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Dodge 6.7L High Pressure Fuel Line Kit

1050150

2007.5-2018 Dodge 2500HD/3500HD/4500/5500

Kit Contents

1500156	1500157
	
Fuel line; Cylinder 1	Fuel Line; Cylinder 2/3
Qty: 1	Qty: 2

1500158	1500159
	
Fuel line; Cylinder 4/5	Fuel Line; Cylinder 6
Qty: 2	Qty: 1

Introduction

This kit contains all 6 injector feed lines for Dodge Cummins 6.7L ISB applications designed to provide a complete fit with no need for the end user to bend lines.

WARNING: Do not start vehicle after installation until the fuel system has been primed.

Tools Required for Installation

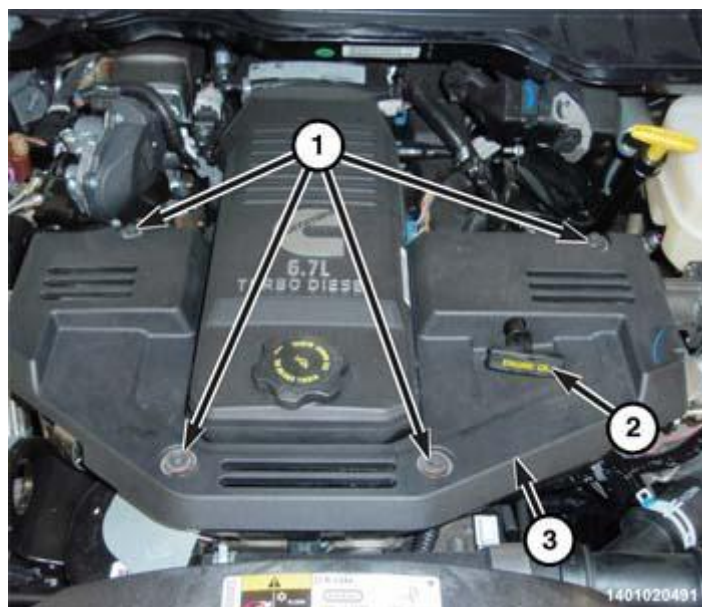
- Cable Tie
- 8, 10, 11mm socket
- 24mm wrench
- Torque wrench
- 19mm crowfoot
- Ratchet and ratchet extensions

Disassembly

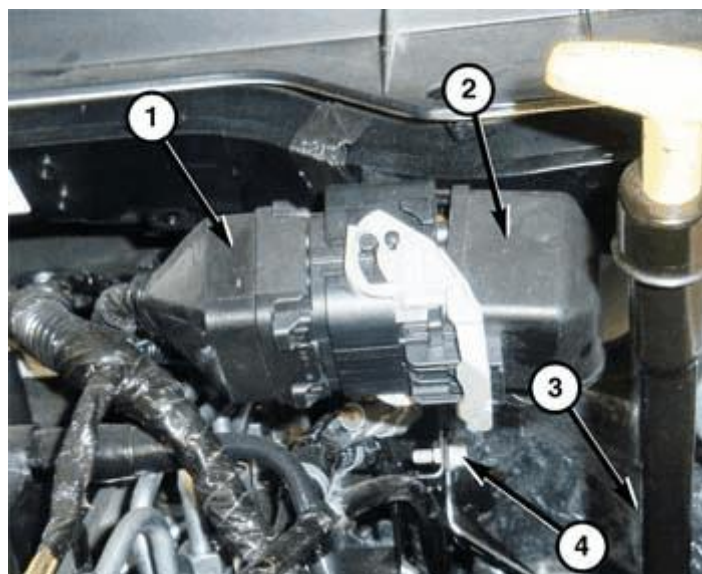
Disconnect both vehicle batteries before installation for safety.

Remove engine oil dipstick (2)

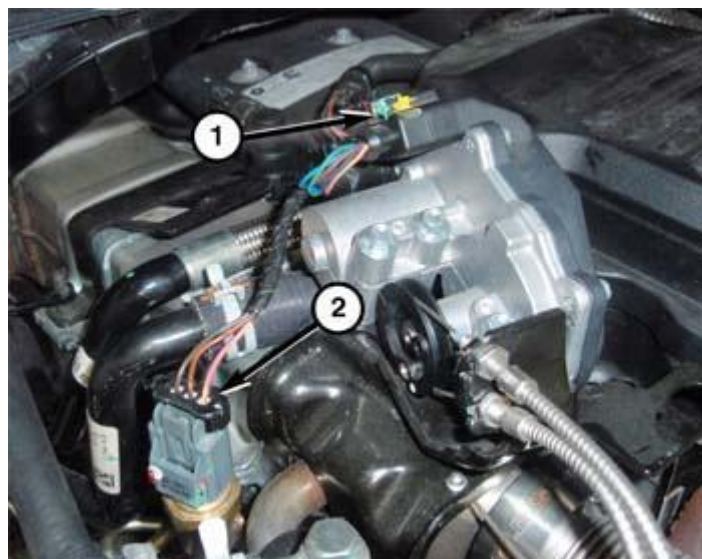
Remove bolts (1) and engine cover (3)



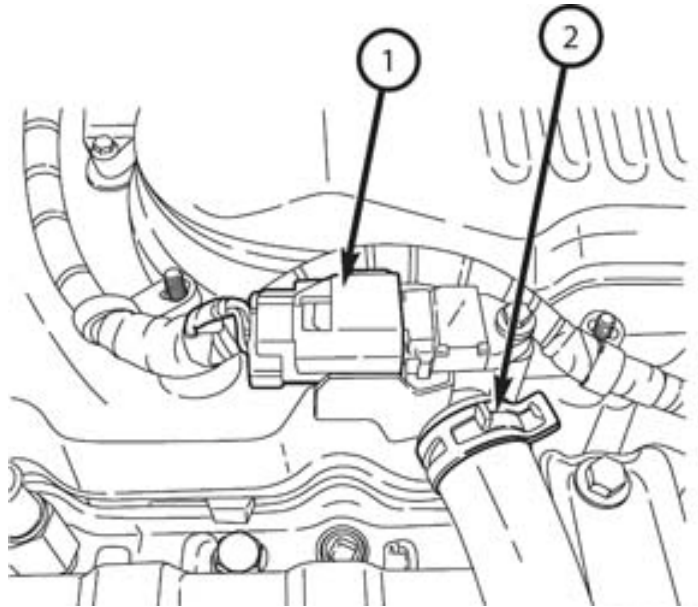
Cut cable tie and move aside the bulk head connector (1)



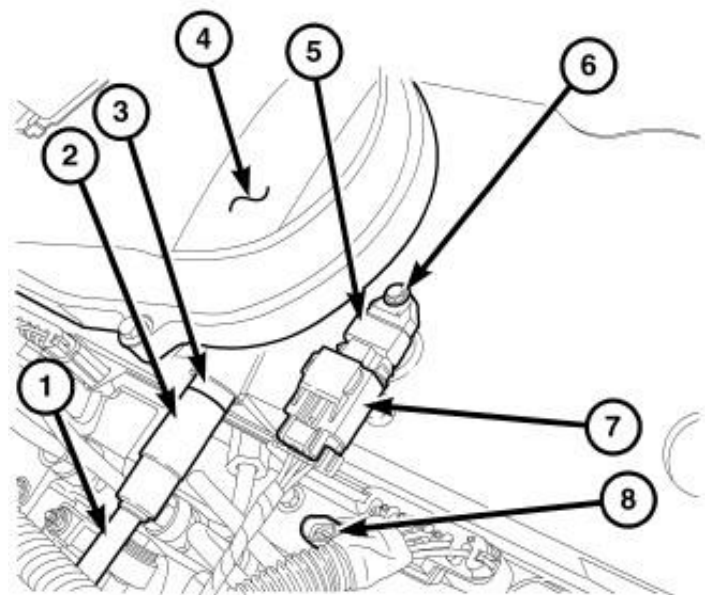
Disconnect the exhaust pressure sensor wire harness connector (2) and then the EGR cooler bypass valve wire harness connector (1)



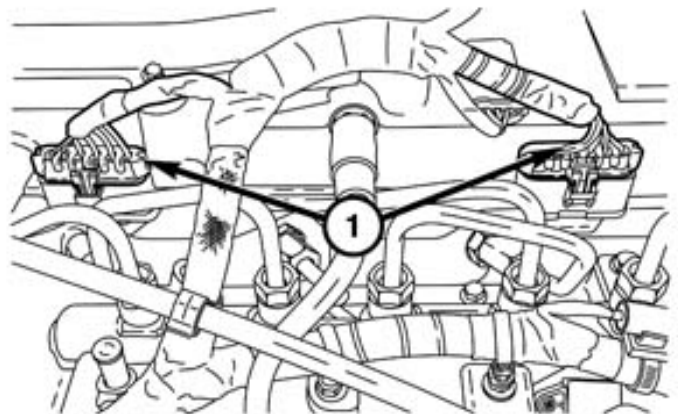
Disconnect the crankcase pressure sensor 2 wire harness connector (1)



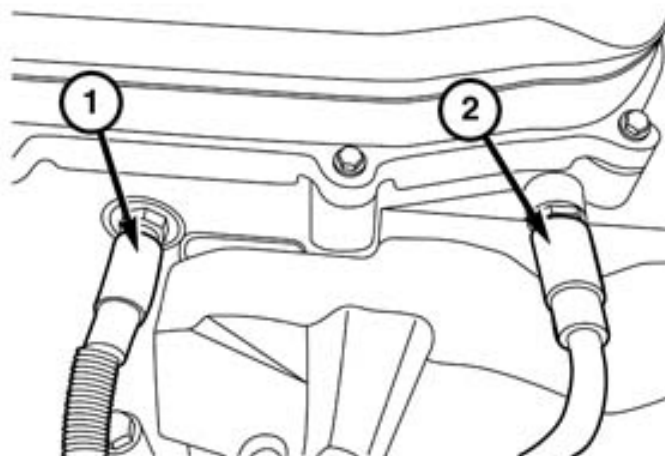
Disconnect crankcase pressure sensor 1 wire harness connectors (7)



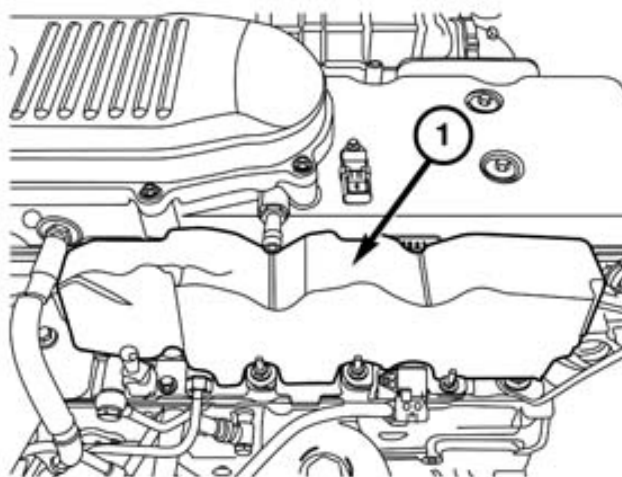
Disconnect both fuel injector harness connectors (1)



Remove the CCV oil drain hoses (1, 2) from cylinder head cover.

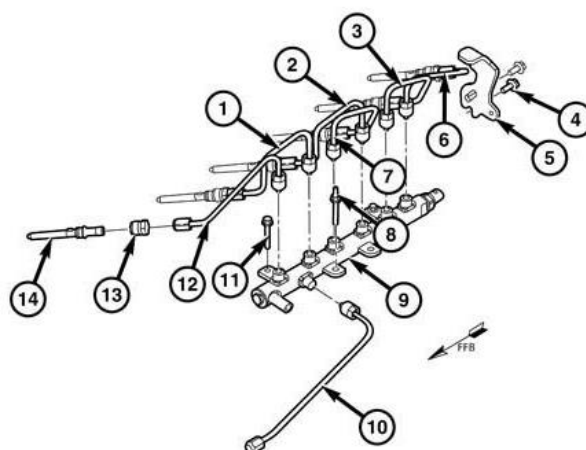


Remove the fuel tube silencer (1)



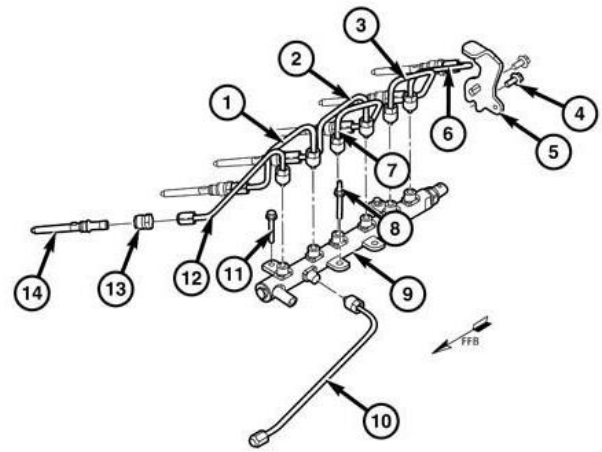
Remove the intake manifold.

Remove the bracket (5) located above the fuel tube connection at cylinder head. Two bolts (4) secure this bracket to the rear of the cylinder head. The upper bolt hole is slotted. Loosen (but do not remove) these two bracket bolts. Tilt the bracket down.



Remove fuel injector lines.

WARNING: When loosening or tightening the high pressure lines attached to a separate fitting (13), use a backup wrench on fitting. Do not allow fittings to rotate. Damage to both fuel line and fitting will result.



IF INSTALLING INJECTORS, PLEASE INSTALL THEM NOW

Installation is reverse of disassembly instructions. Using the following torque specs:

Tighten fuel tube nut at the cylinder head to 40 N.m (30 ft. lbs.)

Tighten fuel tube nuts at the rail to 40 N.m (30 ft. lbs.)

Metal bracket at the rear of cylinder head: 43N.m (32 ft. lbs.)

Oil dipstick bolt and nut:

Bolt: 24 N.m (18 ft. lbs.)

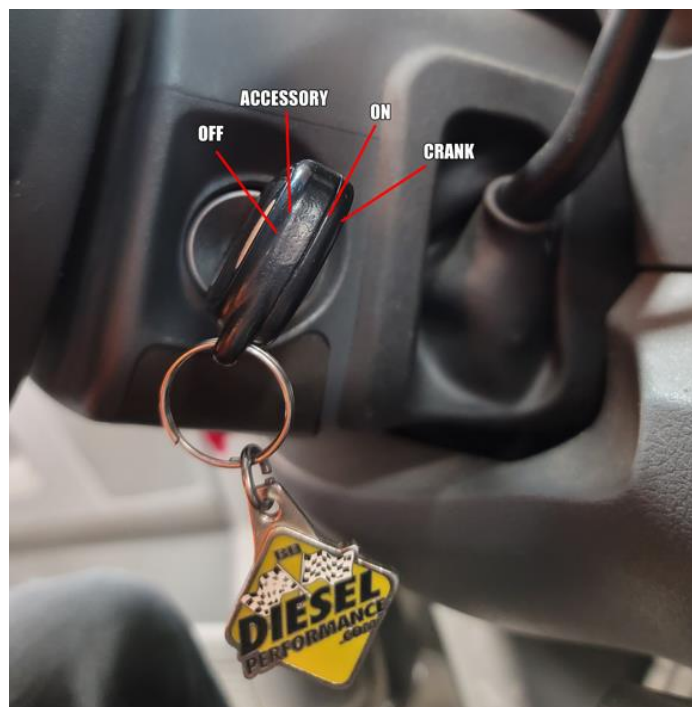
Nut: 9 N.m (80 in. lbs.)

Engine cover bolts: 10 N.m (89 in. lbs.)

WARNING: Prime fuel system prior to starting the vehicle.

Fuel System Priming

Turn key to CRANK position and quickly release key to ON position before engine starts. This will operate fuel transfer pump (lift pump) for 25 seconds.



Crank engine. If the engine does not start after 25 seconds, turn key to OFF position, leave for at least 10 seconds. Repeat previous step until engine starts

Fuel system priming is now complete.

Attempt to start the engine. If engine fails to start, proceed to the following steps. **When the engine does start, it may run erratically and be noisy for a few minutes. This is normal condition.**

Caution: Do not engage the starter motor for more than 30 seconds at a time. Allow for 2 minutes between cranking intervals.

Perform previous fuel priming procedure steps using fuel transfer (lift) pump. Be sure fuel is present at the fuel tank.

Crank the engine for 30 seconds at a time to allow fuel system to prime.

WARNING: The fuel injection pump supplies extremely high fuel pressure to each individual injector through the HP lines, Fuel under this amount of pressure can penetrate skin and cause personal injury. Wear safety goggles and adequate protective clothing. Do not loosen fuel fittings while engine is running.

WARNING: Engine may start while cranking the starter motor.



Once all components have been reinstalled, be sure to check all connection points are tight and inspect for leaks.

