. The new harness included will hook right in place of it and have a lead that goes to the new secondary pump.
8. Reinstall downpipe, heat shield and all other items that were removed for assembly. This kit requires you to run your own fuel supply to and from the secondary pump. Due to the various different fuel systems we cannot include all the various fittings and hoses for every system. The picture below is an example of how the low pressure fuel line could be run to it. Also note that the intake elbow must be changed from factory to a style that allows enough clearance to fit the pulley.



9. Upon startup check for clearance and fitment for all moving parts, wiring, lines and hoses. Check belt alignment and tension. Check for leaks.

If there are any questions or concerns email:

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Or call 1-217-691-1909

Thank you for your purchase!

Sincerely, everyone at Midwest Diesel & Auto

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