INSTALLATION MANUAL

DRP SERIES

APPLICATION:

DRP 02 (110GPH @ 16-18psi)

Dodge Replacement

1998.5-2002

4 YEAR WARRANTY AVAILABLE

PICKUP

FASS® Fuel Systems

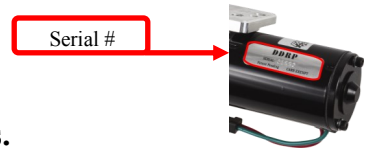
¡WARNINGS!

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

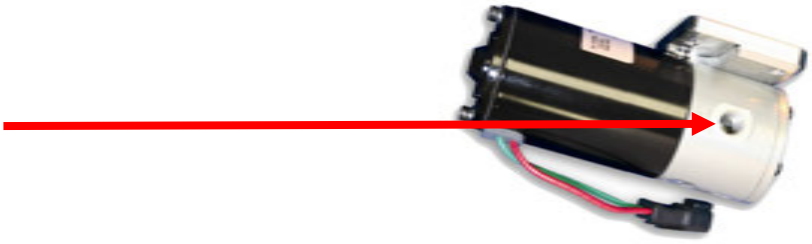
FASS	Recommended Application
DRP 02	Dodge 1998.5-2002 with stock horsepower modifications

Note: 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 at-tempting 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.**



- **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

Follow these steps to ensure a simple installation of your new FASS DRP

1. Having a ***retrofitted in-tank life pump*** slightly changes your needs with the FASS DRP. You will also need a STK (Suction Tube Kit) from FASS to allow the fuel to be drawn to the new DRP.
2. Inventory the package components completely. Notify the place of purchase immediately of any parts missing or damaged.
3. ***Read the installation manual completely before attempting installation. Understand how the system operates and read installation recommendations before beginning installation.***
4. 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.

DRP SERIES

110 GPH
16-18 PSI (APPROXIMATELY)

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

INSTALLATION

Step 1: Remove Factory Lift Pump
Step 2: Prepare Pump
Step 3: Mount Pump
Step 4: Review Installation

CONTENTS

33007

FL-1001

BW-4001

BF-4001

Hex Bolt 5/16-18x1/2

BHCS 8-32x.5

HC-1001

The FASS's DRP series is a complete replacement for the stock lift pump (1998.5 – 2002 Dodge)

Requires a FASS suction tube kit if truck has been retrofitted with an in tank fuel pump.

What you will need:

- 3 Banjo Bolts (use OEM bolts)
- 17mm wrench for the removal of the banjo bolts
- 10mm wrench for the removal of the fuel line retainer and factory pump studs
- 1/8" Allen Wrench

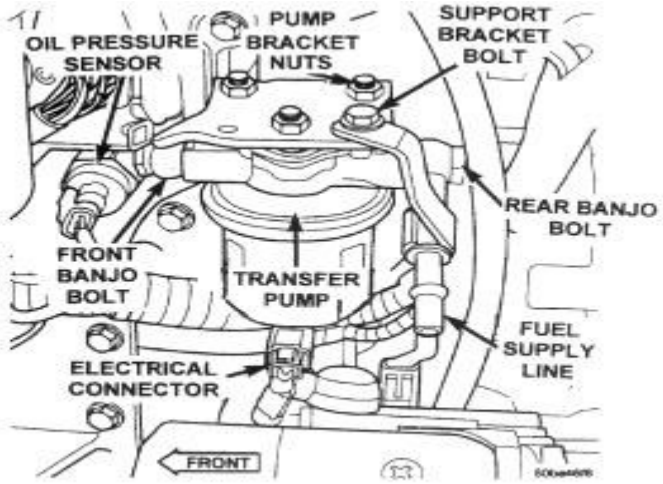


Figure 3

STEP 1: REMOVE FACTORY LIFT PUMP

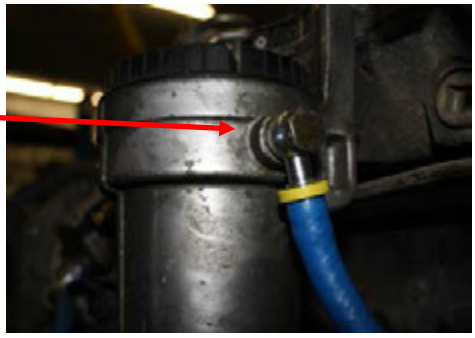
A. Disconnect battery before beginning installation. Disconnect the factory power supply from the factory lift pump.

Note: Keep all factory banjo bolts for re-use during installation.

B. Drain the fuel from the factory filter housing. Remove the Support Bracket Bolt. Remove the rear (inlet) banjo bolt, located on the back side of the stock fuel pump. Pull the bracket/fuel line assembly away and save for re-installation. **Do Not** allow the black Flex-Line to kink. Discard Support Bracket bolt.

C. Remove the inlet banjo bolt to the factory filter canister from the top or the side, depending on model year..

Fuel Inlet



STEP 1: REMOVE FACTORY LIFT PUMP

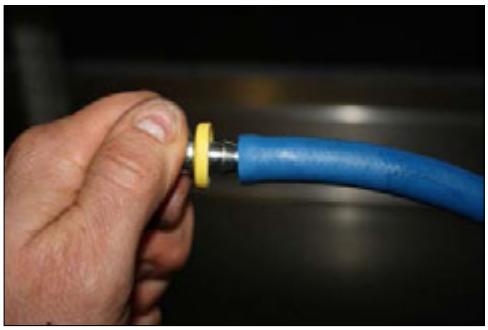
D. With the 10mm tool of your choice, remove the three nuts on the top of the bracket that holds the fuel pump in place. Lift the pump/ fuel line assembly out as one unit.

E. With the factory pump out of the truck, remove the outlet banjo bolt for re-use. Discard factory fuel line.

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.

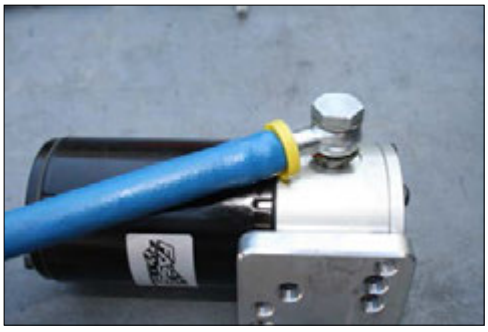
STEP 2: PREPARE DRP

A. Using oil, insert BF-4001 banjo Push-Lok fitting into each end of the provided FL-1001 fuel line. **Use 1' of fuel line for top inlet filter canister and 8" for side inlet filter canister.**



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 two copper washers on each side and a factory banjo bolt, attach the banjo bolt fitting to the outlet side of the DRP. **<u>Do Not</u>** tighten at this time.



C. Install the provide button head screw through the beveled hole in the DRP bracket on the pump. This screw will act as a guide pin ***only*** for the factory inlet Support Bracket.

STEP 3: MOUNT DRP

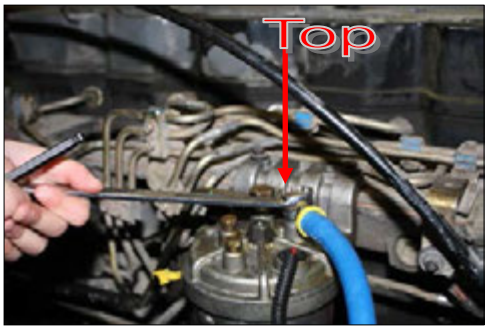
A. Using three provided bolts, install DRP onto factory bracket. Make sure the installed fuel line is pointing up to the top of the factory filter canister.

B. Re-install factory inlet bracket/fuel line assembly using factory banjo bolt and two copper washers. Make sure the bracket guide pin is through the hole in the factory support bracket. Torque to 18 ft./lbs.

C. Cut the suction side plastic 5/16” Flex-line about 8” before it enters the DRP, leaving space to insert the in-line fuel filter. Use the hose clamps to secure fuel line to the filter. Make sure the flow arrow is in the proper direction.

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

D. Use the remaining two copper washers and factory banjo bolts, attach the fitting to the inlet of the factory filter canister. Torque to 18 ft./lbs.



E. Tighten outlet banjo bolt on the DRP to 18 ft./lbs. Plug in factory wire harness to the DDRP until lock clicks and is secure.

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

STEP 4: 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

HARD STARTS (DODGE '98.5 – '02)

Answer the following questions:

- Did the vehicle start fine without the DDRP running? Do you have high mileage on the VP44? If yes, have your VP44 checked. Has the VP44 been subjected to a PSI of 5 or less? Has the VP44 been subject to a failing lift pump? Does it occur more frequently when the conditions are warm? Have you recently replaced your VP44? Was it used?

  If yes to any of these questions, Start vehicle as soon as you enter the key (*do not wait for the "wait to start" light to go out*) If the vehicle starts, it suggest that the problem lies with the VP44.

- Is the fuel pressure where it should be?
- Has the truck had an ECM re-flash? If not, contact your dealer to find the most current flash for your truck.