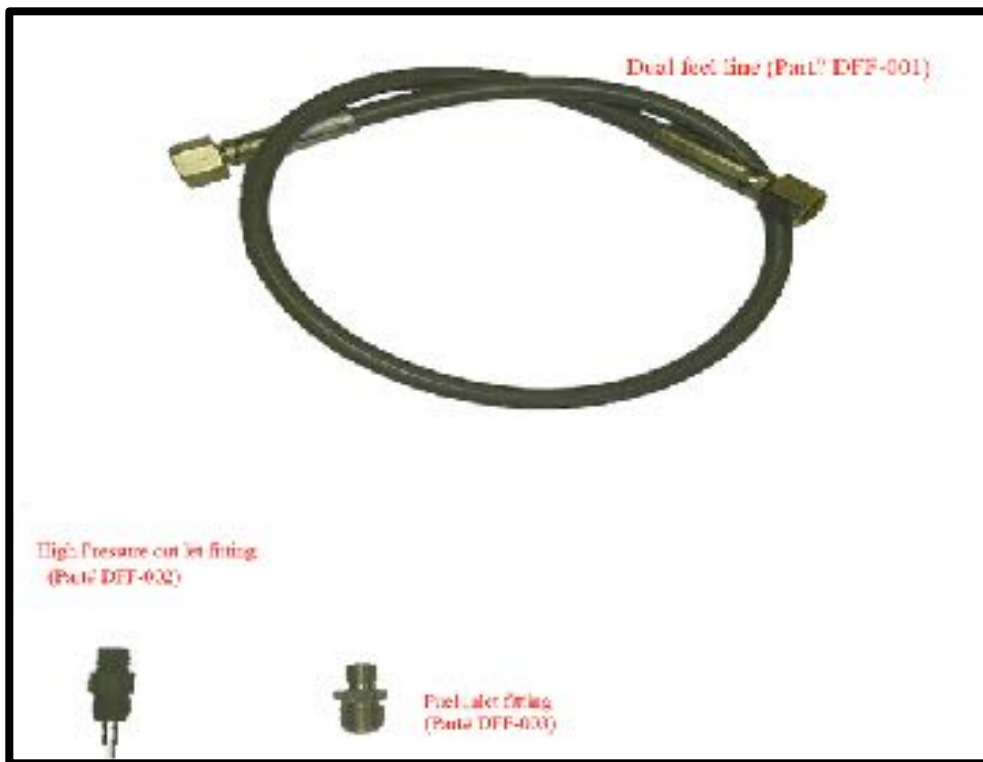




## Dual Feed Line installation instructions 5.9L Dodge Cummins 2003-2007



Kit includes:

Qty:

- |    |                              |         |
|----|------------------------------|---------|
| 1. | High pressure fuel line      | DFE-001 |
| 2. | High pressure outlet fitting | DFE-002 |
| 3. | Fuel inlet fitting           | DFE-003 |

Step 1:

Disconnect ground cables from both batteries. Inspect all parts and make sure they are free from defect and debris. Using compressed air, clean new parts.

Note: Clean exterior of pump and rail before attempting to install the Dual Feed Line. The smallest amount of dirt or debris can fail the Bosch high pressure fuel system.

Step 2:

Remove air inlet horn from engine.

Step 3:

If applicable, remove TPS/Throttle positioning housing bolts (Three 13mm bolts) and move the TPS/Throttle positioning housing out of the way.

Step 4:

Disconnect the power cable to the FCA on the CP3 fuel injection pump.

### Installation of the high-pressure outlet fitting PN# DFF-002

Step 5:

In the common rail injection pump start by using a T-50 torques bit. Place the bit in the plug located on the bottom of the injection pump under the gear pump. (Figure 1) **Note:** Tap torques bit with hammer a few times before removing to prevent the plug from being stripped.

Using a mirror watch for the checkball in the pump, it will stay in the pump or it may fall as plug is removed. The checkball will be reused. Be prepared to catch the check ball if it falls from pump.



Figure 1

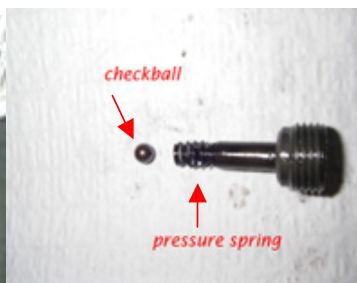


Figure 2



Figure 3

Remove the pressure spring from the stock plug and press it onto the new high-pressure fitting. (Figure 2-3) Using a mirror make sure the checkball is in the pump before installing the pressure fitting. Once you have verified the ball is in the pump you can proceed with installation of the fitting. If the checkball is not in the pump, using white

lube/grease, stick it to the end of the pressure valve. Make sure it does not fall off as you install it into the pump. (Figures 4-5)



(Figure 4)



(Figure 5)

**Step 6:**

Attach the high-pressure dual fuel line to the new fitting on the injection pump and tighten securely. Run the high pressure fuel line out of the injection pump under air inlet horn of engine and up towards the hood.

**Step 7:**

Remove the banjo bolt from top of pressure relief valve. Do not discard banjo bolt or washers. Slightly move the fuel return line out of the way that the banjo bolt was threaded into. Remove pressure relief valve from rail and replace with high pressure inlet fitting. (DFF-003) Re-secure the pressure relief valve, banjo bolt and washers to the original fuel return line. (Re-securing pressure relief valve to the fuel return line prevents backflow of fuel returning to the tank)



**Step 8:**

Route Dual fuel line up from pump and into the new high pressure inlet fitting installed in the rail. Note: Do not kink or over bend the new Dual Feed Line. Also, make sure that the new dual feed line is not touching the block or anything that may rub it and cause damage to the line. If it is touching any part under the hood you will need to protect the line with a protective sheath. (Rubber hose)

Step 9:

Reinstall the air intake horn, Reinstall TPS, Reconnect the FCA wire harness. Reconnect batteries. Reconnect anything you may have disassembled. **Note:** Double check all of the connections, fuel lines, and junction block to the injection pump before starting the truck.

Thank you for your continued business with Industrial Injection Services.  
We look forward to working with you in the future. If you have any questions or concerns please feel free to contact us:

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