

# Removal and Installation of CP3 on a CR Cummins



**Remove the four 13mm nuts securing the fan shroud**



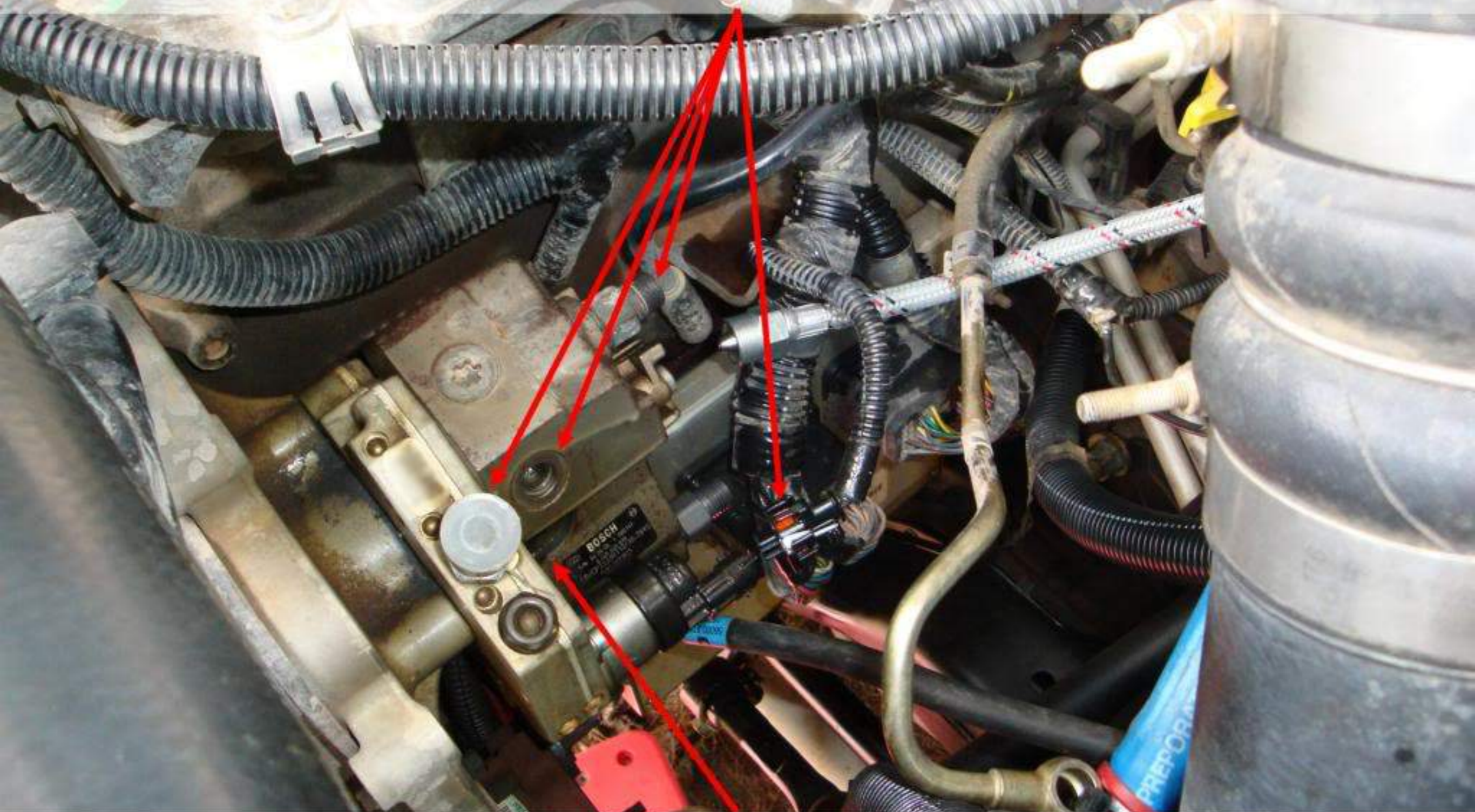
**Remove the 10mm bolt securing the fan wiring**

**Remove the fan shroud by pulling up from the top of the engine bay**



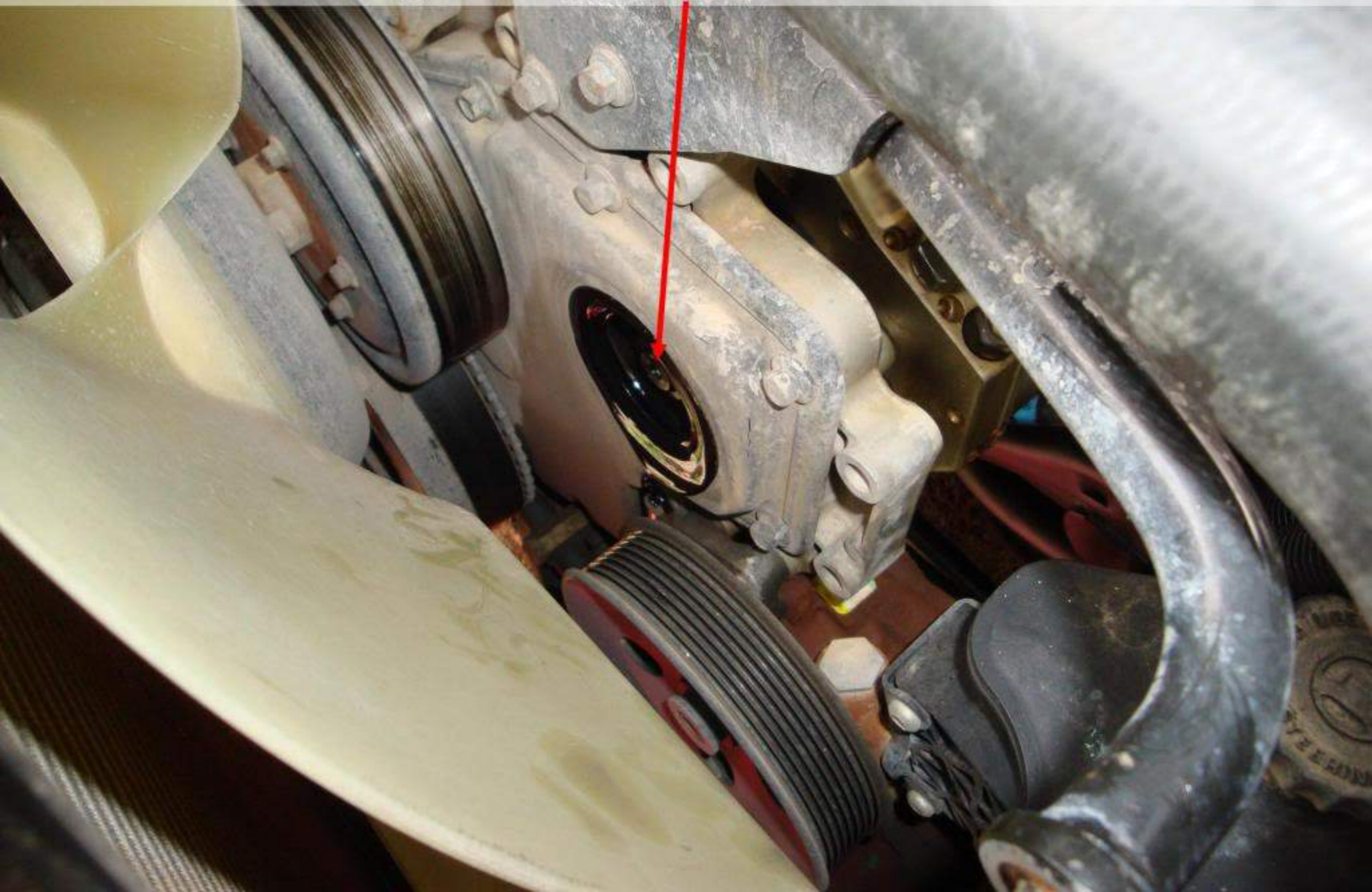
**With the fan shroud removed, use a 1/2" drive breaker bar and release the tension on the belt tensioner**

**Remove the 3 fuel lines and FCA wiring harness  
from the CP3**



**Remove the three 13mm nuts securing the CP3 to  
the pump mounting studs**

**Remove the pump gear access cover on the front of the timing cover with a 3/8" drive ratchet**



**Remove the pump gear from the pump shaft with a small gear puller. Leave the gear in the housing with the puller attached.**



**Once the pump gear is removed from the shaft, you can pull the CP3 out from the back.**

**If you are returning the CP3 for a core charge, make sure you read the return instructions carefully.**

**ATTENTION:**

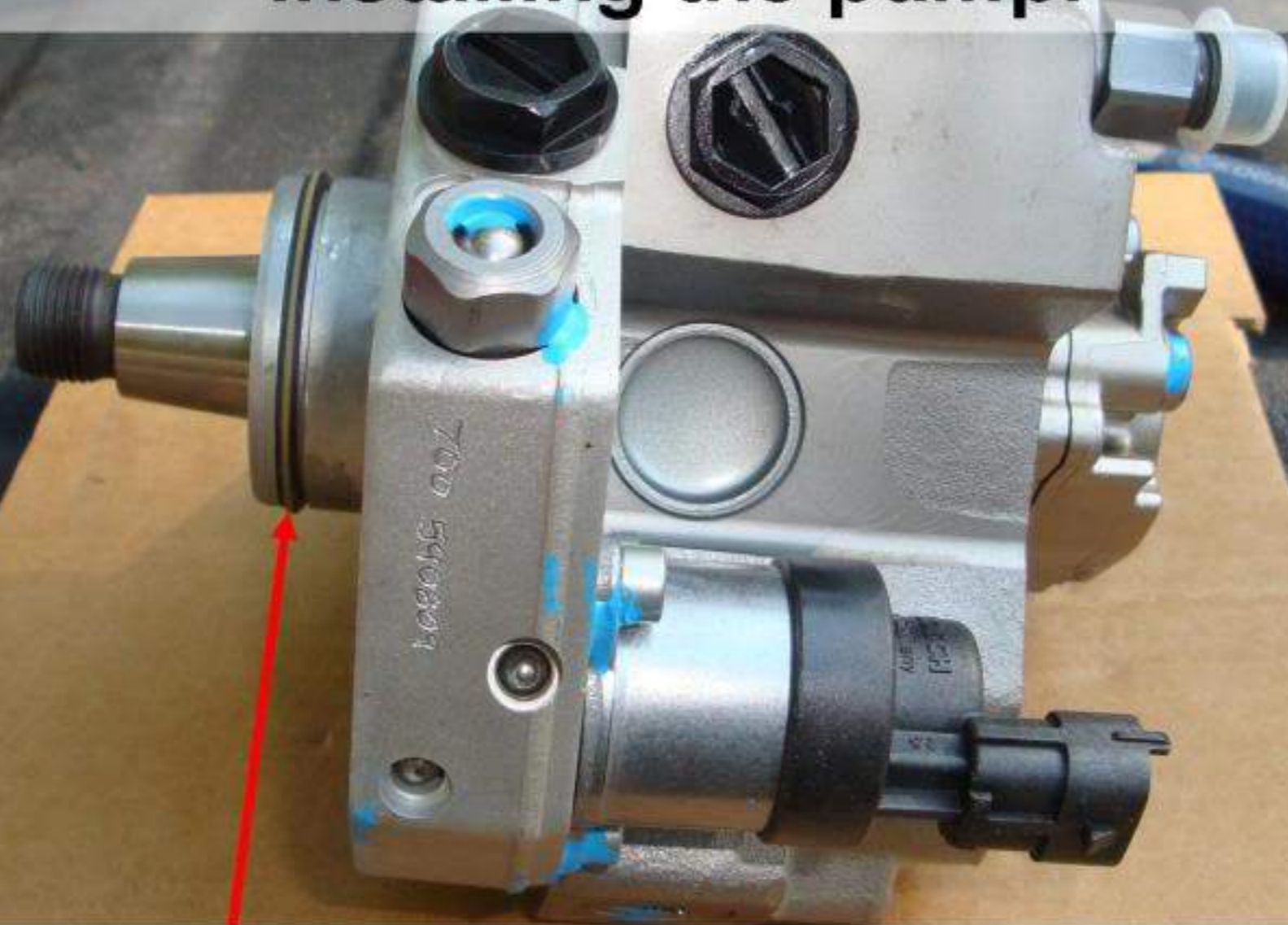
**THIS BOX AND PACKAGING MUST BE USED  
TO RETURN CORE WITHIN 30 DAYS TO  
RECEIVE A REFUND**

## **PUMP WARRANTY**

**PERFORMANCE CHIP/ PUMP WIRE TAP  
DISCLAIMER**

Tampering with the pump's wires can cause premature pump failure. If the wires or psg are cut or pierced the pump is no longer warrantable, and any repairs that need to be made to the injection pump will be the buyer's responsibility. The fuel supply pump/transfer pump pressure must be within 10-20psi. Fuel Pressure dropping below 10psi or rising above 20psi will cause internal pump damage and not be covered under warranty. Fuel contamination (water, dirt) found in pump cores or a pump submitted for warranty will not be covered for warranty or core credit.

**Inspect the new CP3 and leave all the dust covers in place until you are ready to connect the fuel lines. Cleanliness CAN NOT be over emphasized when installing the pump.**



**Use a small amount of engine oil to lubricate the new seal and pump pilot before installing the new pump. DO NOT lube the pump shaft.**



**Place the new CP3 on the pump mounting studs and fully seat the pump face to mounting surface. DO NOT use the nuts to try and force the pump into place.**

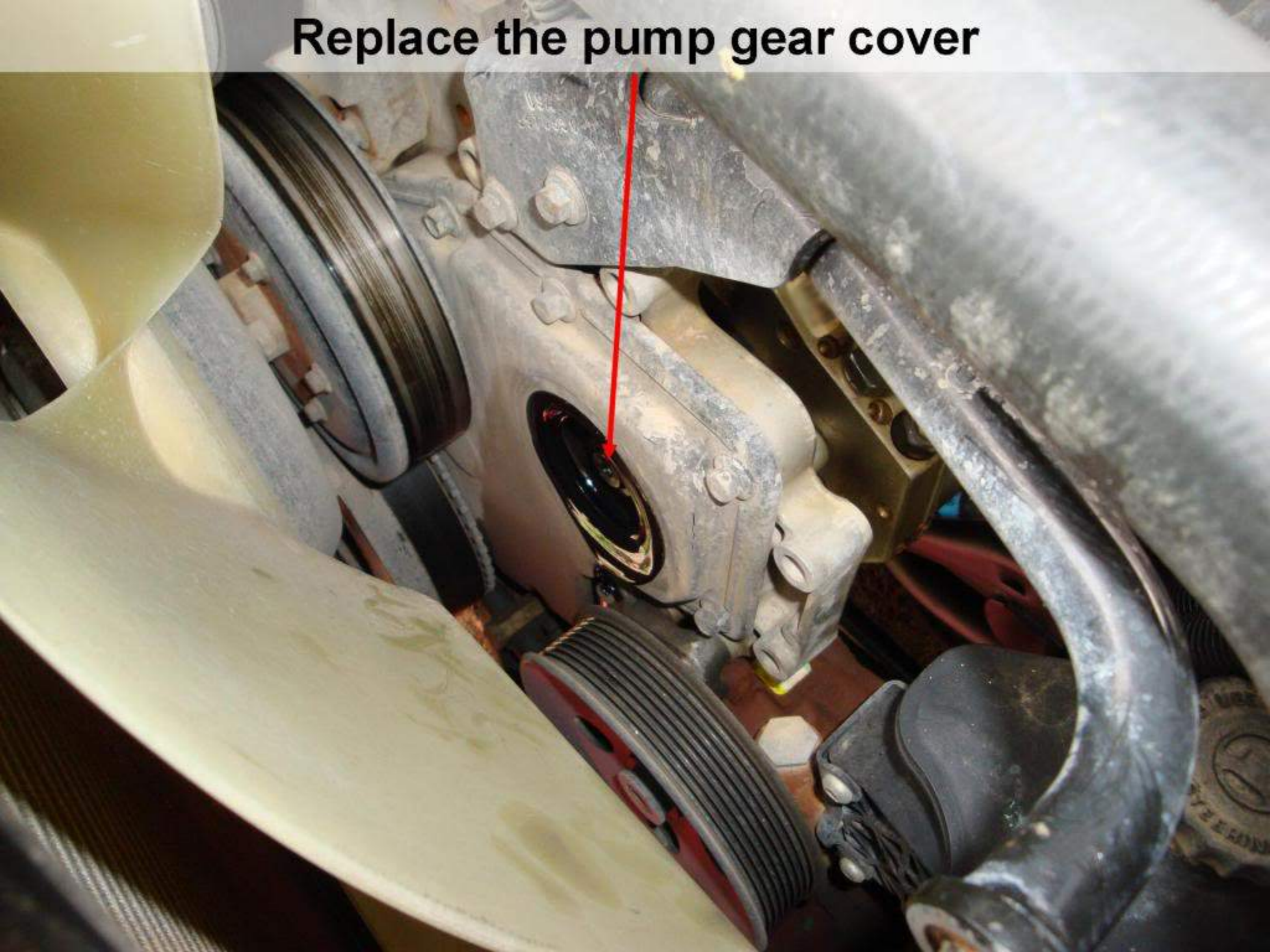
**Once the pump is in place, finger tighten the three 13mm nuts. Once these are finger tight, use a 27mm socket to lightly tighten the pump gear nut to the shaft.**

**With the pump gear nut slightly tightened, tighten the three 13mm nuts to the pump to 18 ft/lbs.**



**Once the nuts are tight, tighten the pump gear nut to 77 ft/lbs.**

**Replace the pump gear cover**



**Reconnect your fuel supply and return lines and the wiring harness to the FCA.**

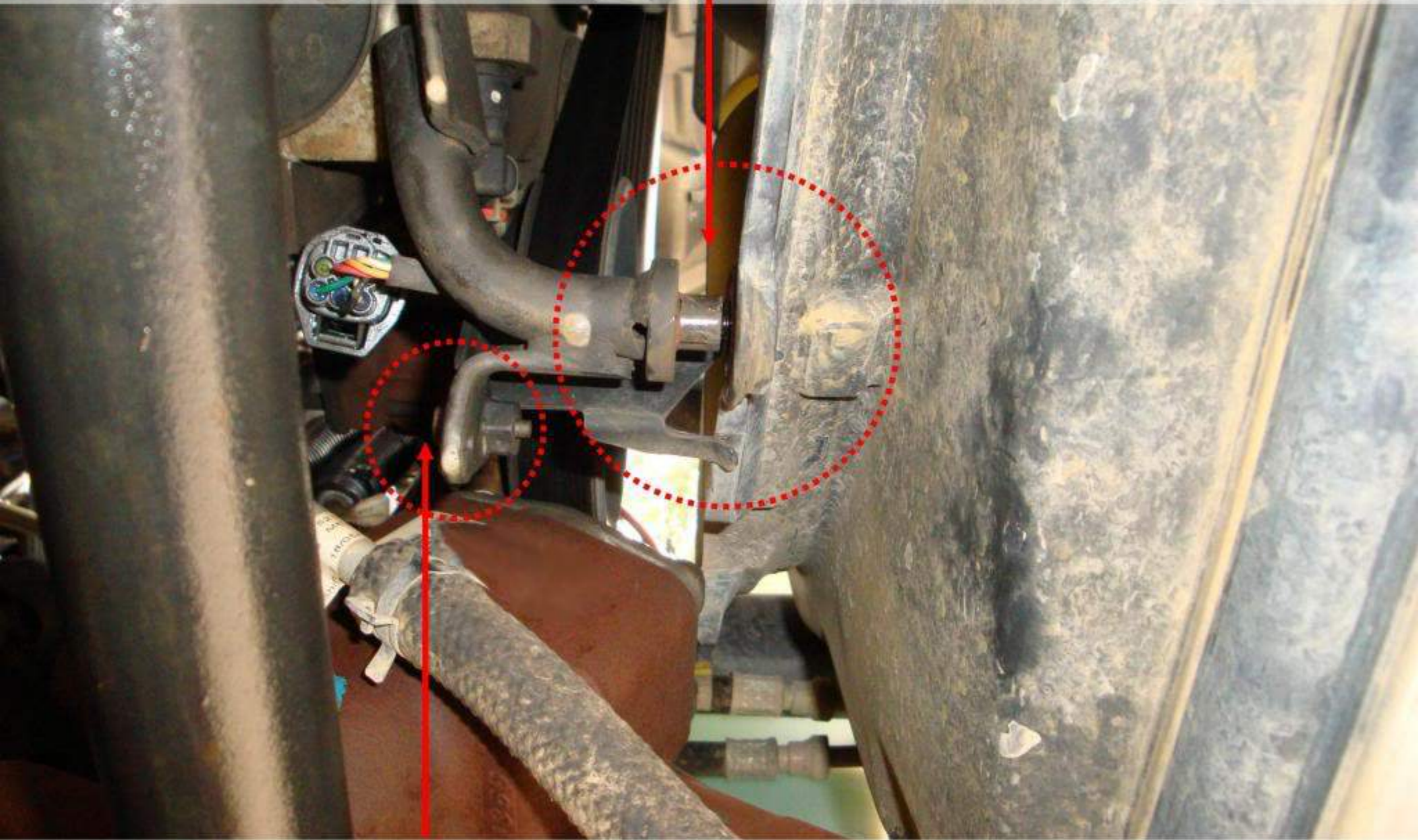


**Release the tension on the belt tensioner and re-install the accessory drive belt.**



**Once the accessory drive belt is on, re-install the fan shroud and tighten the four 13mm nuts.**

**Re-install the four 13mm nuts securing the fan shroud**



**Re-install the 10mm bolt securing the fan wiring**

**Prime the pump by turning the key to run (do not start). Once the pump cycles, bump the starter and let the lift pump cycle for 20 seconds and then attempt to start.**



**IMMEDIATELY** upon starting, check for leaks at the pump and fuel rail.

**WEAR SAFETY GLASSES!** At idle, the pump is generating approx 6800 psi of fuel pressure.