



## 12mm CP3 Stroker Pump FAQs

### 1. How do I properly set up the supply and return lines to my CP3?

- Do not kink the return line, be sure to have an unrestricted return line coming from the CP3.
- Get enough fuel to the CP3, through testing and monitoring the fuel system DDP has found that to truly get the most out of this pump your supply pump should be capable of a minimum of 250GPH (gallons per hour). Failure to keep adequate fuel supply and pressure will result in CP3 failure.
- Supply line size, whether you have one or two CP3s they should be fed individually using ¾" line with a lift pump for each CP3. If you do not have a ¾" inlet fitting you may source these through Fass Diesel Fuel Systems using pn: DIPF-1003.

### 2. What should my supply pressure be?

- Keeping the correct supply pressure to your CP3 is critical. If you over pressurize your pump this may cause erratic rail pressure and inevitably overwhelm the FCA causing it to fail and or blow out seals on the CP3 itself.
- Cummins CR 5.9L & 6.7L: 8 - 15 PSI
- GM Duramax 2001 – 2010: 8 - 10 PSI
- GM Duramax 2011+ W/ CP3: 8 - 10 PSI
- Dual CP3 Kits: 8 - 10 PSI
- If your lift pump supply pressure drops below 6 PSI on a WOT run, you could be restricting the CP3 from its full potential. It is suggested that you look over your supply system for any restrictions that could be causing the drop in pressure. If everything appears okay it is common for the two pin connectors on aftermarket lift pumps to create a restriction in amperage. This will not allow the lift pump to reach its full potential. To fix this issue you can hard wire in the pump and remove any potential of an amperage restriction point.

### 3. What do I torque my gear nut to?

- Some install instructions will say to torque the CP3 gear nut to 30 ft-lbs or in that range. This value is simply too low and can cause the wheel to come spinning off. The factory torque spec for a Cummins gear wheels is 77 ft-lbs, while GM is 52 ft-lbs. However, the SAE torque value for the thread pitch and diameter can be torqued up to 125 ft-lbs.

### 4. Can I install my pump without tuning?

- It is not recommended that you install your CP3 without tuning. The fuel delivery commanded in your vehicles factory ECM calibration does not match up with the fueling capabilities that a 12mm pump will supply. It is strongly recommended to have a new set of tuning ready from your reputable tuner at the time of install, if you do not have a reputable tuner lined up simply give us a call and we can get you in contact with someone to help you get the most out of your vehicle.

## 5. How should I maintain my fuel system?

- Fuel injection equipment is manufactured to very precise tolerances and fine clearances. To prevent fuel system damage, it is essential that absolute cleanliness is observed when working with these components.
- You should be changing your fuel filters at a minimum of every other oil change. (Typically every 8,000 – 10,000 miles but no less)
- The factory filters on many vehicles or cheap replacement filters will only filter at an 8 – 10 micron level. This filtration level is inadequate for newer common rail vehicles and can cause failure if contaminated fuel is introduced into the system. To help prevent this from happening it is strongly recommended that you purchase a 2 micron filtration system if your aftermarket lift pump does not already have one.

### CP3 Component Location

- There are typically 2 or 3 accessible locations that the High-Pressure Outlet fitting may be installed. Depending on your set up (Stock location or dual CP3 application) the fitting may need to be relocated. At this point if it does not line up, follow the install procedures on the manufactures instructions and located the fitting to the correct location.

