

# !WARNINGS!

- Read all instructions before starting installation of this product!
- Installing the improper FASS Pump can cause *severe* engine damage.

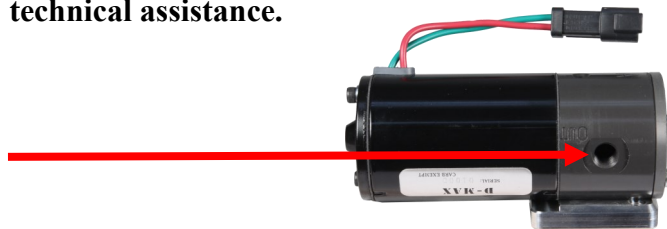


FASS	Recommended Application
<b>D-MAX 7002</b>	Duramax 2011-2016 with stock - slight horsepower modifications
<b>Note:</b> Due to the increase of fuel flow you may encounter a problem with the stock fuel module. Adding a FASS suction tube kit will solve that issue.	

- Secure vehicle from **ROLLING!**
- Use caution when drilling. Steer clear of any electrical wires , air lines or other damageable components.
- Consult vehicle's manufacturers' instructions concerning the electrical system before attempting any electrical connections.
- Be sure that the serial # on this installation manual matches that of the outside of the box.



- Flush and clean all brass fittings and fuel line from debris.
- Keep debris from entering the internals of the system during installation. Getting debris in the "T" port can lock up the motor. If the motor does lock up from debris call FASS for technical assistance.



- Be sure to utilize the inline fuel filter included in this kit, or the equivalent, to prevent a motor lock up.
- Wear safety glasses when operating power tools such as drills and grinders or when using a punch or chisel.
- Properly secure lines to prevent chaffing.

# INSTALLATION MANUAL

A fuel pressure gauge is highly recommended to identify fuel filter life and to prevent engine damage!

## Follow these steps to ensure a simple installation of your new FASS D-MAX FUEL PUMP

1. Inventory the package components completely. Notify the place of purchase immediately of any parts missing or damaged.
2. *Read the installation manual completely before attempting installation. Understand how the system operates and read installation recommendations before beginning installation.*
3. The installation recommendations contained herein are guidelines. Its important to understand your vehicles accessories and limitations. Use good judgment and take in to consideration your vehicles' accessories.



# D-MAX PUMP SERIES

120 GPH

8-10 PSI (APPROXIMATELY)

A fuel pressure gauge is highly recommended to identify fuel filter life and to prevent engine damage!



## INSTALLATION

- Step 1: Install Electrical Harness
- Step 2: Prepare Suction and Feed Lines
- Step 3: Mount Fuel System
- Step 4: Install Fuel Line
- Step 5: Review Installation

# CONTENTS



FF-3248



FL-1002 x 6'



WH-1006

# CONTENTS



PL-2003



Wire Ties



DIPF-1003



HC-1001



PLB-1212



QD-1002



Ring Terminal



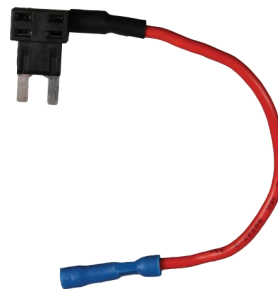
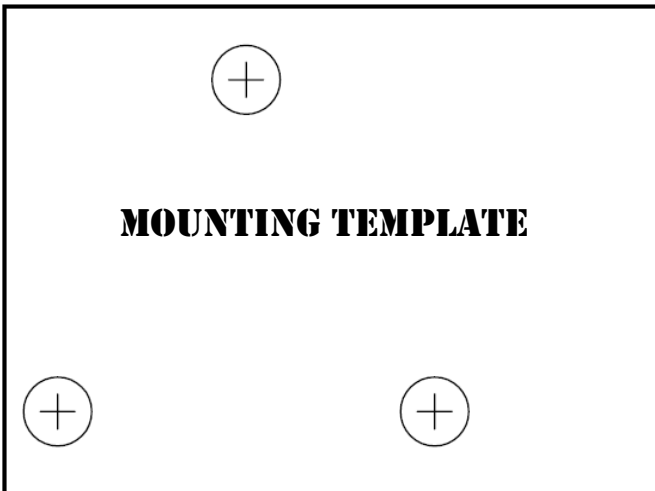
46044



46260



Hex Bolt 5/16-18x1/2



46177



46116

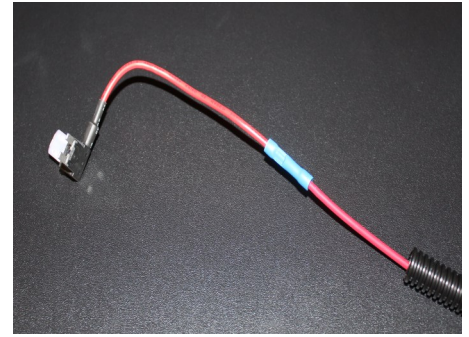
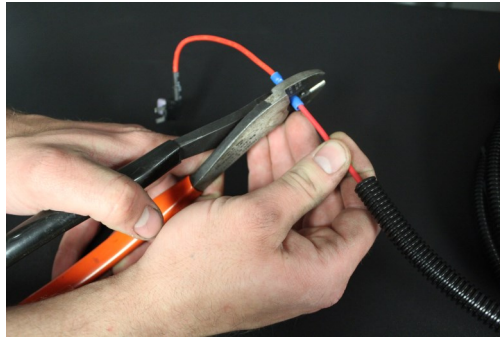
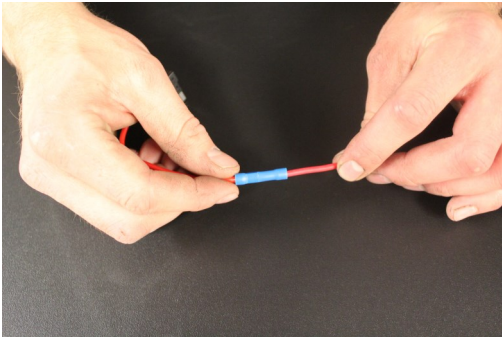
# STEP 1: INSTALL ELECTRICAL HARNESS

The installation of the electrical harness is done first, allowing power to be applied to the pump for

- A. Using wire stripping tool remove excess insulation off the add-a-fuse and the WH-1006. (for 2001-2014 use 46044, for 2015-2016 use 46177)



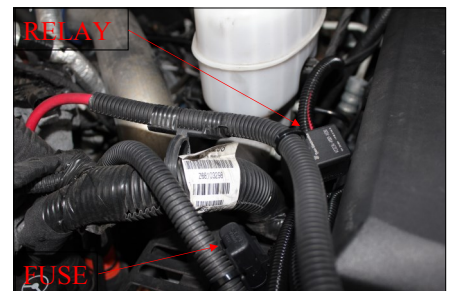
- B. Place wire from add-a-fuse and WH-1006 into butt connector. Using crimping tool connect add-a-fuse and WH-1006 with butt connector. Install 46260 to add-a-fuse bottom slot (opening that is near the spade).



- C. Crimp the ring terminals to the red and green wires of the WH-1006 Wire Harness. Attach red wire to the positive terminal of the battery and the green terminal to the negative terminal. **The use of a corrosion preventative on electrical connections is recommended.**



- D. Secure relay and fuse in an upright position, as shown, to prevent moisture from entering. Di-electric grease may be applied to prevent corrosion.

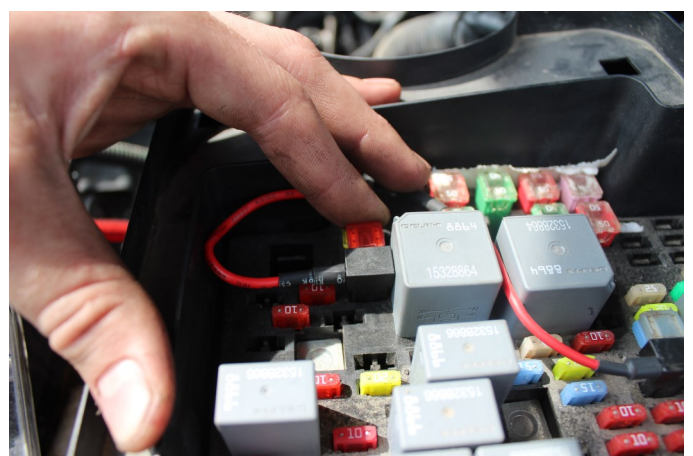
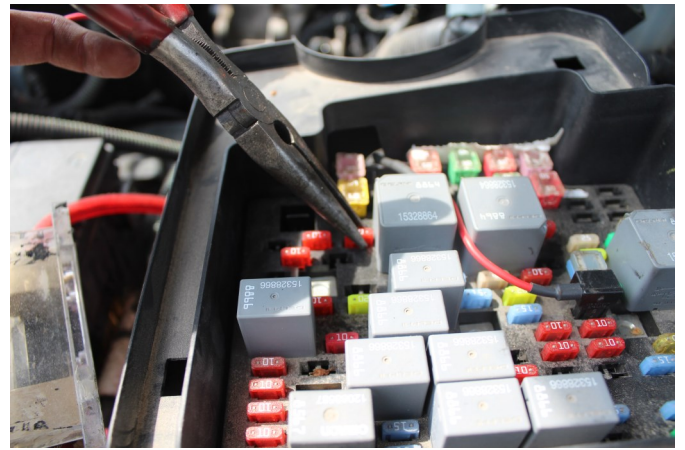
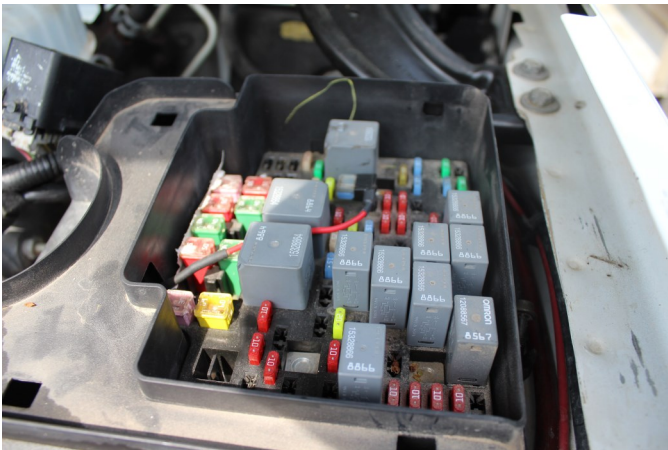


# STEP 1: INSTALL ELECTRICAL HARNESS

E. If fuse panel is located in the cab it will be necessary to guide the single red wire from the relay through the fire wall grommet to access the fuse panel.



F. Locate fuse box under hood and select ignition hot fuse. Remove fuse and put Add-A-Fuse in place. Install fuse previously removed. **The use of a corrosion preventative on electrical connections is recommended.**

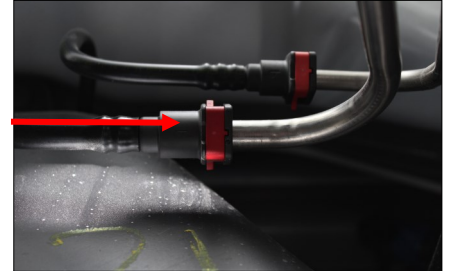


G. Route WH-1006 wire harness along frame rail to mounting location of pump. **Completion of this step will be addressed in the Mounting Step 3.**

## STEP 2: PREPARE SUCTION & FEED LINES

**NOTE: Before installing fittings make sure to inspect for burs or flare imperfections. When cutting fuel line make sure to blow out line to keep debris from moving forward.**

- A. Disconnect the factory suction line located in front of the fuel tank. Pull the red square tab out and push in the rounded tab, releasing the fitting from the steel beaded feed line.



**NOTE: Hose clamps are not recommended for push lock fittings. They will hold up to 300psi! Use oil on fittings and inside fuel line when installing Push-Lok fittings**

- B. Using oil, insert PLB-1212 into one end of the provided FL-1002 fuel line. Feed line over frame to the stock fuel connection.



- C. Push the PLB-1212 into the factory suction line until you hear a click and the tabs are locked in place. Slide square tab back in to secure.



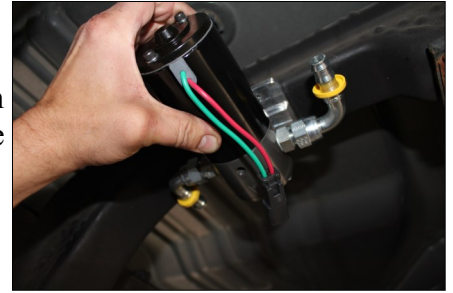
- D. Using an HC-1001 hose clamp, insert the QD-1002 into the other end of the provided FL-1002 fuel line and secure. Oil the rings inside the QD-1002 and slide over the factory feed line until you hear a click. **Do not cut the line at this time.**





## STEP 3: MOUNT THE D-MAX

- A. Position system to mounting location on the cross member directly in front of the fuel tank making sure there are no obstructions. The pump should be mounted parallel to the frame.



- B. Using template, mark holes. Pre-drill with 1/8" bit and final drill with 5/16" bit. **Make sure the mounting holes are not located on the radius bend of the cross member.**



**VERY IMPORTANT: MOTOR MUST BE MOUNTED HORIZONTALLY WITH THE MOUNTING BRACKET TOP SIDE IN ORDER TO MAINTAIN PROPER WARRANTY STATUS AND PROTECT THE MOTOR. THUS PLACING THE WEEP HOLE BOTTOM SIDE AND KEPPING MOIS-TURE FROM DAMAGING THE MOTOR.**



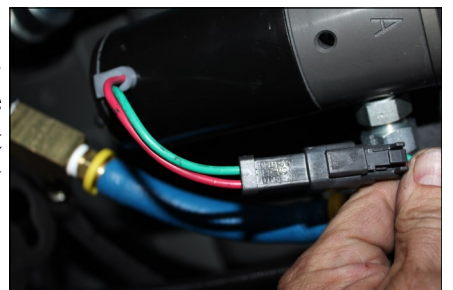
- C. Mount pump to the cross member using three 5/16" bolts. Reach between the cross member and the bed to install the 3 bolts and tighten with a 1/2" socket. **Use Loctite on mounting bolts**



- D. Install two DIPF-1003 fittings into the Inlet/Outlet ports on the DMAX. Torque to 18 ft./lbs. **The DIPF fitting does not require sealant on it's threads. It is an O-ring sealed fitting.**



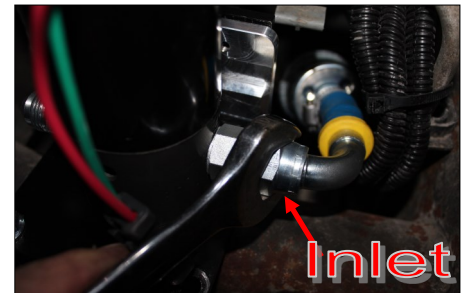
- E. Connect the male end of the wire harness to the female electrical connector on the FASS pump. Turn key to the "On" position. With the FASS pump on, squirt a liberal amount of WD-40 or other lubricant into the Inlet port. This procedure will "wet" the Gerotor and allow for better suction during initial priming.



## STEP 4: INSTALL FUEL LINE

**Do Not use sealant on AN (male flare) fittings. Only use sealant on threads installed into pump assembly.**

- A. Route suction line from Step 2d to the Inlet port. Cut FL-1002 to needed length. Using oil, insert PL-2003 and connect to the DIPF-1003. Torque to 18 ft./lbs.



- B. Install in-line fuel filter in an accessible location in the suction line using the HC-1001's. Make sure the fuel flow travels the direction of the arrow on the canister.



**Note: Inline filter will need to be replaced every 6,000 miles.**

- C. Measure from the factory feed connection from Step 2e to the Outlet port of the FASS pump. Cut and insert PL-2003. Connect to the Outlet DIPF-1003. Torque to 18 ft./lbs.



- D. Secure all fuel lines and electrical harness with wire ties.

**Note: Secure all fuel lines with cable ties. Cable ties are an economical way to prevent the possibility of problems occurring!**

## **STEP 5: REVIEW INSTALLATION**

- Blow out any open lines/cover any open ports
- Bolts and fasteners properly tightened?
- Electrical harness and fuel lines secured and properly tightened?
- Has the system been primed?
  1. Turn key to the ignition position, turning on the FASS pump for 15 sec..
  2. Crank engine and allow to run for at least 1 minute.
- Check for leaks.
- Start the engine
- Recheck all fluid and filter connections for leaks