



FUEL PRESSURE KIT INSTALLATION INSTRUCTIONS

INTRODUCTION

THANK YOU FOR YOUR PURCHASE OF A QUADZILLA PRODUCT. WE KNOW YOU'LL BE MORE THAN SATISFIED WITH THE INCREASED PERFORMANCE OUR PRODUCT PROVIDES. BE SURE TO TELL YOUR FELLOW DIESEL TRUCK OWNERS ABOUT QUADZILLA. THE INSTALLATION OF THIS PRODUCT INDICATES THE BUYER HAS READ AND UNDERSTANDS THIS AGREEMENT AND THE **'DISCLAIMER OF LIABILITY'** AGREEMENT CONTAINED AT THE END OF THIS DOCUMENT AND ACCEPTS ITS TERMS AND CONDITIONS.

IMPORTANT: THIS IS A HIGH PERFORMANCE PRODUCT. USE AT YOUR OWN RISK.

Before beginning the installation of your new Fuel Pressure Kit, read these instructions in their entirety. Make sure you understand the steps and possess the skills required to install this product. If you have any questions regarding the installation please contact your dealer before starting the installation process.

When routing wires, pay special attention to avoid any moving, sharp, or hot engine components.

SUPPLIED ITEMS

FP TRANSDUCER 0-100PSI
WIRE HARNESS
ZIP TIES
BANJO BOLTS
WASHERS

REQUIRED TOOLS

17MM WRENCH
ADJUSTABLE WRENCH

INSTALLATION

98-02 DODGE TRUCKS ONLY

Locate the injection pump on the driver's side of the engine at the front of the block about halfway down. Remove the banjo bolt on the back fuel line which is the smaller of the two. Remove the banjo bolt and dispose of the two factory banjo bolt washers. Attach the Transducer and the supplied tapped banjo bolt fitting together. The Transducer uses 1/8" NPT tapered threads; you do not have to tighten it to the end of the threads to prevent leaks. If the fitting is over tightened it can strip the threads on the Transducer. Install one of the washers on the banjo bolt. Slide the banjo bolt through the fuel line and slide the other washer over the threads of the banjo bolt. Screw the banjo fitting by hand until it is snug. We recommend bleeding the fuel line before tightening the Banjo fitting all the way up to allow any air in the lines to escape. To do this, you need to tighten the Banjo fitting by hand to where the fitting is still slightly loose then turn the ignition to the On position. This will prime the pump and allow any air to escape. There will also be a small amount of fuel that will leak out. Once this has been done, tighten the Banjo fitting down firmly. Be sure that you do not over tighten this fitting; over tightening can cause damage to the pump. This fitting between the Banjo and the pump just needs to be a snug fit. Once the line has been bled and the fitting has been tightened, you will need to connect the 3-pin connector from the Fuel Pressure harness to the Transducer and turn the ignition off. After that connection has been made, you will need to route the other end of the harness through the firewall into the cab and connect the two corresponding 4-pin connectors together. After everything has been connected start the truck up and check for any leaks at the pump or the fittings. If there is a leak present you will need to tighten the Banjo fitting down just a slight bit then check again. If no leaks are present the installation is complete.



03-07 DODGE TRUCKS ONLY

Locate the Injection Pump which is located on the driver's side of the engine at the front of the block about halfway down. Remove the fitting that is located on the top of the pump closest to the fan with a 17mm wrench or socket. Remove the banjo bolt and dispose of the two factory banjo bolt washers. Attach the Transducer and the supplied tapped banjo bolt fitting together. The Transducer uses 1/8" NPT tapered threads; you do not have to tighten it to the end of the threads to prevent leaks. If the fitting is over tightened it can strip the threads on the Transducer. Install one of the washers on the banjo bolt. Slide the banjo bolt through the fuel line and slide the other washer over the threads of the banjo bolt. Screw the banjo fitting by hand until it is snug. We recommend bleeding the fuel line before tightening the Banjo fitting all the way up to allow any air in the lines to escape. To do this, you need to tighten the Banjo fitting by hand to where the fitting is still slightly loose then turn the ignition to the On position. This will prime the pump and allow any air to escape. There will also be a small amount of fuel that will leak out. Once this has been done, tighten the Banjo fitting down firmly. Be sure that you do not over tighten this fitting; over tightening can cause damage to the pump. This fitting between the Banjo and the pump just needs to be a snug fit. Once the line has been bled and the fitting has been tightened, you will need to connect the 3-pin connector from the Fuel Pressure harness to the Transducer and turn the ignition off. After that connection has been made, you will need to route the other end of the harness through the firewall into the cab and connect the two corresponding 4-pin connectors together. After everything has been connected start the truck up and check for any leaks at the pump or the fittings. If there is a leak present you will need to tighten the Banjo fitting down just a slight bit then check again. If no leaks are present the installation is complete.



07.5-09 DODGE TRUCKS ONLY

The Transducer must be installed on the back of the fuel filter where the fuel comes into the bowl. Using a 17mm wrench or socket remove the banjo bolt and dispose of the two factory banjo bolt washers. Attach the Transducer and the supplied Tapped Banjo Bolt fitting together. The Transducer has 1/8" NPT threads which are tapered so you do not have to tighten it completely to the end of the threads. It just needs to be tightened to a snug fit to prevent leaks. If the fitting is over tightened it can strip the threads on the Transducer. Now that the two fittings have been attached go ahead and install one of the washers on the Banjo Bolt so that when screwed into the pump it will seal the top of the fitting. Then slide the Banjo Bolt through the fuel line and slide the other washer on so that it will seal the bottom of the line. Go ahead and screw the banjo fitting by hand until it is snug and leave it that way for now. We recommend bleeding the fuel line before tightening the Banjo fitting all the way up to allow any air in the lines to escape. To do this, you need to tighten the banjo fitting by hand to where the fitting is still slightly loose then turn the ignition to the On position. This will prime the pump and allow any air to escape. There will also be a small amount of fuel that will leak out. Once this has been done, tighten the Banjo fitting down firmly. Be sure that you do not over tighten this fitting; over tightening can cause damage to the pump. This fitting between the Banjo and the pump just needs to be a snug fit. Once the line has been bled and the fitting has been tightened, you will need to connect the 3-pin connector from the Fuel Pressure harness to the Transducer and turn the ignition off. After that connection has been made, you will need to route the other end of the harness through the firewall into the cab and connect the two corresponding 4-pin connectors together. After everything has been connected start the truck up and check for any leaks at the pump or the fittings. If there is a leak present you will need to tighten the Banjo fitting down just a slight bit then check again. If no leaks are present the installation is complete.



WWW.QUADZILLAPOWER.COM

PART #: FP1000, FP1001

6032 JACKSBORO HWY, STE 100
FORT WORTH, TX 76135
TOLL FREE: 888-842-6572

WWW.QUADZILLAPOWER.COM



DISCLAIMER

THIS IS A HIGH PERFORMANCE PRODUCT. USE AT YOUR OWN RISK

Do not use this product until you have carefully read the following agreement.

This sets forth the terms and conditions for the use of this product. The installation of this product indicates that the BUYER has read and understands this agreement and accepts the terms and conditions.

DISCLAIMER OF LIABILITY

Quadzilla Performance Technologies, Inc. and its distributors, jobbers and dealers (hereafter SELLER) shall in no way be responsible for the product's proper use and service. THE BUYER HEREBY WAIVES ALL LIABILITY CLAIMS.

The BUYER acknowledges that he/she is not relying on the SELLER's skill or judgment to select or furnish goods suitable for any particular purpose and that there are no liabilities which extend beyond the description on the face hereof and the BUYER hereby waives all remedies or liabilities, expressed or implied arising by law or otherwise, (including without any obligations of the SELLER with respect to fitness, merchantability and consequential damages) or whether or not occasioned by the SELLER's negligence.

The SELLER disclaims any warranty and expressly disclaims any liability for personal injury or damages. The BUYER acknowledges and agrees that the disclaimer of any liability for personal injury is a material term for this agreement and the BUYER agrees to indemnify the SELLER and to hold the SELLER harmless from any claim related to the item of the equipment purchased. Under no circumstances will the SELLER be liable for any damages or expenses by reason of use or sales of such equipment.

The SELLER assumes no liability regarding the improper installation or misapplication of its products. It is the installer's responsibility to check for proper installation and if in doubt, contact the manufacturer.

LIMITATION OF WARRANTY

Quadzilla Performance Technologies, Inc. (hereafter "SELLER") gives limited warranty as to description, quality, merchantability, fitness for any product's purpose, productiveness, or any other matter of SELLER's product herewith. The SELLER shall be in no way responsible for the product's open use and service and the BUYER hereby waives all rights other than those expressly written herein. This warranty shall not be extended or varied in, except by a written instrument signed by SELLER and BUYER.

The warranty is limited to one (1) year from the date of sale and limited solely to the parts contained within the product's kit. All products that are in question of Warranty must be returned shipping prepaid to the SELLER and must be accompanied by a dated proof of purchase receipt. All warranty claims are subject to approval by Quadzilla Performance Technologies, Inc.

Under no circumstances shall the SELLER be liable for any labor charged or travel time incurred in diagnosis for defects, removal, or reinstallation of this product, or any other contingent expenses.

Under no circumstances shall the SELLER be liable for any damages or expenses insured by reason of the use of sale of any such equipment.

IN THE EVENT THAT THE BUYER DOES NOT AGREE WITH THIS AGREEMENT: THE BUYER MAY PROMPTLY RETURN THIS PRODUCT, IN A NEW AND UNUSED CONDITION WITH A DATED PROOF OF PURCHASE TO THE PLACE OF PURCHASE WITHIN THIRTY (30) DAYS FROM THE DATE OF PURCHASE FOR A FULL REFUND.

THE INSTALLATION OF THIS PRODUCT INDICATES THAT THE BUYER HAS READ AND UNDERSTANDS THIS AGREEMENT AND ACCEPTS ITS TERMS AND CONDITIONS.

* LEGAL IN CALIFORNIA ONLY FOR RACING VEHICLES WHICH MAY NEVER BE USED UPON A HIGHWAY.

WARRANTY

All QUADZILLA Performance Modules/Tuners Diesel Performance Enhancement Software- as specified below - is warranted against defective materials or workmanship for one million miles or ten years from date of purchase, whichever comes first. The Performance Modules/Tuners hardware units are covered by a one year unlimited mileage warranty.

WHAT IS WARRANTED:

Any Performance Modules/Tuners Diesel Performance Enhancement Software specified for and Cummins, Powerstroke, and, Duramax diesel engines, except those units sold exclusively for racing and/or off-road use.

WHO IS COVERED BY WARRANTY:

The original purchaser of a Performance Modules/Tuners who has completed the required warranty registration and provided proper proof of the original retail purchase and all other required information.

WHAT IS NOT WARRANTED:

Any Performance Modules/Tuners used for any type of racing or competition, any off-road use, custom or modified applications, any non-legal or industrial applications. (These units are covered by a one year unlimited mileage warranty for both Software and Hardware.)

WHAT VOIDS THE WARRANTY:

Incorrect Installation: The Performance Modules/Tuners must be installed following Quadzilla installation procedure as outlined in the product literature that accompanies the Performance Modules/Tuners. Physical damage to the unit due to improper care in installation or removal will not be covered under this warranty. **No Registration:** Failure to register your product within 90 days of purchase will void the one year unlimited mileage warranty. **No Proof of Purchase:** At time of warranty claim, buyer must provide proof of purchase (original receipt or invoice). **Incorrect Use:** Any damaged, abused or modified Performance Modules/Tuners will not be warranted.

EXTENT OF WARRANTY:

Any defective Performance Modules/Tuners properly returned to QUADZILLA will be replaced or repaired by QUADZILLA. QUADZILLA will not be responsible for any other expenses incurred by the customer under the terms of this warranty, nor shall it be responsible for any damages consequential, special, contingent, or otherwise; or expenses or injury arising directly or indirectly from the use of the Performance Modules/Tuners unit or software. Any Performance Modules/Tuners returned to QUADZILLA must be sent at the customer's expense along with proof of purchase. QUADZILLA reserves the right to determine whether the terms of the warranty, set out above, have been properly complied with. In the event that the terms are not complied with, QUADZILLA shall be under no obligation to honor this warranty.

SHORTAGES AND DAMAGED GOODS:

It is the responsibility of the customer to inspect and count products upon receipt. Any shortages or errors must be reported to Quadzilla immediately. Claims for shortages or damaged goods must be received within 3 days of receipt of the product. All merchandise is inspected before packing. Any damaged goods should be reported to the freight carrier immediately. All packaging of damaged goods must be kept for inspection by the freight carrier.

RETURNS AND EXCHANGES:

An RMA (return merchandise authorization) must accompany all returns and exchanges. Returns must include a copy of the original invoice. Returns and exchanges must be shipped pre-paid or they will be refused.

Returned or exchanged products must be undamaged, or in "like new" condition. Damage occurred during freight due to improper packing is the responsibility of the customer. Unauthorized or refused merchandise are subject to a 10% restocking fee.

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