

INSTALLATION MANUAL

DRP SERIES



APPLICATION:

DRP 04 (110GPH @ 16-18psi)

Dodge Replacement

2003-2004



PICKUP

FASS[®]
Fuel Systems

!WARNINGS!

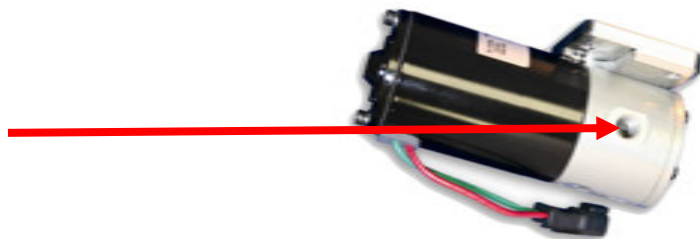
- Read all instructions before starting installation of this product!
- Installing the improper FASS [Pump](#) can cause *severe* engine damage.


FASS	Recommended Application
DRP 04	Dodge 2003-2004 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 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.



- 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: Mount Pump
- Step 3: Install Fuel Line
- Step 4: Review Installation

CONTENTS



BW-4001



FP-1001

FL-1001X 3'

WE-1007



BF-4001



QD-1001



DIPF-1001



PL-1003



HC-1001



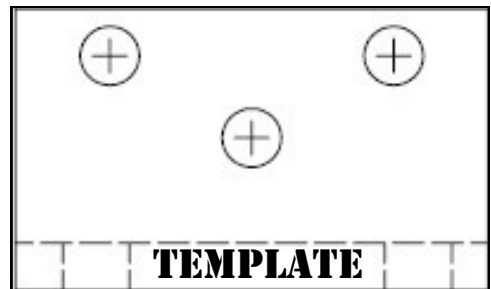
Hex Bolt 5/16-18x1/2



Self Tapping Screws



BB-4001



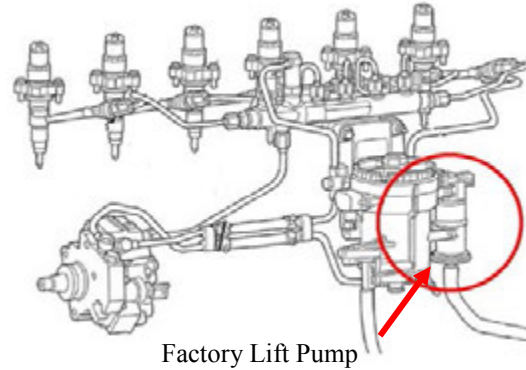
TEMPLATE

THE FASS'S DRP 04 SERIES IS A COMPLETE REPLACEMENT FOR THE STOCK LIFT PUMP (2003 - 2004 DODGE)

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

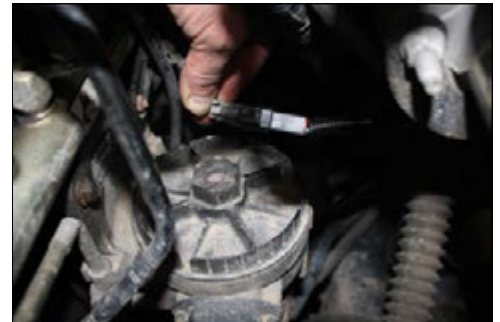
What you will need:

- Angle Drill and Drill Bits
- Air Ratchet & Sockets
- Metric Wrenches
- Allen wrenches or sockets
- Razor Knife



STEP 1: REMOVE FACTORY LIFT PUMP

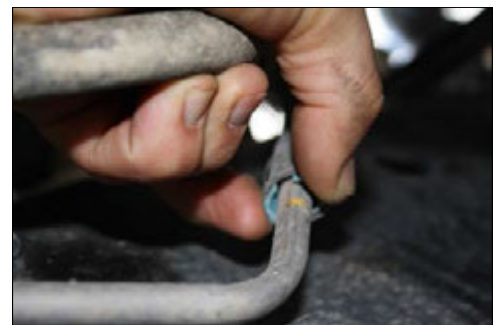
- A. Disconnect battery before beginning installation. Unplug factory lift pump electrical connection and drain factory filter housing by rotating the yellow drain valve counter-clockwise (towards you). **Use a drip pan under factory filter housing to catch excess** Slightly loosening the black lid may help with faster draining.



- B. Disconnect factory fuel pump from the side of the factory filter housing using a 5mm Allen head socket. Keep the top two Allen bolts and the O-ring from the inlet port. These will be re-used.



- C. Disconnect the factory feed line at the frame by pinching in on the blue tabs. The factory lift pump can now be lifted out and removed. Remove the blue locking tab from the factory fuel line and discard.



STEP 2: MOUNT DRP

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

- A. Attach the FB-4001 bracket to the DRP using the supplied 5/16" Hex head bolts. Locate the DRP between the driver's side frame rail and starter and check for clearances. **When locating the DRP, make sure there is clearance from any moving parts including suspension, steering, and aftermarket components.** Using the template or bracket, mark the 3 mounting holes to the frame. Remove bracket from DRP.

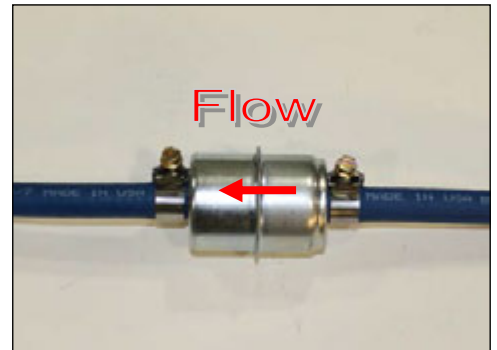


- B. Drill 3 pilot holes at the marked location. Secure bracket to frame using the provided self-tapping screws.



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

- C. Measure from the front of the installed FB-4001 bracket to the factory fuel line on the frame. Cut the provided FL-1001 fuel line to length and insert a BF-4001 banjo fitting using oil. Insert the QD-1001 quick disconnect with a HC-1001 clamp. Measure between the fittings and insert the FF3270 using two HC-1001 clamps making sure the arrow on the filter is in the direction of the flow.



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

- D. With the remaining fuel line, insert a BF-4001 using oil. Attach to the outlet port of the DRP with the supplied banjo bolt using supplied copper washers on each side of the banjo fitting. Point the fuel line towards the back of the pump and slightly up as shown to clear the mounting bracket. Torque to 18 lbs./ft.

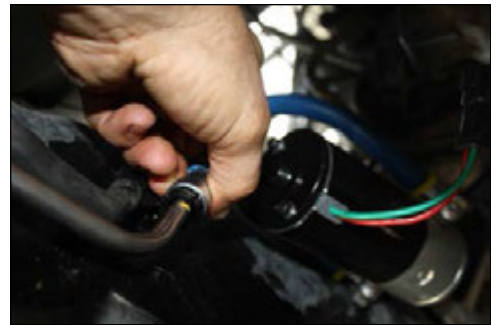


STEP 3: MOUNT DRP

- A. Mount DRP/fuel line assembly to the FB-4001 bracket using three 5/16" bolts. **The use of Loctite on mounting bolts is recommended.** Make sure the outlet fuel line is pointing up to the factory filter housing.



- F. Install the short fuel line/filter assembly into the DRP's inlet port using the supplied banjo bolt and copper washers. Oil O-rings inside QD-1001 and slide over factory fuel line until you hear a click. Torque banjo bolt to 18 lbs./ft..



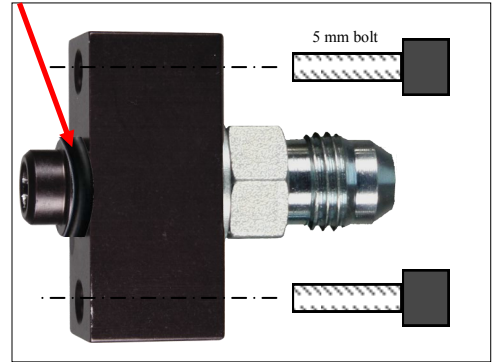
- G. Attach WE-1007 wire extension to the DRP plug. Route the extension with the FL-1002 towards the factory electrical connection.



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 KEEPING MOISTURE FROM DAMAGING THE MOTOR.



STEP 3: INSTALL FUEL LINE



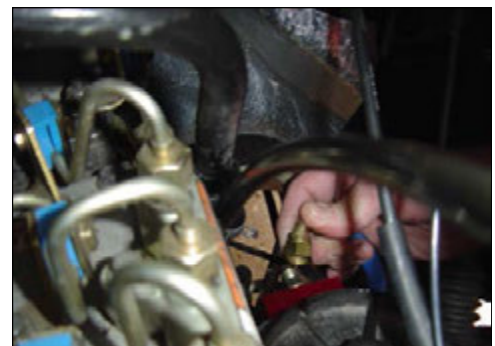
- A. Attach the DIPF-1001 to the FP-1001. Reuse the O-ring from Step 1b. Torque to 18 lbs./ft.



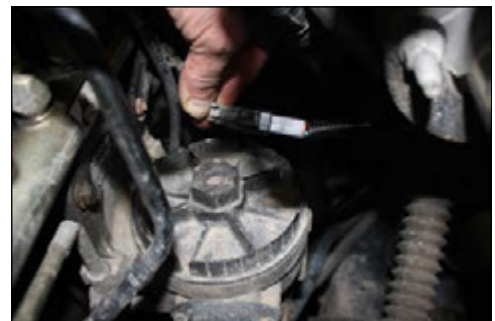
- B. Install the Filter Plate assembly in factory filter housing inlet port using the 2 Allen head bolts from Step 1b. Torque to 8ft/lbs.



- C. Measure and cut fuel line to the inlet port of the factory filter housing. Install the PL-1003 90 degree fitting using oil.



- D. Attach the PL-1003 to the DIPF-1001 on the factory filter housing inlet. Torque to 18 lbs./ft.



- E. Double check all fittings and hoses. Plug in the WE-1007 wire extension to the factory electrical connection.

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