

advanced FLOW engineering

Instruction Manual P/N: 42-14022

Make: **GM** Model: **2500/3500** Year: **2011-2016** Engine: **V8-6.6L (td)**

Fuel Pressure: **8-10 psi (boost operated)**

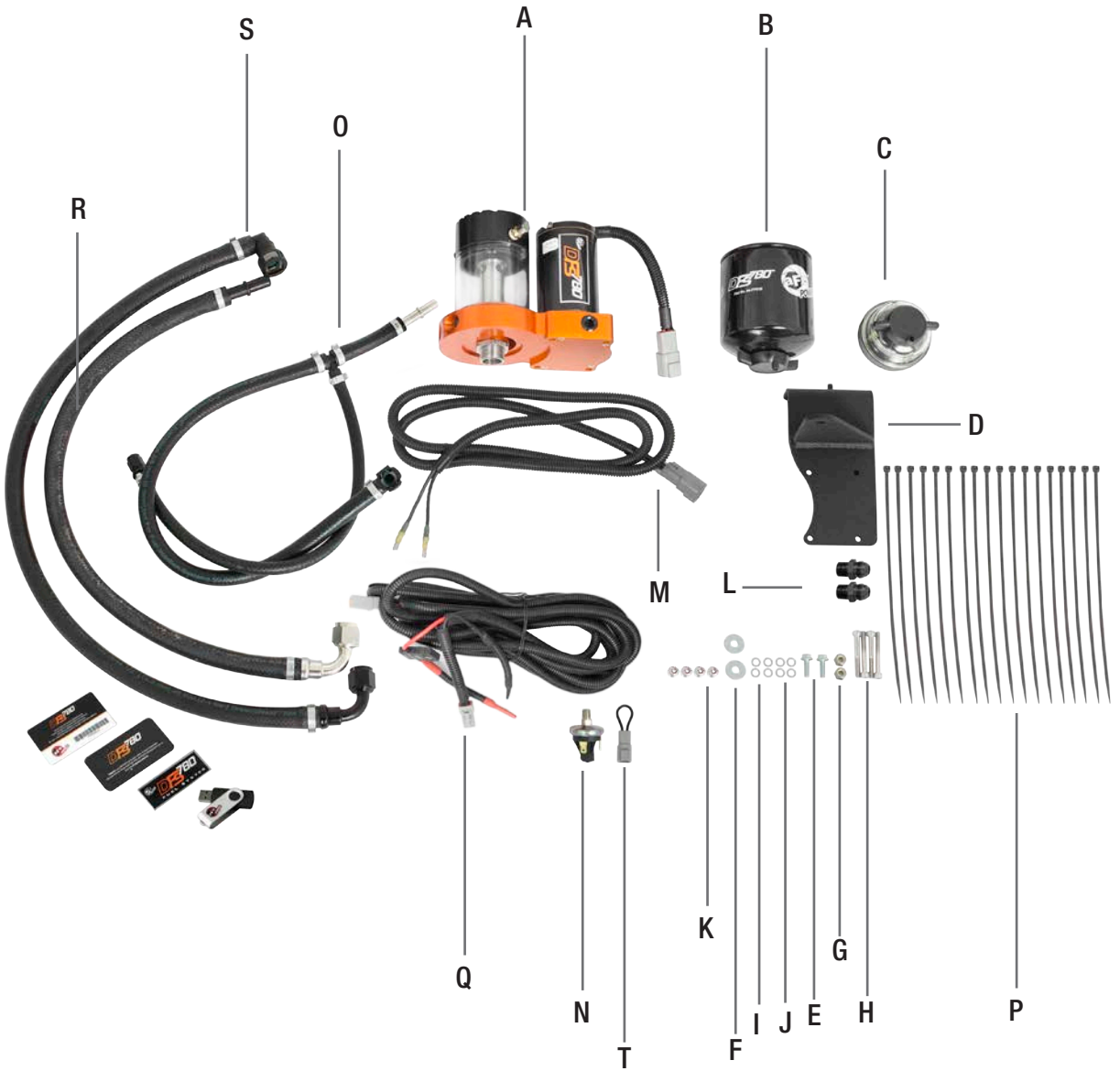
Supported Horsepower: **2000+**



- Please read the entire instruction manual before proceeding.
- Ensure all components listed are present.
- Ensure you have all necessary tools before proceeding.
- Do not attempt to work on your vehicle when the engine is hot.
- Disconnect the negative battery terminal before proceeding.
- Retain factory parts for future use.

Label	Qty.	Description	Part Number
A	1	Fuel Manifold Assembly	05-60565
B	1	Filter, Fuel	44-FF019
C	1	Bowl, Water Separator	05-60487
D	1	Bracket, Frame; Carbon Steel	05-60554
E	2	Bolt, M8 x 1.25 x 25mm	03-50442
F	2	Washer, M8	03-50065
G	2	Locknut, M8	03-50244
H	4	Bolt, M6 x 1.0 x 50mm	03-50443
I	4	Washer, M6 (Fiber)	03-50457
J	4	Washer, M6	03-50444
K	4	Locknut, Flanged; M6	03-50445
L	2	Fitting; 3/8" NPT to AN -8 (Black, Straight)	05-60685
M	1	Harness, Pressure Switch	05-60701
N	1	Switch, Pressure	05-60542
O	1	Hose, Fuel Return	05-60689
P	12	Ties, Nylon Cable, 12"	05-60167
Q	1	Harness, Power	05-60523
R	1	Hose, Fuel Inlet	05-60673
S	1	Hose, Fuel Outlet	05-60681
T	1	Jumper, Priming	05-70004

Note: Legal in California for use on race vehicles only. The use of this device on vehicles used on public streets or highways is strictly prohibited in California and others states that have adopted California emission regulations.





- Looking at the driver's side of the truck, on the inside of the frame rail, you will see a bracket in front of the fuel tank.
- The two (x2) marked holes represent where the supplied carbon steel frame bracket will mount.



- Mount the carbon steel frame bracket to the frame with the supplied hardware and tighten.

Hardware

- (x2) M8 x 1.25 x 25mm bolts
- (x2) M8 washers
- (x2) M8 locknuts



NOTE: Make sure the pin in the bracket goes through the bracket on the frame (shown above).

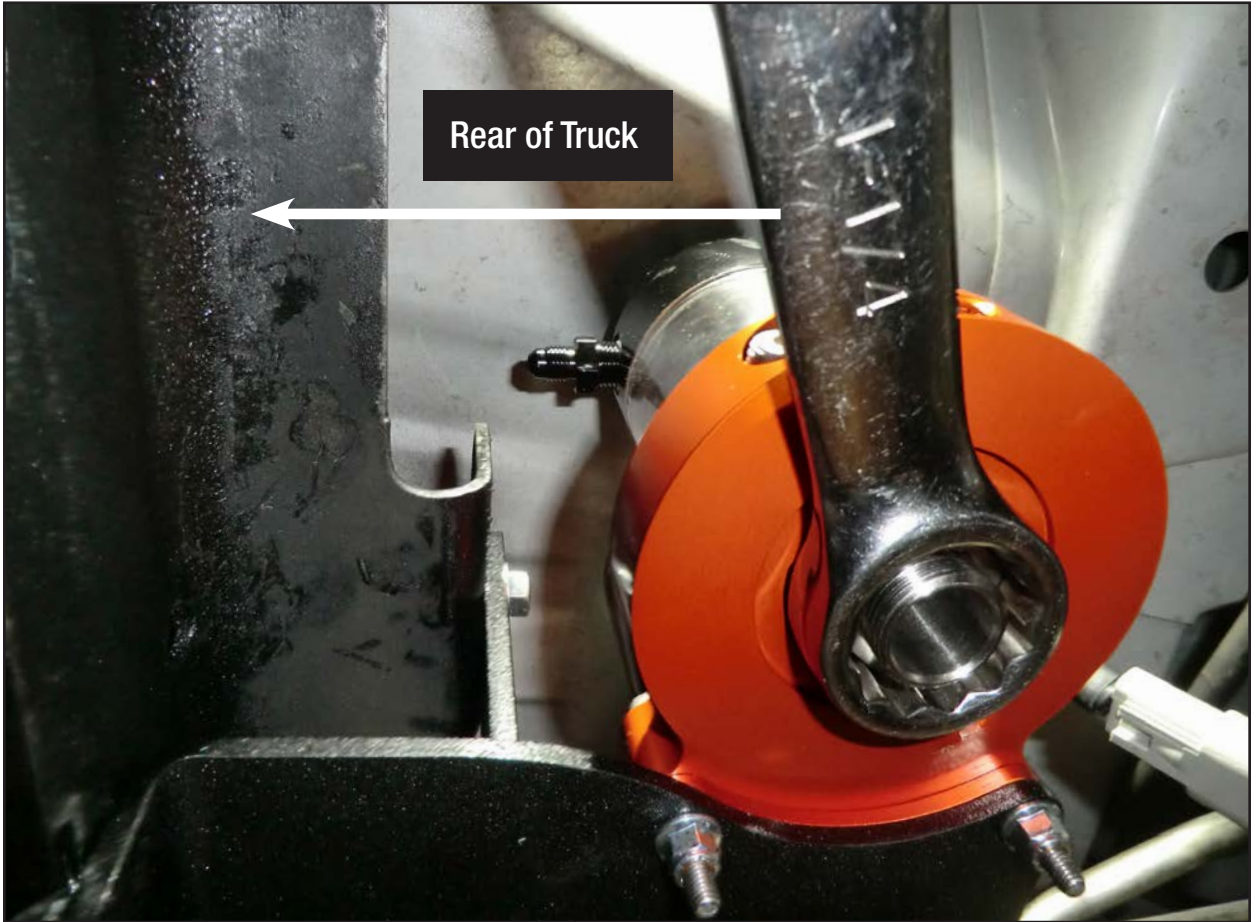


- Mount the supplied fuel manifold assembly to the carbon steel frame bracket using the supplied hardware and tighten.

Hardware

- (x4) M6x1.0 x 50mm bolts
- (x4) M6 washers
- (x4) M6 flanged locknuts
- (x4) M6 fiber washers

Note: The fiber washers go between the fuel manifold assembly and the carbon steel bracket.



- Turn the sight glass to the desired angle and using a 1-1/4" wrench, tighten the center nut under the fuel manifold assembly.

Note: The pump should look like the picture above.



- Using a light oil, lube the gasket on the supplied fuel filter and install on the fuel manifold assembly. Thread the supplied water separator bowl onto the fuel filter.



- Apply Teflon tape with PTFE or Teflon paste with PTFE to the 2 x 3/8" NPT to -8 AN fittings.

Note: Only apply Teflon to the NPT side of the fitting.



- Install the 2 x 3/8" NPT to -8 AN fittings into the fuel manifold assembly (as shown above).



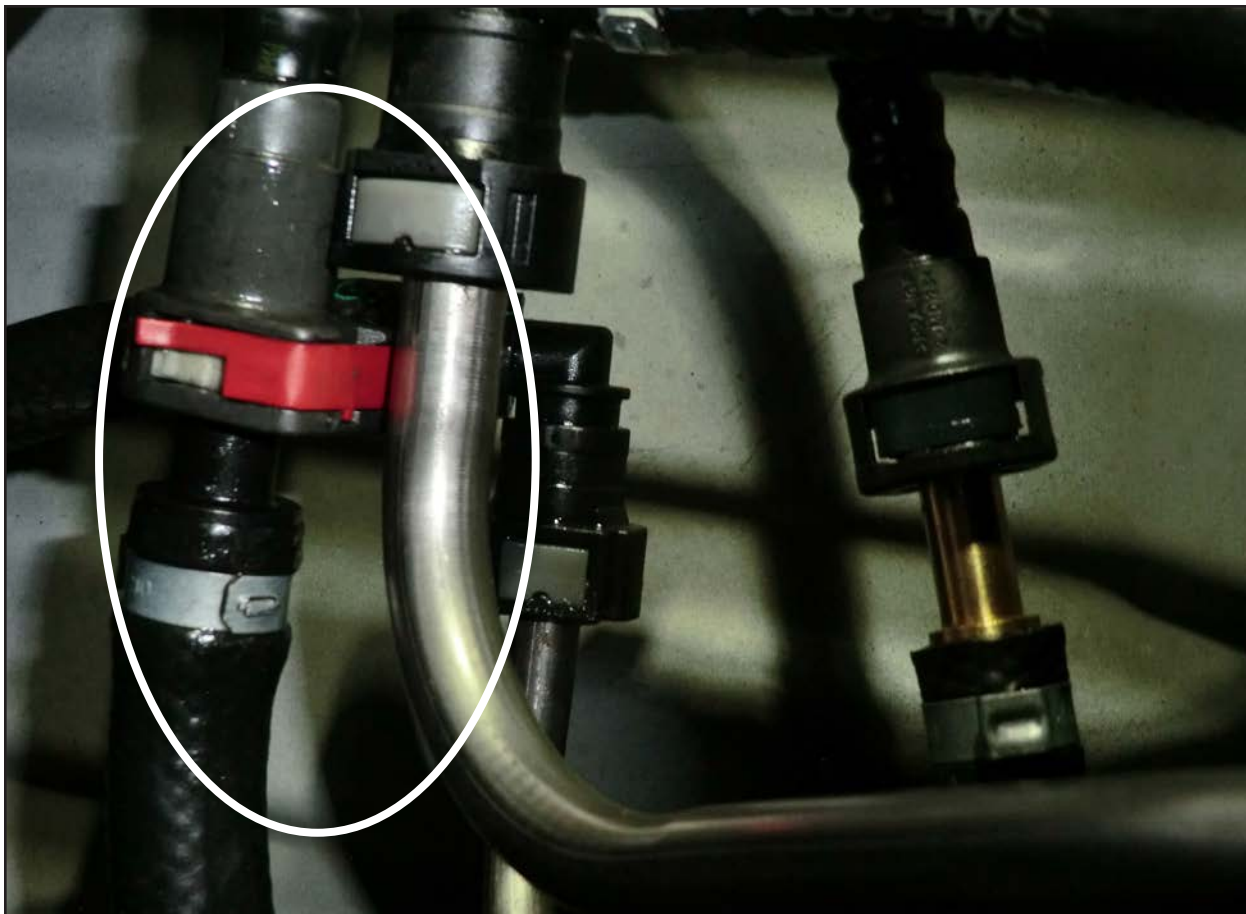
Note: 2011 model shown in the pictures

- Clean the area around the fuel lines (located in front of the fuel tank) to prevent dirt and debris from going into the lines.
- Remove the red quick connection locks (show above).



Note: 2011 model shown in the pictures

- Disconnect the factory fuel lines.



Note: 2011 model shown in the pictures

- Install the straight male quick disconnect fitting on the supplied fuel inlet hose (silver 90° -8 AN fitting - shown below) into the female side of the stock fuel feed line.
- Reinstall the red quick connection lock.

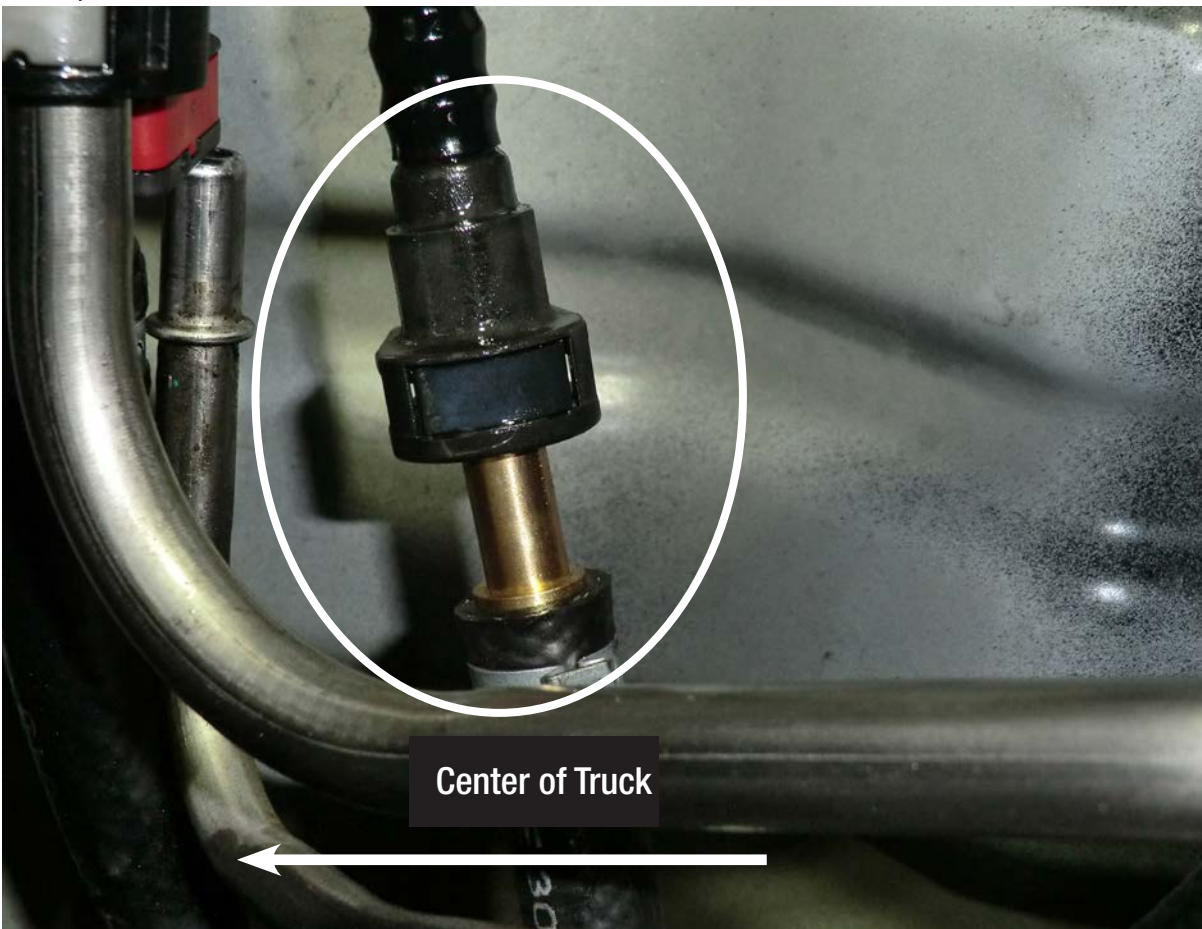




Note: 2011 model shown in the pictures

- Install the 90° female quick disconnect fitting on the supplied fuel outlet hose (black 90° -8 AN fitting - shown below) onto the male side of the stock fuel feed line.

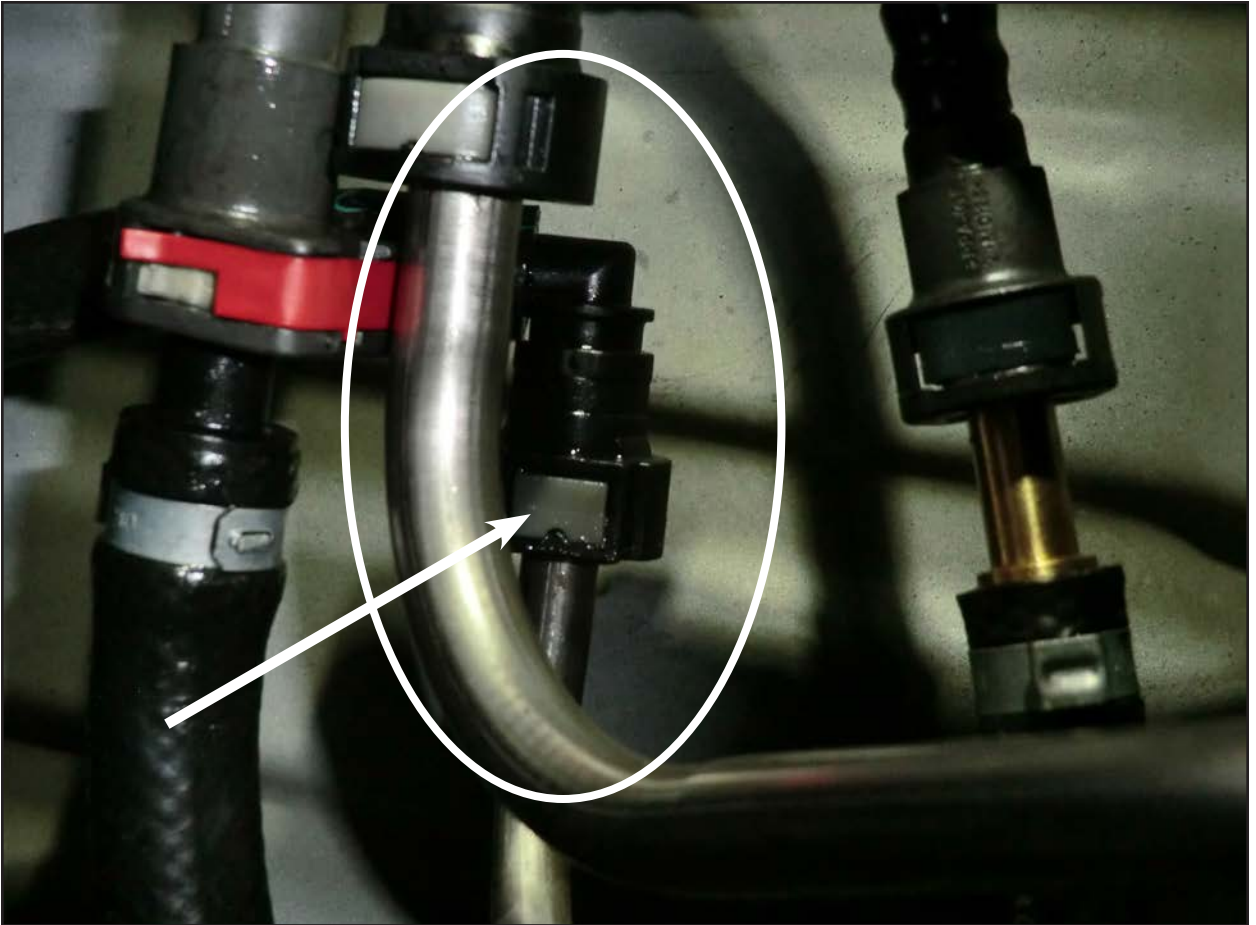




Note: 2011 model shown in the pictures

- Install the straight male quick disconnect fitting on the supplied fuel return hose into the female side of the stock fuel return line.
- Reinstall the red quick connection lock.





Note: 2011 model shown in the pictures

- Install the 90° female quick disconnect fitting on the fuel return hose onto the male side of the stock fuel return line.





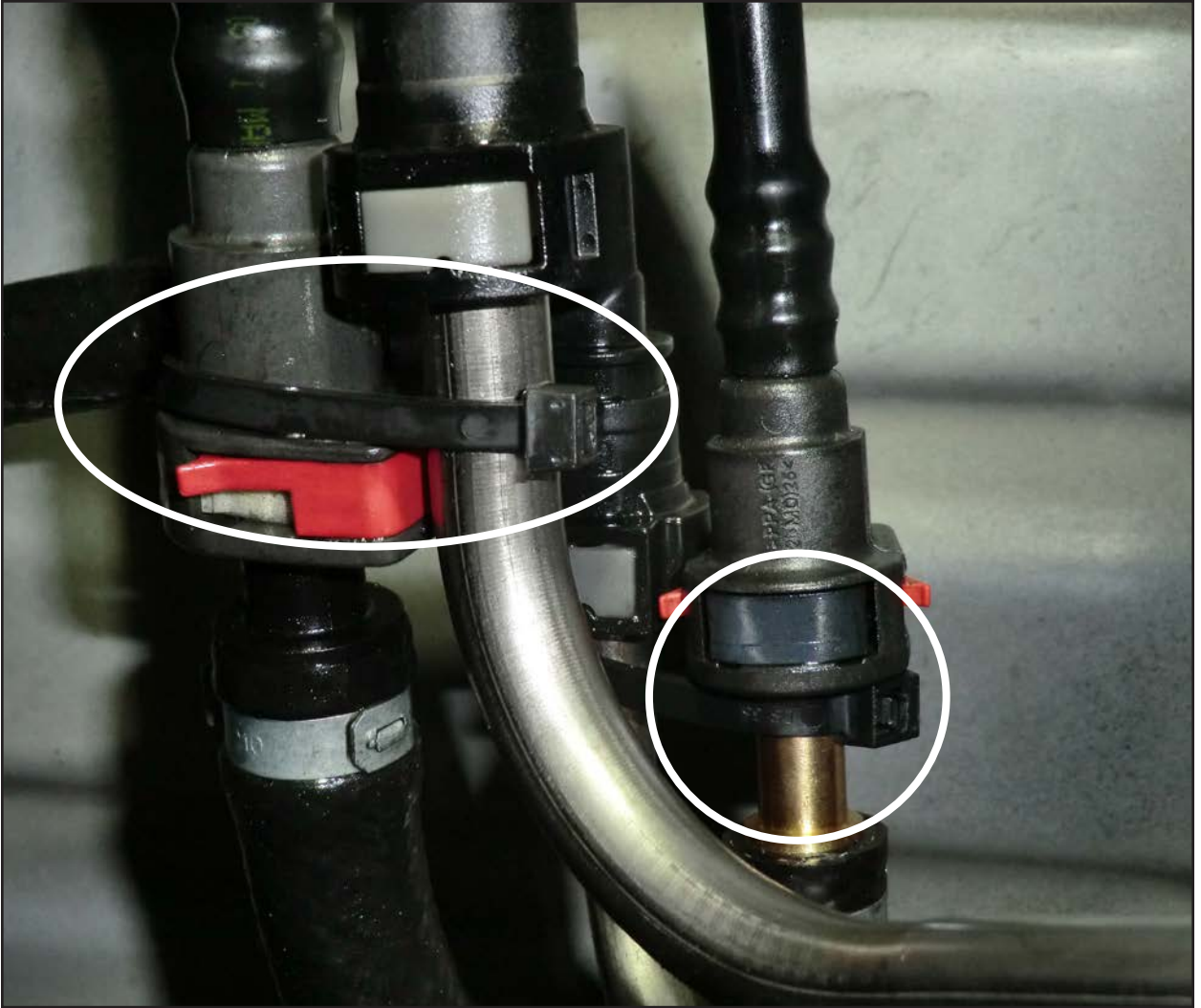
- Install the fuel inlet hose (silver 90° -8 AN fitting) onto the male -8 AN fitting on the fuel inlet port of the fuel manifold assembly.



- Install the fuel outlet hose (black 90° -8 AN fitting) onto the male -8 AN fitting on the fuel outlet port of the fuel manifold assembly.



- Install the fuel return hose (-4 AN fitting) onto male -4 AN fitting on the top of the sight glass cover.



Note: 2011 model shown in the pictures

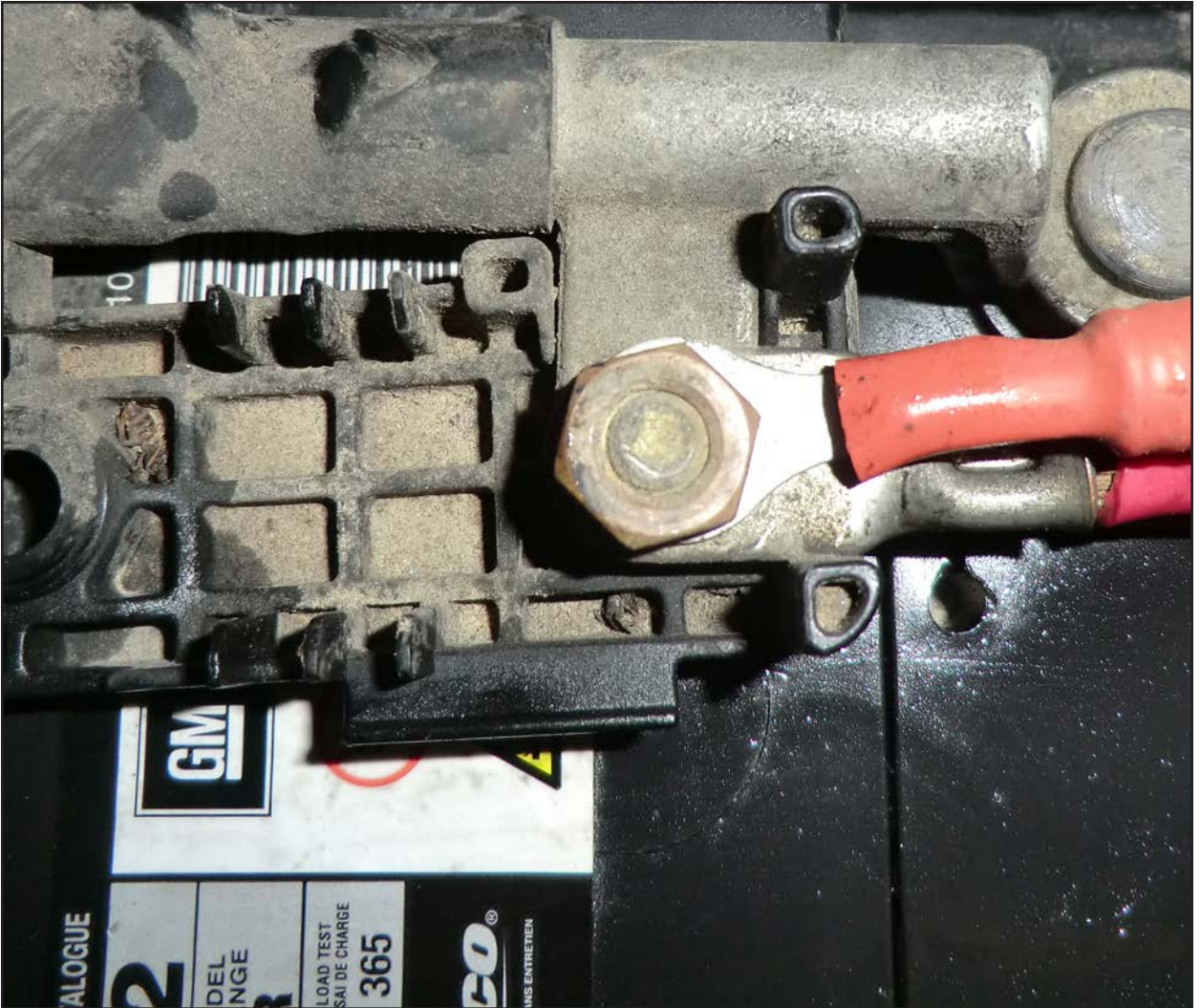
- Using the supplied nylon cable ties, secure the new hoses (as shown above).



- From the inside of the frame, plug the Deutsch connector on the supplied power harness into the mating connector on the fuel pump motor.
- Route the power harness along the frame towards the front of the vehicle.
- Organize the power harness and secure with the supplied nylon cable ties.

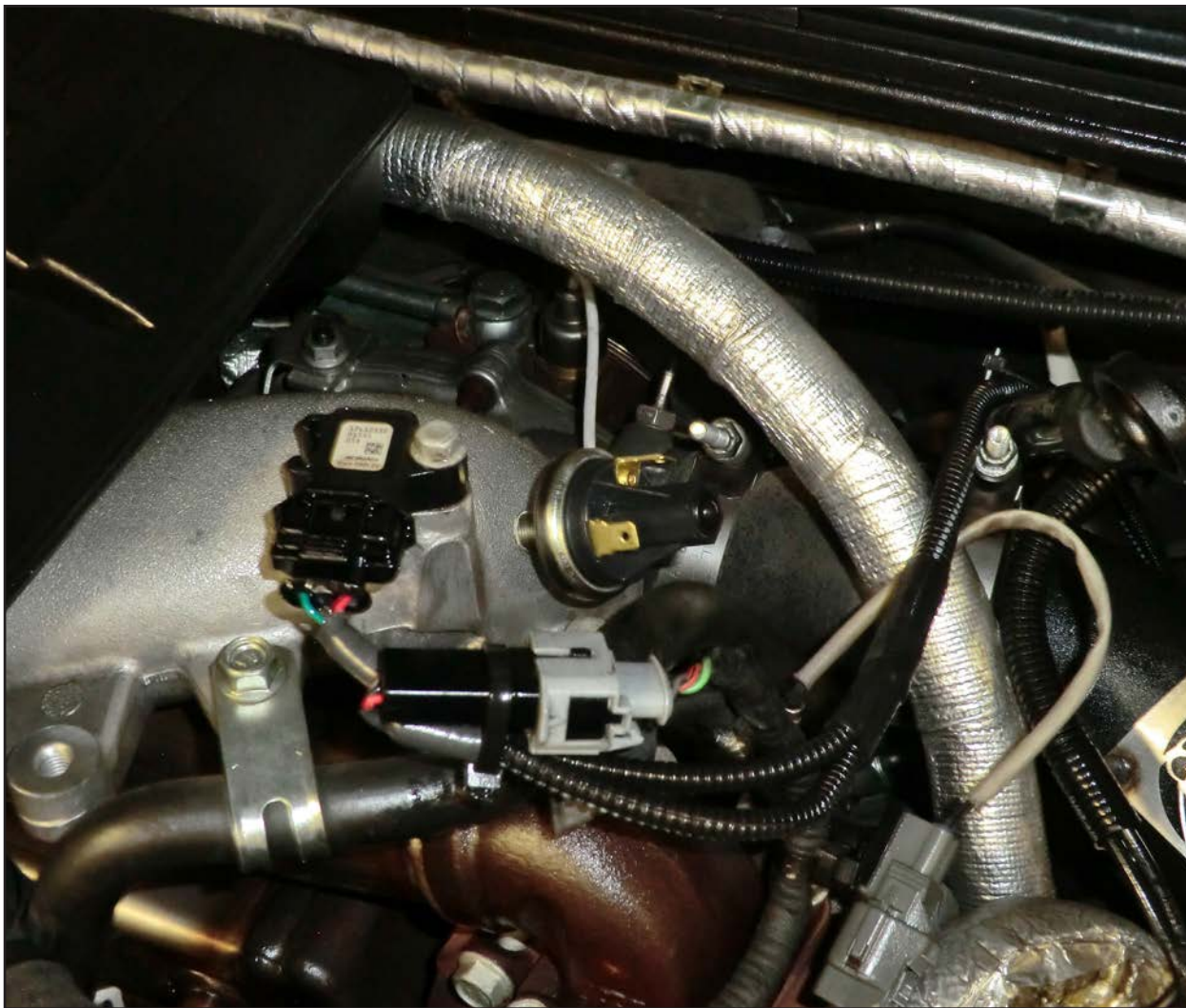


- Run the other end of the power harness along the frame into the engine compartment.



- Connect the red wire ring terminal on the power harness to the positive side of the battery.

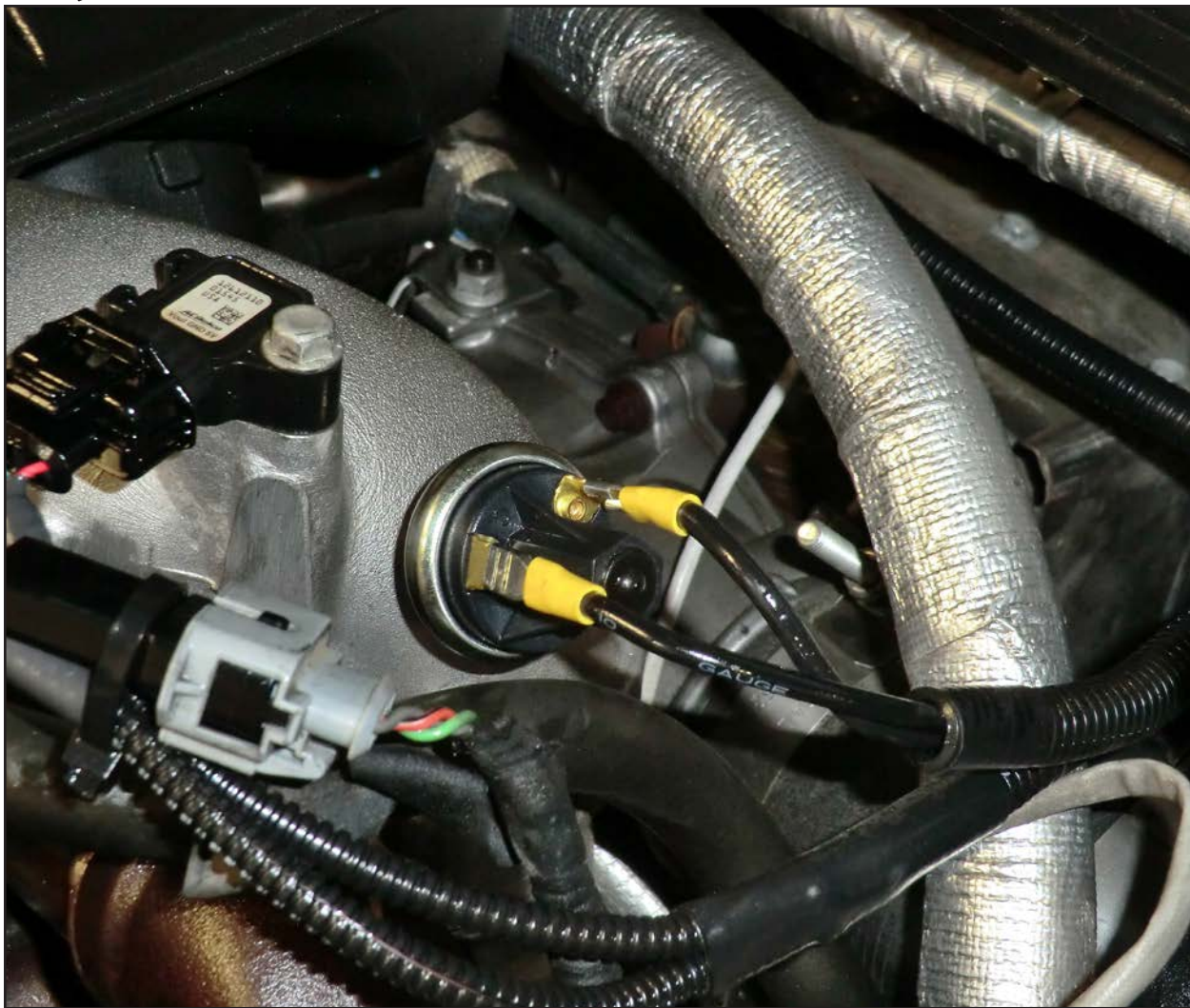
Note: Check the fuse to make sure it is already installed in the connector.



- Install the supplied pressure switch into the intake manifold (1/8" NPT).

Note: This step may require you to drill and tap a 1/8" NPT hole.

Use Caution DO NOT! allow any metal chips to enter the engine.



Note: 2011 model shown in the pictures

- Connect the supplied pressure switch harness to the pressure switch (either wire can be attached to either terminal).



- Make sure that all fittings are tight. Install the priming jumper onto the Deutsch connector on the power harness. The fuel pump motor will turn on. Watch to see if the sight glass fills with fuel. If the sight glass does not fill with fuel, use the tank valve (on the top of the sight glass cover) to release any trapped air. If the sight glass still does not fill, try starting the engine. Check for any leaks.
- Once the system is primed, and the truck is running, remove the priming jumper from the power harness and shut the truck off.

Note: Failure to remove the priming jumper will result in the fuel pump motor continuing to run, even with the vehicle shut off. This could result in a dead battery.



- Plug the pressure switch harness onto the Deutsch connector on the power harness.
- Organize any of the loose wire harnesses and secure with the remaining nylon cable ties.



- Start the truck and let idle while checking for any leaks.
- Installation is now complete. Make sure that all fittings are tight and that fuel is not leaking from any of the connections made while installing.