

Installation Manual
P/N 9852MAX



1998.5-2002 DODGE CUMMINS
"Maximizer System"

Installation Instructions

P/N 9852MAX
Maximizer System Installation

PLEASE READ ALL INSTRUCTIONS BEFORE BEGINNING INSTALLATION

Safety Guidelines!

WARNING! Always secure the vehicle from rolling.

WARNING! Always disconnect vehicle batteries before working on electrical components.

WARNING! Always wear safety glasses when operating power tools such as drills and grinders or using punches and chisels.

WARNING! Always properly secure fuel lines and wiring to prevent chaffing.

WARNING! Always have a fire extinguisher available when working with fuel systems.

PLEASE WORK SAFELY!

PUSHLOK HOSE CONNECTIONS

PushLok hose connection can be a handful to make. There are a couple of tricks to make seating the hose on the fitting easier. If possible use a vise and light pressure to hold the fitting steady. Use a very light film of oil to lubricate the barbs of the fitting. Light motor oil or transmission fluid works well. Heat the end of the hose in near boiling water, with a heat gun or just lay in the sun until warm and pliable.

Make the connection by pushing straight on to the fittings. After installation on the truck you may see a moist area at the end of the hose on the PushLok fitting. This is the oil used to lubricate the fitting that has been pushed out by compression and not a fuel leak.

Maximizer Kit Contents



<u>Qty</u>	<u>Item Description</u>
5	90° PushLok to #6 JIC Fitting
1	Straight PushLok to #6 JIC Fitting
5	Metric to JIC Stainless Adapters
5	Cummins Sealing Washers
1	10' section Parker 3/8" PushLok Hose
3	3/8" Hose Clamps
1	3/8" Pressure Sender Tee

Please check your parts inventory against the above parts list before beginning your installation.

Preparation

- 1) Secure vehicle from rolling.
- 2) Disconnect both batteries.
- 3) Raise vehicle and support safely if needed.
- 4) Drain fuel filter housing into an approved container via the water/fuel separator.

Stock Filter to VP44 Supply Line Installation

- 5) Begin your installation by removing the stock fuel line from the fuel filter housing to the VP-44 inlet.
- 6) Install one stainless metric adapter in the VP-44 inlet using one of the supplied Cummins sealing washers and tighten. There is no reason to over tighten the adapters. The Cummins washers make a very good seal.
- 7) Install another stainless adapter and seal washer in the fuel filter housing outlet.
- 8) Install one of the 90° JIC to PushLok fittings in the end of the supplied fuel hose. Loosely attach this fitting on the adapter at the fuel filter outlet. Route the hose to the injection pump inlet.
- 9) You now have the choice of a straight fitting or a 90° fitting for your connection at the injection pump inlet. The use of a straight fitting here will allow you to route the new line around the power steering pump rather than over it. Loosely attach your chosen fitting to the adapter in the injection pump inlet.
- 10) Measure the hose coming from the new fuel filter connection and cut to length. Remove the fitting from the metric adapter at the injection pump inlet. Install this fitting in the end of the new injection pump feed line making sure that the fitting is fully seated. Reattach the fitting and tighten.



Lift Pump to Filter Canister Line Installation

- 11) Remove the banjo bolts from the fuel pump to fuel filter canister line. Remove the stock supply line from the truck.
- 12) Install one stainless metric to JIC adapter in the fuel filter canister using a Cummins sealing washer and tighten. Make sure that the sealing washer is fully seated on the centering shoulder. Install another stainless metric adapter with sealing washer in the fuel pump outlet and tighten.
- 13) Install one of the 90° PushLok fittings in the end of the remaining hose and loosely attach this fitting to the adapter in the fuel pump outlet. Loosely install another 90° PushLok fitting on the metric adapter at the fuel filter inlet. Route the hose in a loose arc from the fuel pump outlet up to the 90° PushLok installed at the filter inlet. Cut the hose to length by measuring against the yellow stop collar.
- 14) Remove the hose and fittings from the vehicle for final assembly. Install the 90° PushLok fitting in the end of the new pump to filter supply line making sure to fully seat the hose. Don't worry about the fitting orientation at this point. The fittings can be rotated in the hose after they are seated. Install the new supply line and tighten both fittings.



Pump Supply Line Installation

- 15) Remove the banjo bolt and line support bracket from the rear of the stock lift pump and replace with the remaining stainless metric adapter and Cummins sealing washer. Tighten the adapter.
- 16) Install the remaining 90° PushLok fitting in one end of the remaining hose. Attach this fitting to the metric adapter at the pump inlet. Route the hose in such a way as to allow connection to the stock metal supply line on the frame and tighten the fitting.
- 17) Locate the junction of the stock soft supply line and the metal line coming from the tank. Split the stock supply line with a utility knife and remove it from the steel supply line to reveal the beveled end.

- 18) Route the new supply hose attached to the pump inlet back to the end of the stock metal line. Cut the hose to length and attach to the stock metal line using the supplied clamp.

Finishing Up

- 19) Secure all hoses.
- 20) Purge the system of air using the same procedure that you would after a filter change. Prime the system by bumping the starter but do not allow the vehicle to start. Wait 20 seconds or until the pump shuts off. Repeat this step three times to purge the majority of air from the fuel system.
- 21) Start the engine and verify fuel pressure. The engine may run roughly for a short period until all of the air is removed from the system.
- 22) Check all connections for leaks and make sure all hoses are clear of moving parts.
- 23) Test drive the vehicle.

If you have any problem or questions please contact Glacier Diesel Power at 509-993-4923.

Thank you for your business and I look forward to helping you with your future accessory needs.

Sincerely,

Richard Martin
Glacier Diesel Power

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