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Cummins CP3 Conversion Kit

2019+ Cummins engine injection pump from a CP4 to CP3

1050490	RAM 2019+ CP3 Install kit
1050491	RAM 2019+ Stock CP3 Kit
1050492	RAM 2019+ R900 CP3 Kit





No tuning required for install!!

Kit was designed with a Duramax style CP3 injection pump. If a Cummins style CP3 pump is preferred, grinding for clearance on engine block is required (see notes at the end of install instructions).






1050490 Kit Contents – CP3 Install Kit

1500732	1500733	1500734	1500735
			
Drive Gear Qty: 1	Adapter Collar Qty: 1	Adapter Plate Qty: 1	Fuel Line Qty: 1



1500737	F00N200499	1500718	1500736
			
ECM Bracket Qty: 1	Outlet Fitting Qty: 1	CP3 Plug Qty: 1	High Pres. Nut Qty: 1

1500742	1500723	1500739	1502040
			
High Pres. Plug Qty: 1	QC Fitting, Barb Qty: 1	QC Fitting, M12 Qty: 1	Inlet Fitting Qty: 1

1604054	1452821	FT-MJ2740000ZP00	1302110
			
1/2" Hose Qty: 17in	Gear Clamp Qty: 2	M18 Nut Qty: 1	M18 Washer Qty: 1

1130162	FT-11116108	1601715	1300130	1500717
				
Circlip Qty: 1	M8x45 Bolt Qty: 3	M8x30 Bolt Qty: 3	Tie Wrap Qty: 1	Gear Holder Tool Qty: 1

1050491 Kit Contents – Stock CP3 Kit

0986437332	1050490
	
CP3 Pump Qty: 1	CP3 Install Kit Qty: 1

1050492 Kit Contents – R900 Performance CP3 Kit



1050651	1050490
	
R900 CP3 Pump Qty: 1	CP3 Install Kit Qty: 1

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Introduction

From the very first common rail Cummins Ram in 2003, all Cummins Rams have been supplied with the dependable Bosch CP3 injection pump. However, in 2019 Cummins revised the engine heavily and switched to the Bosch CP4 injection pump. Some owners may prefer to “backdate” their 2019+ model year Cummins engines to a CP3 injection pump for reliability and/or performance. This kit comes with everything you need to convert a CP4 equipped Cummins to use a CP3. The kit does not require tuning for operation, and allows the vehicle owner to take advantage of the many CP3 performance options available.

The kit is available with or without a CP3 pump, and is also available with a high-performance R900 stroker CP3 pump!

Installation

CP3 Pump Assembly

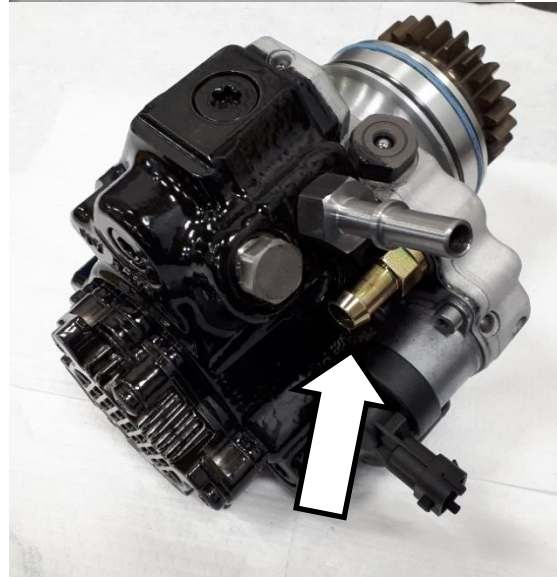
The below steps outline how to prepare the CP3 pump for installation.

Remove OEM inlet fitting, and install supplied high-flow fitting in its place.

Note Ensure copper washer is transferred from OEM inlet fitting.

Important! Do not over-torque fitting, damage can occur.

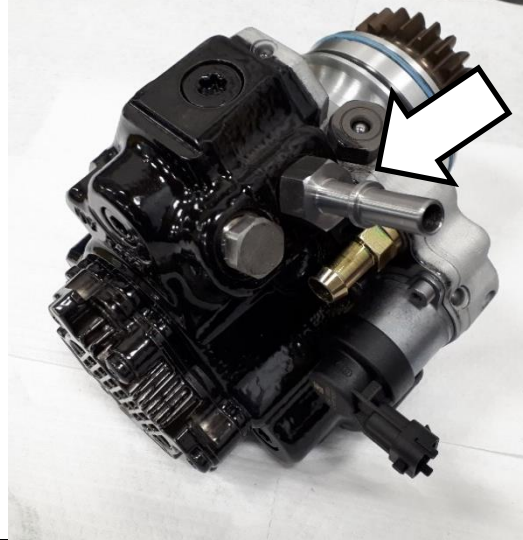
Torque spec: 6 ft-lbs



Remove OEM return fitting, and install supplied Quick-Connect fitting.

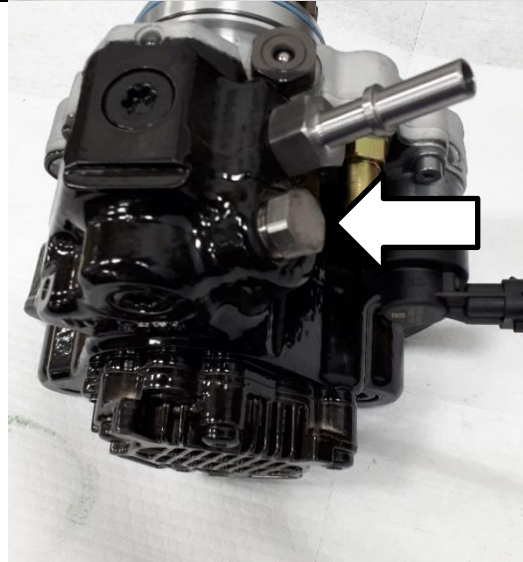
Important! Ensure copper washer is transferred from OEM return fitting.

Torque spec: 18 ft-lbs



Remove OEM High-Pressure outlet fitting, and install supplied plug in its place. Torque to spec.

Torque Spec: 74 ft-lbs

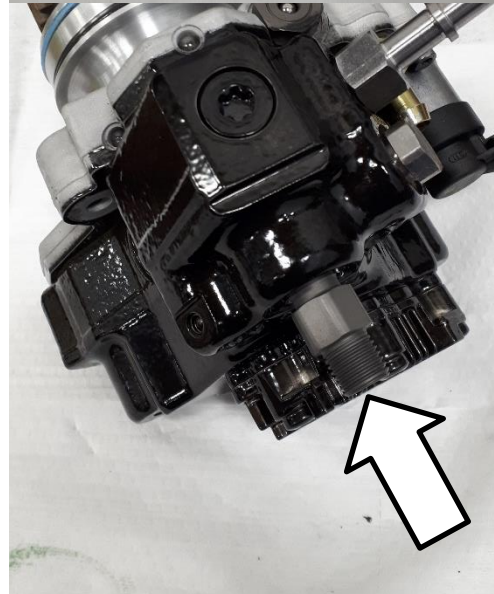
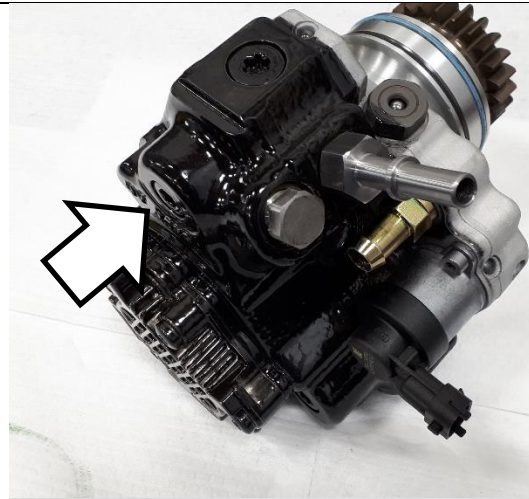


Remove High-Pressure plug from back of CP3 pump, located adjacent to the return fitting and OEM High-Pressure outlet.

Transfer spring onto supplied High-Pressure outlet fitting, and install. Torque to spec.

Important! Do not loose ball retained by spring inside pump!

Torque Spec: 56 ft-lbs



Ensure CP3 pump o-ring is installed, and install pump collar onto the front of the pump.

Note small amount of grease or oil on the o-ring can assist with install.





Install supplied gear onto pump shaft, and secure in place with supplied flat washer and nut.

Torque to spec using supplied gear holding tool.

Torque Spec: 75 ft-lbs



Pump Install

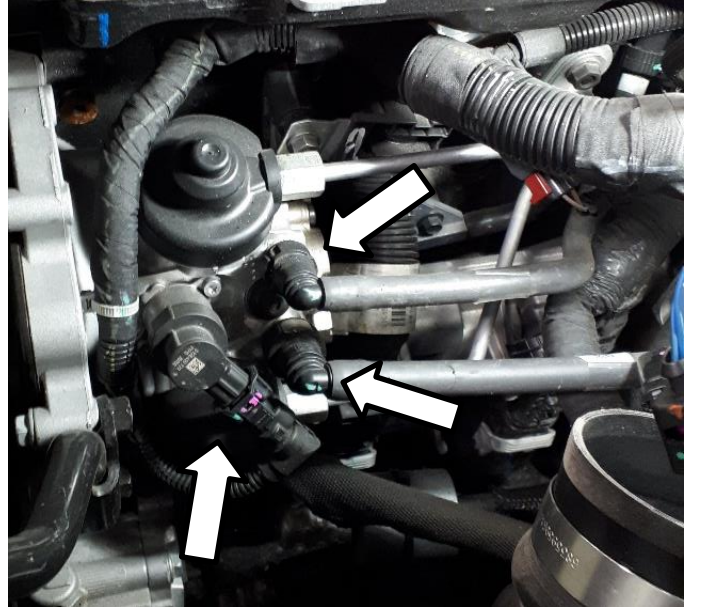
Disconnect both vehicle batteries for safety. The ECM will be unplugged during the below process.

Remove engine cover, and remove intake horn.
Removing EGR cross over tube may be required for easier disassembly of intake parts.



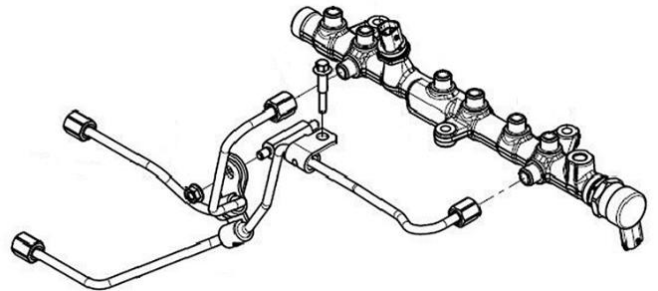


Unplug connector from CP4 pump, and Disconnect Feed and Return quick Connect hoses.

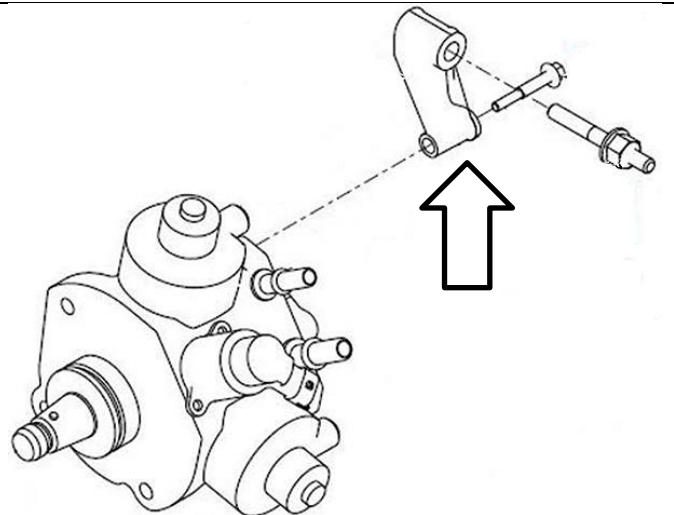


Disconnect high pressure fuel lines from CP4 pump, and Fuel rail. Remove fuel lines from engine.

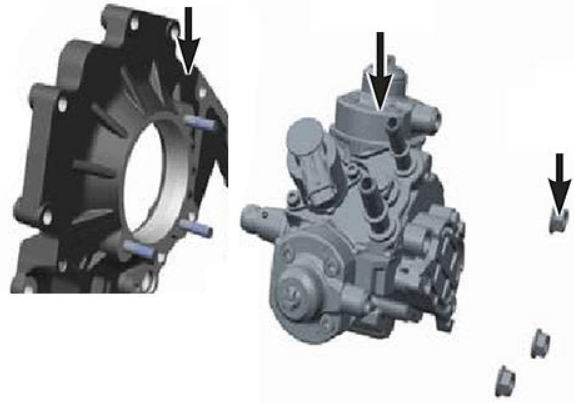
Important! Ensure debris or dirt does not get into fuel system!



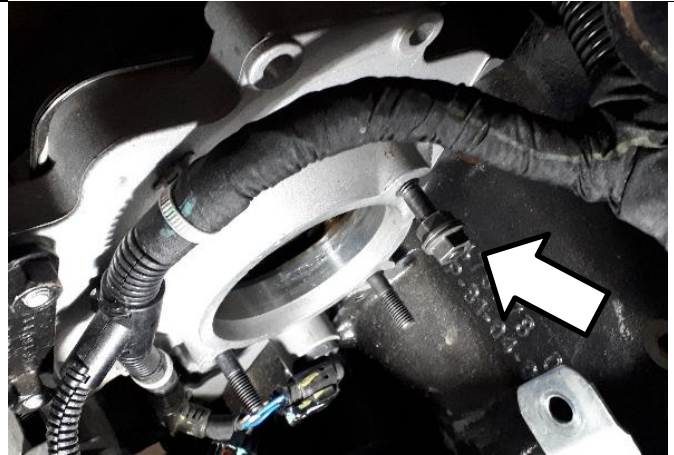
Remove nut from harness support, and remove CP4 support bracket from engine.



Remove three (3) mounting nuts holding CP4 pump to engine, and remove pump by pulling it towards rear of the truck.



Remove three (3) CP4 mounting studs from engine. Using two (2) CP4 mounting nuts, double nut the stud and unscrew it.



Install supplied adapter plate using three (3) supplied socket head cap screws.

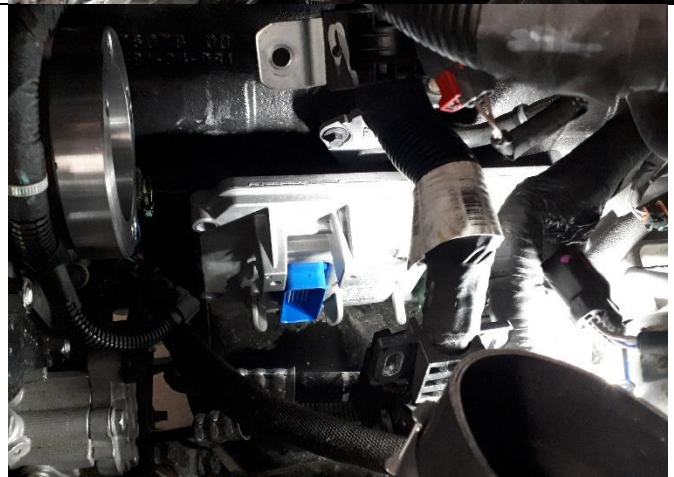
Note flat-spot on adapter is oriented next to sensor in timing case.

Torque spec: 20 ft-lbs



Remove bolts retaining ECM connector strain relief, and unplug ECM connectors.

Note It may be helpful to remove weight off of power steering hoses. This is done by cutting zip-tie and pulling rubber insert from bottom side.



Remove four (4) bolts holding ECM in place, and remove ECM from the engine.



Remove the four (4) bolts retaining the ECM bracket, and remove ECM bracket from the engine.



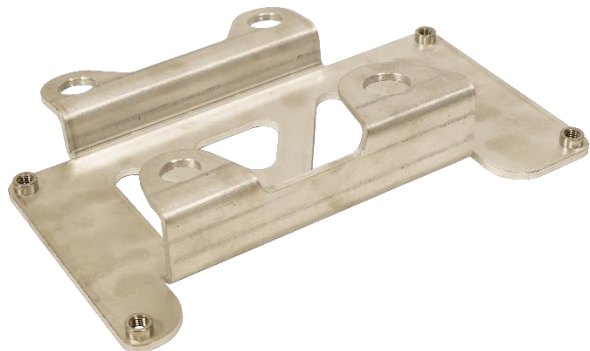
Remove standoffs and grommets from OEM ECM bracket.

Note Orientation of grommet and standoffs in bracket. The short standoffs are located towards the top of the engine, and the long ones towards the bottom.



Insert grommets and standoffs into supplied ECM bracket.

Note Long standoffs are located on the bottom, and short on top holes.



Install assembled ECM bracket onto engine block using OEM bolts.

Torque spec: 18 ft-lbs



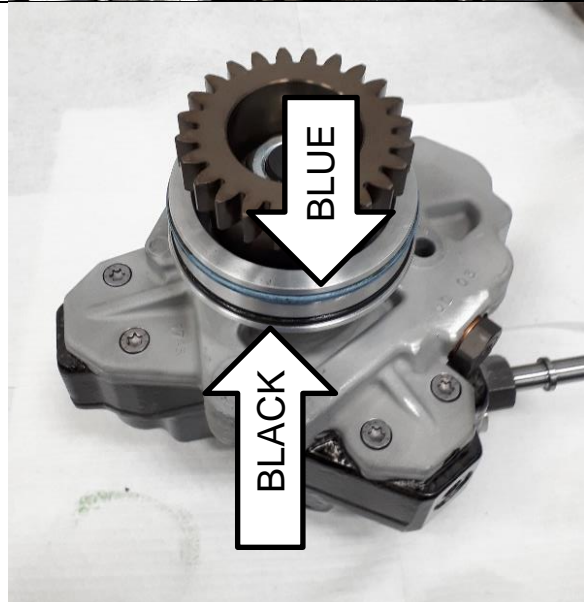
Reinstall ECM onto bracket, using OEM bolts.

Torque spec: 18 ft-lbs



Remove o-rings from CP4 pump collar, and install them onto the collar previously installed on CP3 pump.

Note o-ring orientation, and ensure blue o-ring is closer to gear.



Install CP3 pump onto engine. Install using three (3) supplied flange bolts. Pump will install with the metering unit pointing upwards.

Note One of the bolts is not in a visible location, tucked between the block and pump. It can be helpful to use a mirror for installation of this bolt.

Torque spec: 20 ft-lbs



Plug ECM harness back into ECM, and reinstall retaining bolts.

If weight was removed from power steering hoses, reinstall it using supplied zip tie.

Note It may be helpful to move the weight slightly rearward for better ECM harness clearance.

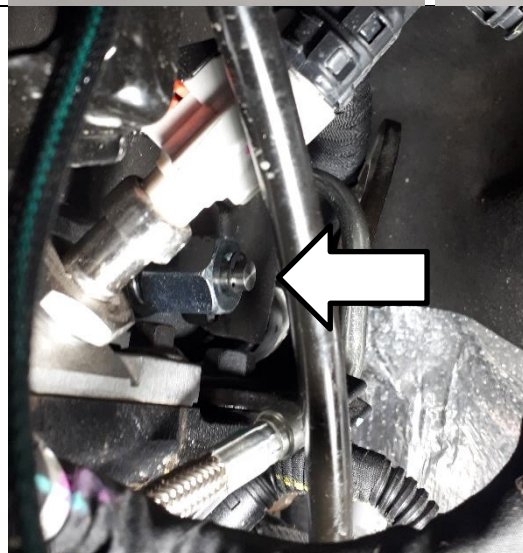


Assemble rail plug by inserting Plug-cone 1500742 into Nut 1500736. Retain with supplied Circlip 1130162.



Install assembled rail plug in most rearward feed port on fuel rail. Torque to specification.

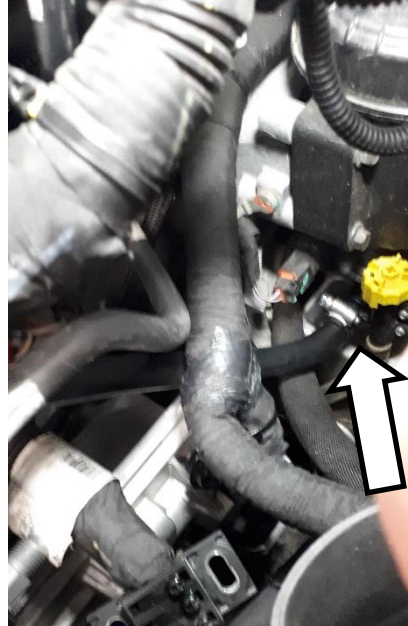
Torque spec: 33 ft-lbs



Assemble feed line with supplied quick connect, 1/2" fuel hose, and clamp as shown.



Remove factory feed hose from bottom of fuel bowl, and replace with 1/2" fuel hose assembled in previous step. Connect hose to CP3 pump inlet fitting with supplied clamp.

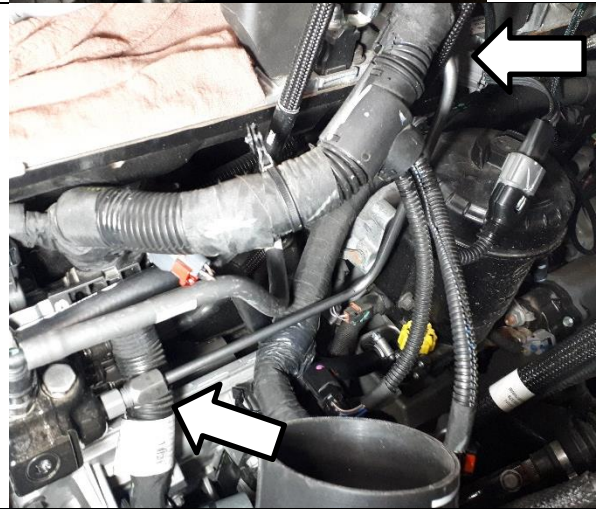


Connect OEM return hose to CP3 pump as shown.

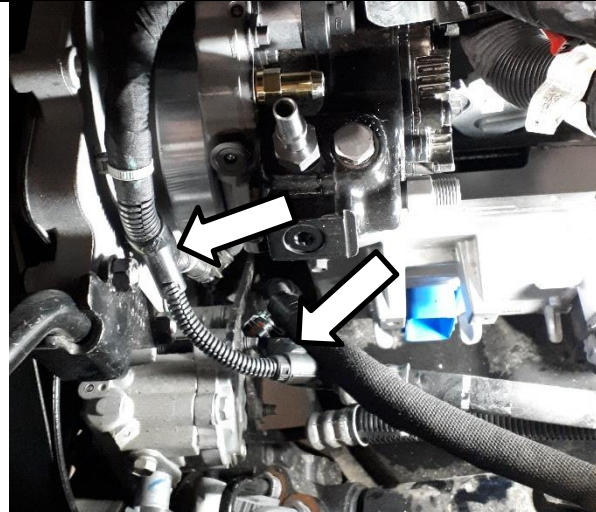


Install supplied High-Pressure fuel line between the CP3 pump and forward open fuel rail feed port.

Torque spec: 33 ft-lbs

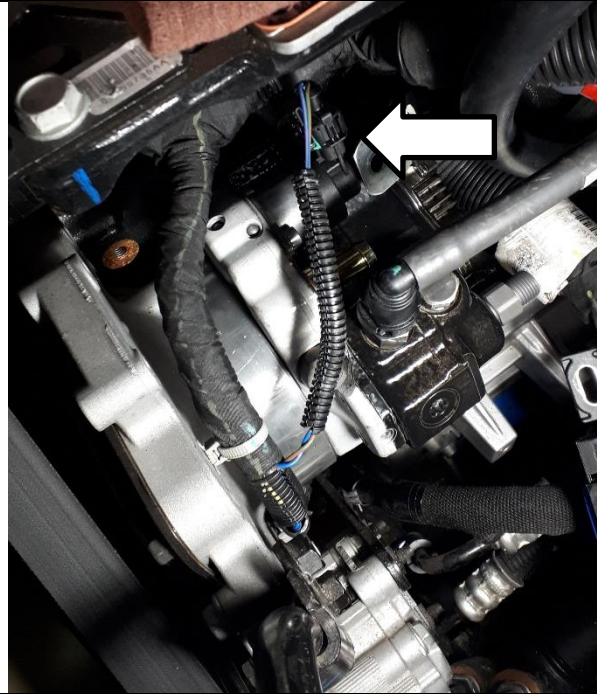


Remove factory loom 'Y'-clip, and both clips attached to the CP4 harness connector.



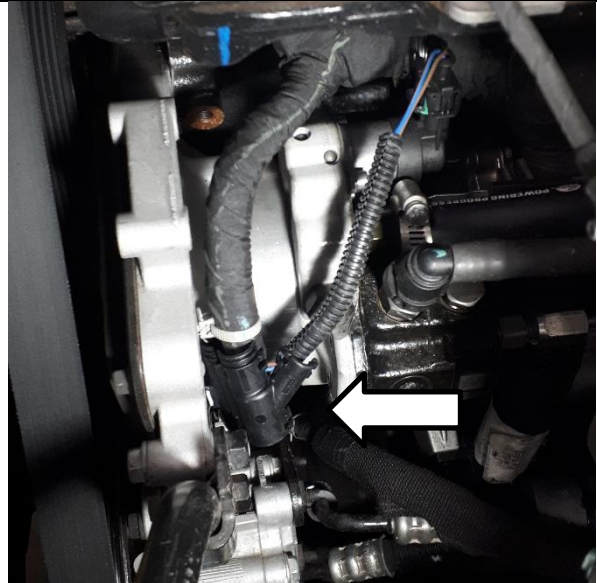
Route connector towards CP3 metering unit, and plug harness into pump.

Note: This may require trimming of oem harness tape.



Ensure wiring is all secured and won't rub on hard parts.

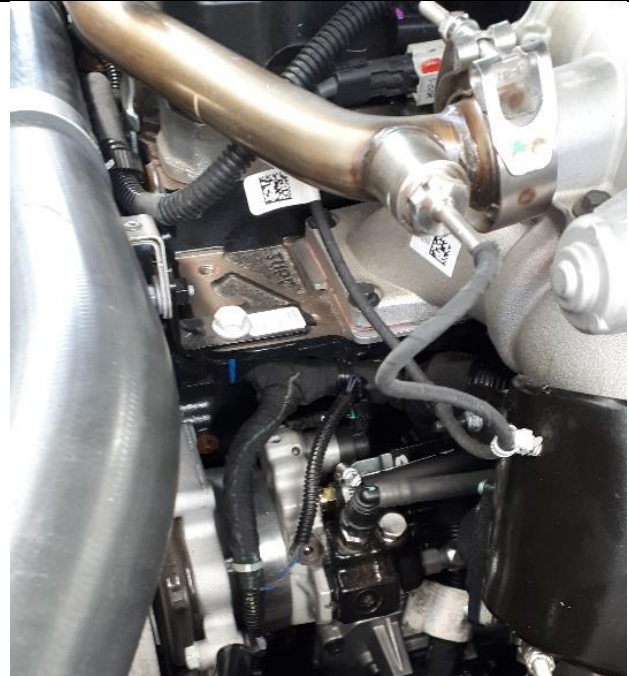
Note: Factory 'Y' clip can be reinstalled by trimming back loom, and installing as shown.



Connect Batteries, reinstall intake horn, EGR cross over pipe and associated parts removed earlier.



Installation of pump is complete, reconnect the batteries and start the engine to check for any fuel leaks

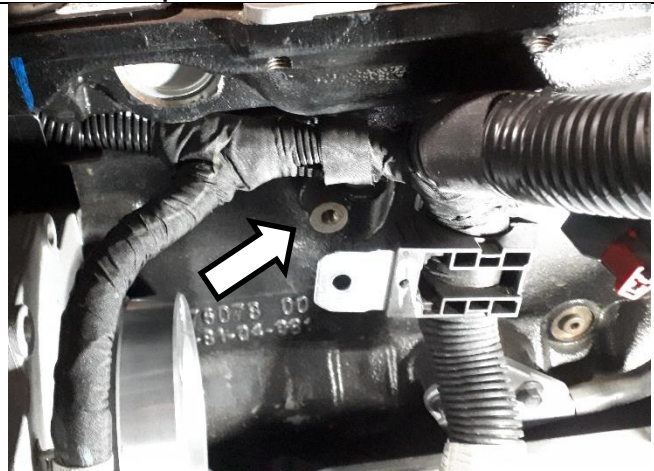


Cummins Style CP3 Install Notes

The CP3 conversion kit was designed using a Duramax style CP3 pump. Due to the shape of the Duramax pump, no grinding is required for install. If you wish to use a Cummins style pump, the below note will help with install.

Some clearance grinding will likely have to be done on the threaded boss located on the side of the engine block. It impedes the installation of a Cummins style CP3 pump.

Note Slight fitment challenges may occur with using a Cummins style cp3 pump.



Dual Alternator Install Notes

Some RAM trucks may be equipped with dual alternators. The CP3 conversion kit can still be installed, but minor adjustments may need to be made.

The factory fuel return fitting may contact the lower mounting nut of the alternator. This may require a small amount of grinding for clearance.

Alternatively, a banjo fitting or -6 JIC / AN fitting could be used to replace the factory quick connect to gain clearance.

