

INDUSTRIAL I N J E C T I O N



Dual CP3 Kit Installation Instructions

2007 - 2012

Dodge 6.7L Cummins



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Before installing any powder coated piping, the pipes should be thoroughly cleaned with hot soapy water inside and out.

STEP 1



Disconnect batteries and drain engine coolant.



STEP 2



Disconnect fan clutch connector and remove upper radiator hose.

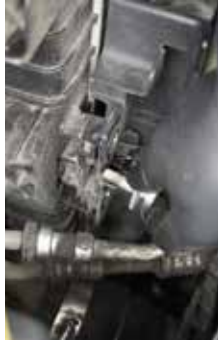
Note: Early models fan clutch connector is located near the bottom of the fan shroud on the drivers side.



STEP 3

Remove fan shroud and fan clutch assembly.

Note: Hardware location on fan shroud varies by model.



STEP 4

Break bolts loose on fan pulley, relieve tension of the belt, then remove fan pulley and remove belt.



STEP 5



Remove intake horn assembly.

Note: It may help accessibility to remove the #1 fuel line.



STEP 6



Remove factory high pressure fuel line from CP3 to rail.



STEP 7



Disconnect fuel feed and return lines from fuel filter housing to CP3. Remove factory quick connects from fuel lines to re-use with supplied fuel lines. Remove bolt and sealing washer from the return port on the CP3 to re-use.

Note: You may want to remove fuel filter housing from side of block on later models for easier access to lower quick connect.

Note: You may want to disconnect FCA and move the harness out of the way to gain access to the fuel lines.

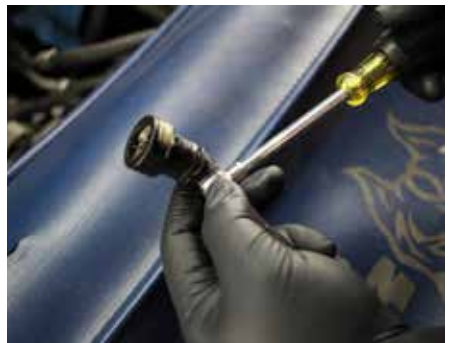
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STEP 8



Using supplied hose clamps, supplied longer feed, and supplied longer return lines; install factory angled fuel quick connects into the longer feed and return lines and clamp. Then install into the filter housing. Reinstall filter housing to engine block if previously removed.





STEP 9



Install supplied banjo fitting to the return port on the CP3 re-using the bolt and sealing washer previously removed. Install previously removed straight quick connect into supplied shorter fuel feed line and clamp. Install quick connect to the factory CP3.





STEP 10

Install supplied fuel T into the feed line from the bottom of the filter housing and clamp. Measure and cut the feed line from the factory CP3 to fit to the fuel T. After it is cut to fit, install onto the T using the supplied clamp.



STEP 11

Install the other supplied fuel T into the supplied short return line and clamp. Install other end of T into the return line coming from the filter mounting block and clamp. Install onto banjo fitting and clamp.



STEP 12



Install supplied return and feed hoses for the secondary pump onto the T's and clamp.

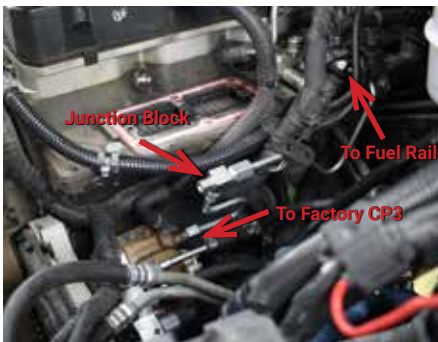
Note: Longer hose is for return.



STEP 13



Install supplied high pressure fuel lines and fuel junction block. One to the fuel rail and one to the factory CP3 and tighten.



STEP 14



Remove wiring mount from the block and tuck the wires out of the way. Install secondary CP3 bracket and tighten.



STEP 15



Re-install intake horn and tighten. If previously removed re-install #1 fuel line and tighten.



STEP 16



Install supplied high pressure fuel line into the junction block. Do not fully tighten. Install secondary CP3 into the bracket using supplied hardware and tighten.

Note: longer bolt goes on the bottom of the CP3.



STEP 17



Install high pressure feed line to the secondary CP3 and tighten. Also tighten at the junction block.



STEP 18

Install low pressure feed and return lines to the secondary CP3 and tighten with supplied clamps.



STEP 19

Remove the factory idler pulley. Re-use the factory bolt & spacer and install the supplied pulley using supplied washer.

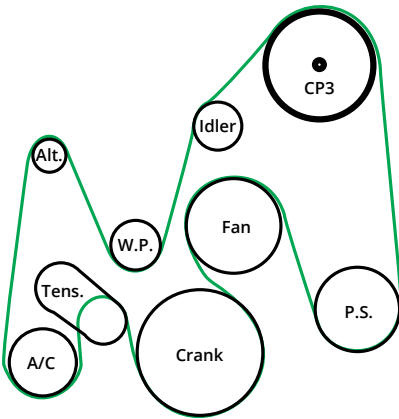


STEP 20



Start to route the supplied serpentine belt, then re-install the fan pulley adapter. Install the supplied CP3 pulley using supplied washer and nut then finish installing the serpentine belt and tighten everything.

Note: Make sure all lines and wires are out of the way of the belt. You may need to gently bend the transmission cooler lines on automatic transmission equipped trucks.



STEP 21



Re-install the fan and fan shroud. Reconnect the fan harness.



STEP 22



Install 45° boot to the thermostat housing. Using the supplied 90° boot, you will need to measure and cut to fit. Then install a straight piece onto the drivers side of the radiator and tighten with clamp. Depending on your radiator, you may need to use the flared end of the boot.



STEP 23



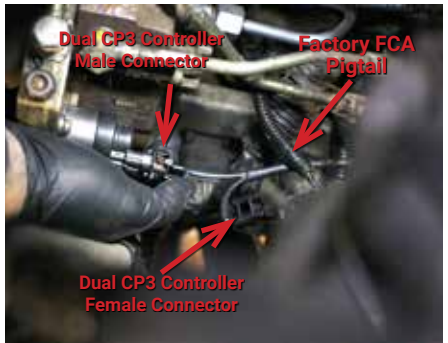
Install supplied coolant cross over pipe from drivers side to thermostat housing and tighten with supplied clamps. Then install supplied support bracket and P clamp utilizing the valve cover hardware to mount the bracket.



STEP 24



Install the dual CP3 controller by first connecting the single connector to the secondary pump and the split connector to the factory pump and engine harness. Using a test light, locate a key-on power source from the fuse box. Install supplied fuse into the top of the fuse tap. Remove factory key-on fuse and install into the bottom of the fuse tap. Install fuse tap into location of factory fuse previously removed. Using the supplied eyelet, crimp it onto the black wire from controller and connect to a good clean ground. Using supplied hardware securely mount the control box on a secure location.



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STEP 25



Re-connect batteries, refill all fluids and double check all fittings before starting the truck. Start the truck and check for any leaks. Take the truck on a test drive to ensure everything is functioning properly.

Enjoy your Industrial Injection Dual CP3 kit.

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