



DWRP 02

4 YEAR WARRANTY

SERIAL NO.

MANUFACTURED DATE:

WARRANTY STIPULATIONS:

- Copy of sales receipt mailed with this form
- All warranty information, located on back, completely filled out
- FASS products and/or paperwork must not tampered with
- Warranties are non-transferable
- Special Note: As of 7/2009 Product purchased through Dealers unauthorized to sell FASS will carry only the manufacturers 1 year production warranty.

SEND CORRESPONDENCE TO:

Diesel Performance Products, Inc
Att: Warranty
16240 Hwy O Suite B
Marthasville, MO. 63357

DPP INC. OFFICE USE ONLY :

Date Received: _____

Purchase Receipt: *Yes (Receipt Date: _____)*

No

Dealer Purchased From :

Date:

New FASS Owner Name:

Company/Organization:

Phone:

Street:

City, State & Zip:

Vehicle Year/ Make/ Model:

Color:

Vin Number:

Quality Of Product

Excellent

Good

Fair

Poor

How did you hear about us?

Dealer _____ Magazine _____

Show _____ Online _____ Friend

Comments:

DIRECT DODGE REPLACEMENT PUMP INSTALLATION INSTRUCTIONS

The FASS's DDRP series is a complete replacement for the stock lift pump (1998.5 – 2002 Dodge)
Will not work with retrofitted in tank pumps

Note: Banjo Bolt Mesh Screen is contained in the covered wire connector.



Included with DDRP:

- **DDRP**
- **MC-990, Banjo Bolt Mesh Screen**
- **3 Mounting Bolts**
- **12" of 3/8" Fuel Line**
- **2 Banjo Fittings**
- **Flathead Allen Set Screw**

Needed:

- 3 Banjo Bolts and 6 Washers (from existing stock pump)
- 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

2. Remove the banjo bolt, located on the back side of the stock fuel pump. After removing the rear banjo bolt you must remove the fuel line retainer that attaches to the factory bracket. It is easier to remove the line on the back of the filter element before removing the final banjo bolt (this will save knuckles and o-rings).
3. With the 10mm tool of your choice, remove the three studs on the bracket that holds the fuel pump in place.

4. Once the pump is loose from the bracket you need to disconnect the electrical connector located on the base of the pump (as pictured below). Now you can remove the factory pump from the truck completely.



5. With the factory pump out of the truck you can remove the fuel line with the 17mm wrench.

Note: Before next step spray some WD-40 into the inlet port of the pump (or comparable), to help prevent gear wear while priming.

6. Bolt the factory fuel line into the inlet port, using the banjo bolt and 2 washers, while placing the mesh screen (**very critical - only insert the screen 1/4" into the banjo bolt, leaving about 3/4" of an inch exposed**) in the center of the banjo bolt. This is a 144 micro filter that helps keep debris from entering your new pump. Loose assemble at this time, making sure the support arm of the fuel line is located between the mounting plate and pump motor of the DDRP.



7. Using the 10 x 32 tapered flathead cap screw, locate the mounting hole of the support arm around this bolt while threading.



8. While tightening the inlet banjo bolt, hold the fuel line support bracket firmly against the top of the pump motor. Following this method of assembling the fuel line to the inlet port of the DDRP will help insure against the loosening of fuel fittings.



9. Now slide the DDRP into the factory location. Once the DDRP is in position use the included mounting bolts to bolt it in place.



10. Once the mounting bolts have been tightened you can assemble the fuel line from the DDRP to the inlet of the factory fuel filter housing. Note: Early models will have the inlet/outlet ports on top of the filter housing (picture A), while later models will have the inlet port on the firewall side of the filter head (picture B).

A



B



11. Spray WD-40 on the push lock portion of the banjo fitting and on the inside diameter of the fuel line before inserting the push lock into the fuel line. Assemble this banjo fitting to the outlet port of the DDRP using the banjo bolt and 2 washers.



12. Measure and cut the opposite end of this fuel line to the inlet port of the factory fuel filter housing, top (early model) or top side (later model). Assemble into this port using the assembly instruction in the previous step.



13. After everything is good and tight you can now plug the DDRP into your factory wiring harness.



To insure our extended 4 year warranty be sure to send completed warranty information in to Diesel Performance Products, Inc. 16240 Hwy o Suite B Marthasville, MO. 63357, with a copy of your receipt.

HARD STARTS (DODGE '98.5 - '02)

Answer the following questions:

- Did the vehicle start fine without the FASS or HPFP? 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.
- Do you have a WH-1002? If yes, refer to the "WH-1002" section located in "Electrical"

LOW FUEL PRESSURE ISSUE WITH DDRP

After installing your new DDRP and you find that the pressure is lower than required (Below 12 – 14) You will find a small pressure spring , and new o-ring included in the installation kit.

- Remove the DDRP from the vehicle.
- Position the DDRP in the horizontal position with the square mounting plate facing in the upwards position.
- Remove the 3 mounting screws holding the plate to the pump assy. After removing the mounting plate you will find, an o-ring seal, a small spring, and small check ball under the spring (do not remove the check ball)
- Replace the spring and O-ring. Reattach the mounting plate, paying close attention as to not pinch the sealing o-ring. Retighten the mounting screws to 55 inch lbs. Reinstall DDRP on the vehicle. This new spring will increase the psi about 5-6 lbs.

