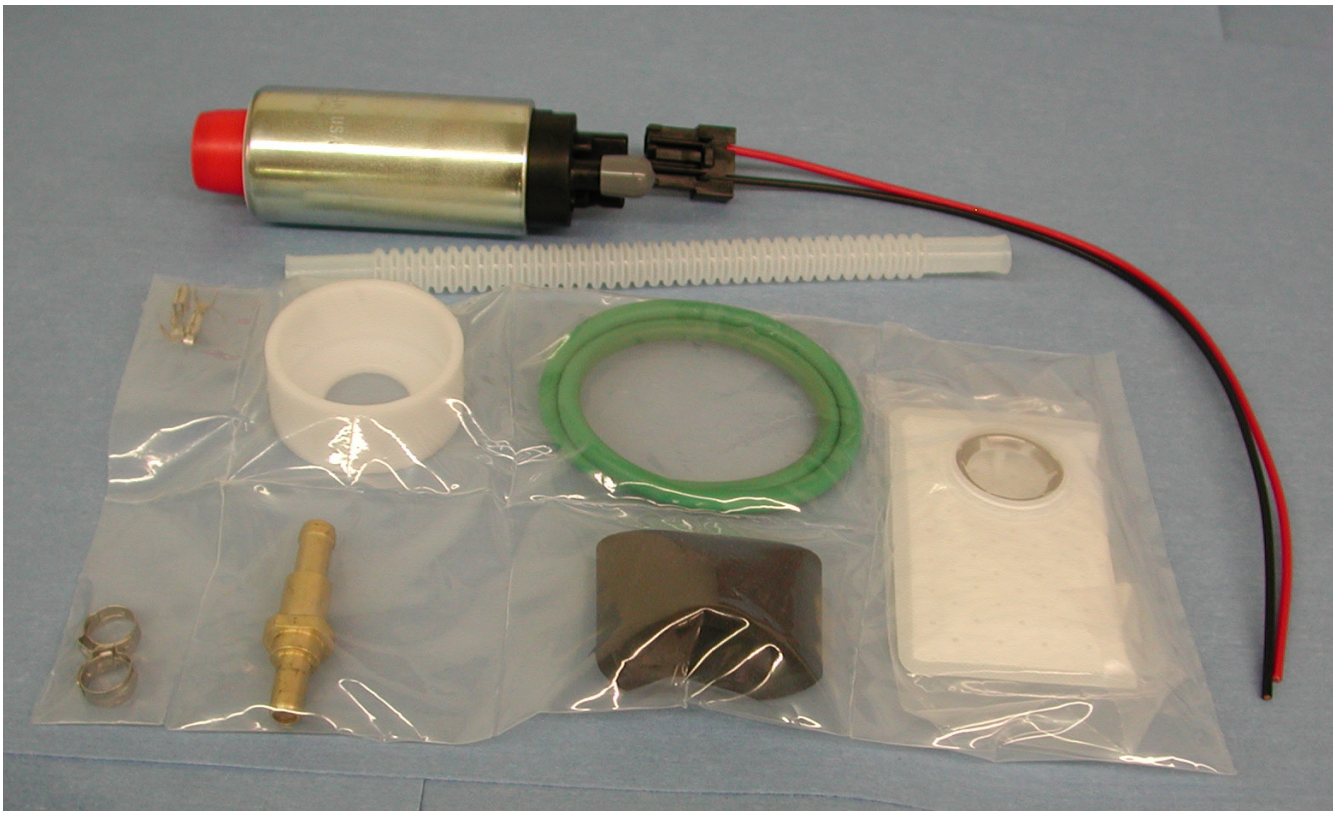
LINGENFELTER

PERFORMANCE ENGINEERING

Installation Instructions for

2007 2500 Chevy Suburban/GMC Yukon XL

Lingenfelter High Flow Fuel Pump Upgrade Kit



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Parts List

#	Part number	Description
1	TI-GSS340	TI/Walbro fuel pump
1	TI-125-135B	fuel pump pre-filter
1	TI-71-54	plastic convoluted fuel hose
1	TI-94-615	GM fuel pump adapter wire harness
1	MAG48-46-00-007	fuel pressure regulator adapter fitting
2	12077411	Metri-Pak 280 terminals
1	L760010607	fuel pump adapter ring
2	52545 K45	Oetiker clamp, 11.3 mm
0.5	TI-122-332	fuel pump adapter sleeve (cut in half)
1	22682111	fuel sender O-ring seal
1	L920010000	LPE decal
1		installation instructions

Optional Items

- Kenne Bell Boost-A-Pump *(20 amp model listed, 40 amp model can also be used)*
  - PN KB-89066 for naturally aspirated applications (vacuum trigger switch)
  - PN KB-89067 for boosted applications (pressure trigger switch)

Tools Needed

- small pocket screwdriver
- sharp knife or razor blade
- wire cutters
- hook tool (can also use small screwdriver)
- wire stripping tool
- wire crimping tool
- Oetiker clamp crimping tool or diagonal cutter
- terminal pin tool

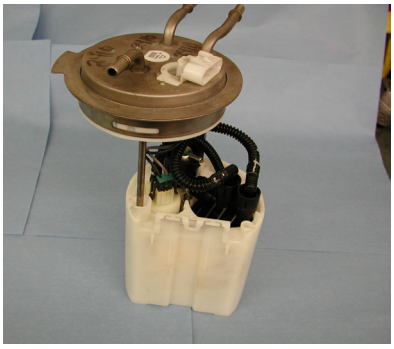
Fits The Following Vehicles

- 2007 2500 Chevrolet Suburban and Yukon XL with GM fuel pump module part # 19133475

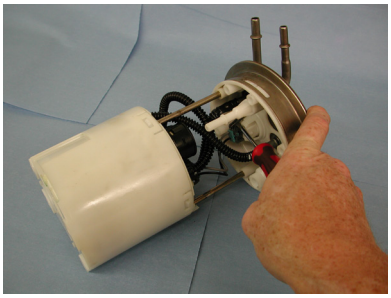
Installation note for high mileage vehicles:
If you have a high mileage vehicle, we recommend changing the fuel filters inside the module. The primary fuel filter is not currently available as service part from GM so changing these filters requires purchasing an all new fuel pump module. Complete fuel pump modules are available from LPE, GM or your AC Delco distributor.

Installation Instructions:

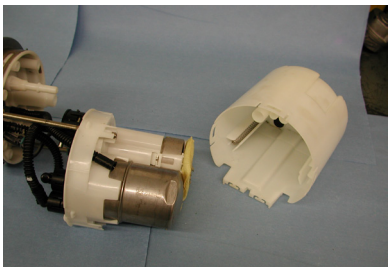
1) Follow the GM service instructions for removing the fuel pump module from your vehicle. Service manuals are available from Helm Inc. (http://www.helminc.com).



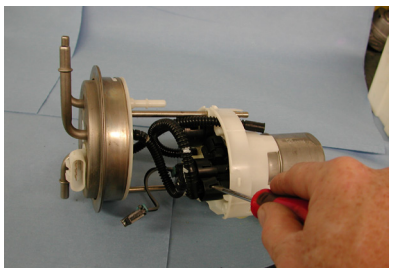
2) Unplug all the wires from the bulkhead connector at the top of the module.

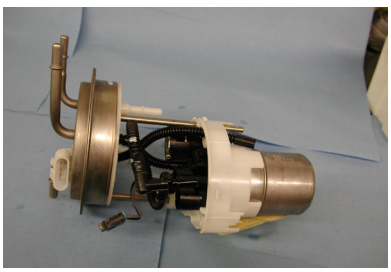


3) Carefully remove the outer "bucket" from the fuel pump module assembly. The fuel pressure regulator fitting in the upper portion of the module will have an O-ring on it. This O-ring should remain in place and we be re-used during assembly of the module.

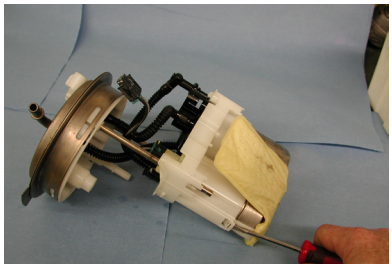


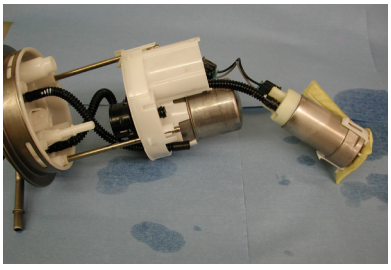
4) Disconnect the fuel pump hose from the top of the fuel filter. Be careful not to bend the tangs more than necessary.



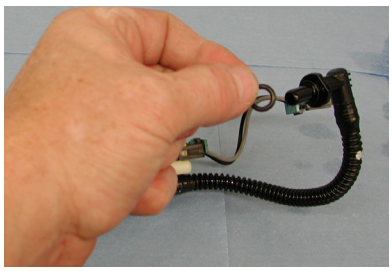


5) Remove the stock fuel pump assembly from the module.

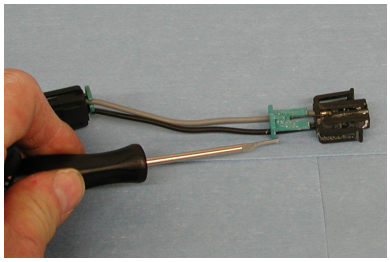


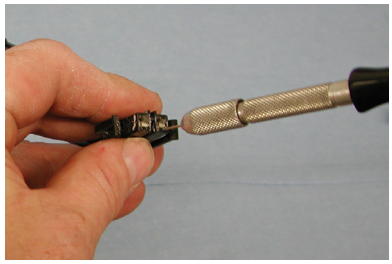


6) Remove the O-ring from the end of the fuel pump hose or the top of the filter. Save this O-ring as it will be re-used later on.

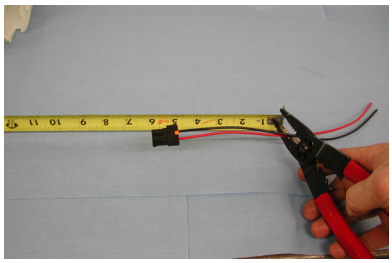


7) Remove the connector from the end of the stock fuel pump wires.

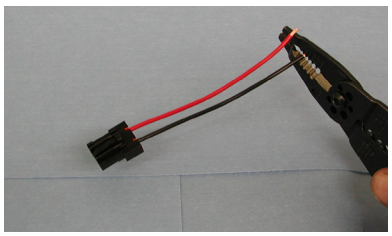




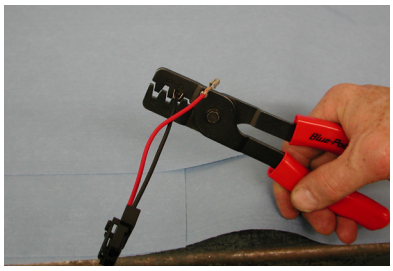
8) Cut the new supplied fuel pump harness wires to 6” total length.



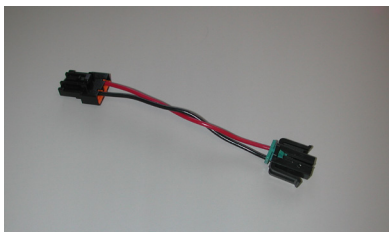
9) Strip the ends of the new fuel pump harness wires.



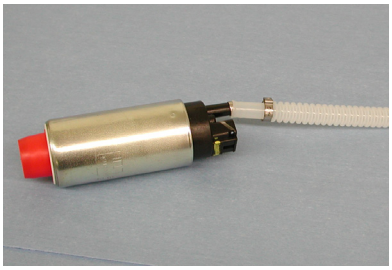
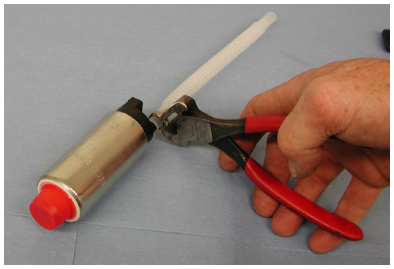
10) Crimp the Metri Pak terminals onto the new fuel pump harness wires.



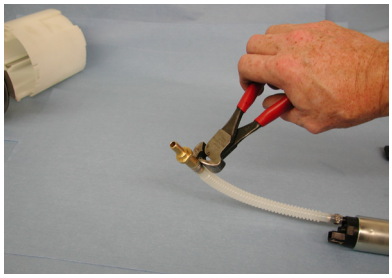
11) Assemble the new fuel pump wires into the connector that was removed from the old fuel pump wires. The black wire going into terminal A and the red wire goes into terminal B.



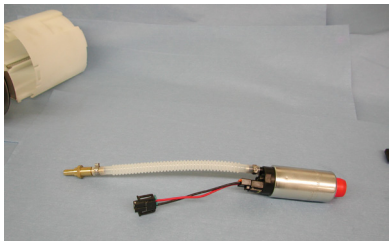
12) Slide one of the Oetiker clamps over one end of the supplied fuel hose. Install the hose onto the fuel pump outlet. Crimp the clamp into position over the fuel pump outlet.

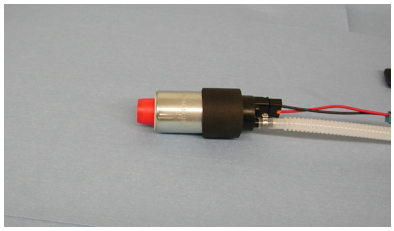
13) Slide the other Oetiker clamp over the other end of the fuel hose. Install the supplied fuel filter adapter fitting into the end of the hose. Crimp the clamp into position over the adapter fitting.



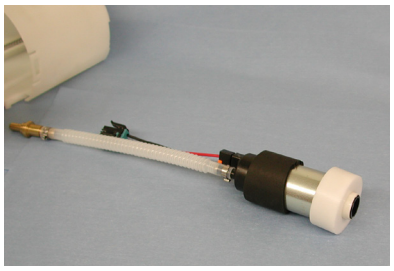
14) Plug the new fuel pump harness wires into the top of the fuel pump.



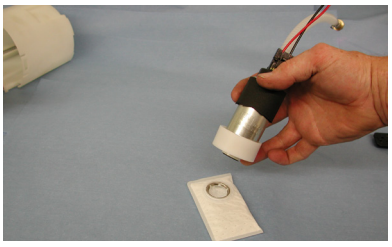
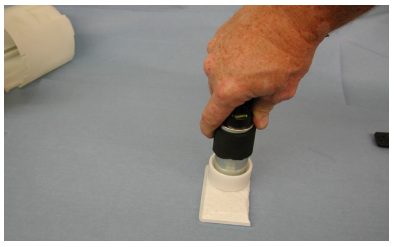
15) Slide the supplied foam fuel pump sleeve over the end of the pump. Position the sleeve at the top of the pump.



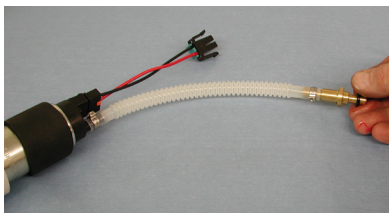
16) Slide the supplied fuel pump adapter ring over the inlet of the pump, cupped end first.



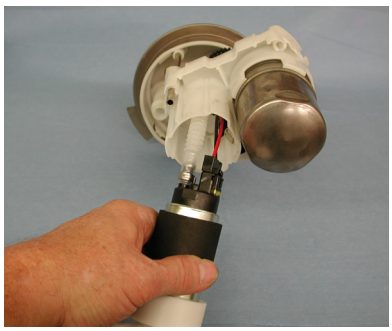
17) Install the supplied fuel pump pre-filter (filter sock) over onto the inlet of the pump. Gently press the pump into the filter sock against a clean work bench until fully seated.

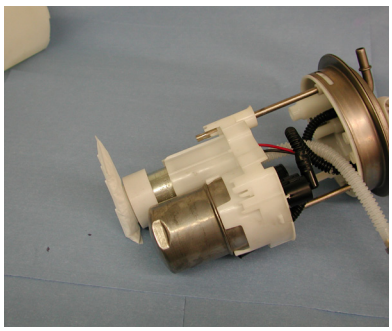



18) Lightly lubricate the stock O-ring removed in step 6 and install it onto the new fuel filter adapter fitting.

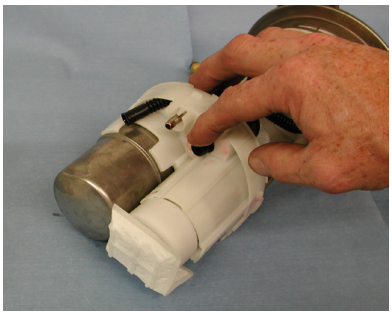


19) Install the new fuel pump assembly into the module by feeding the hose and wires up from the bottom through the pump mount in the module.

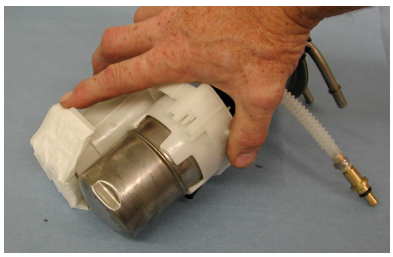




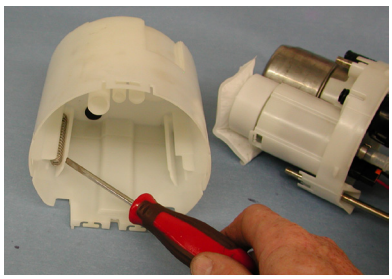
20) Lightly lubricate the O-ring on the bottomn of the fuel pressure regulator.



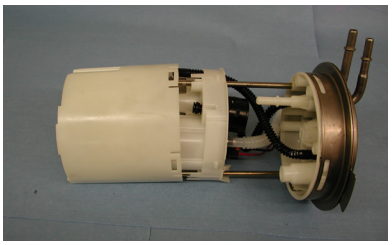
21) Clock the pump so that the sock can fold up inside the bucket.



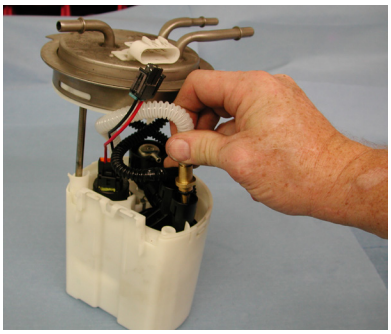
22) Make sure the re-coil spring is positioned in the bucket.



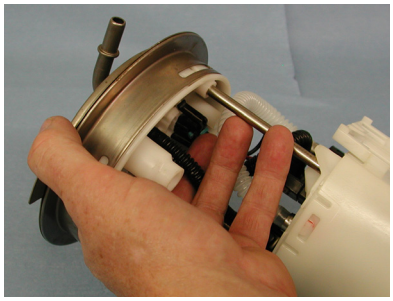
23) Slide the bucket onto the bottom of the module, making sure the regulator slides into the passage in the bucket. Make sure the bucket is fully seated onto the module and the regulator is seated into the bucket.



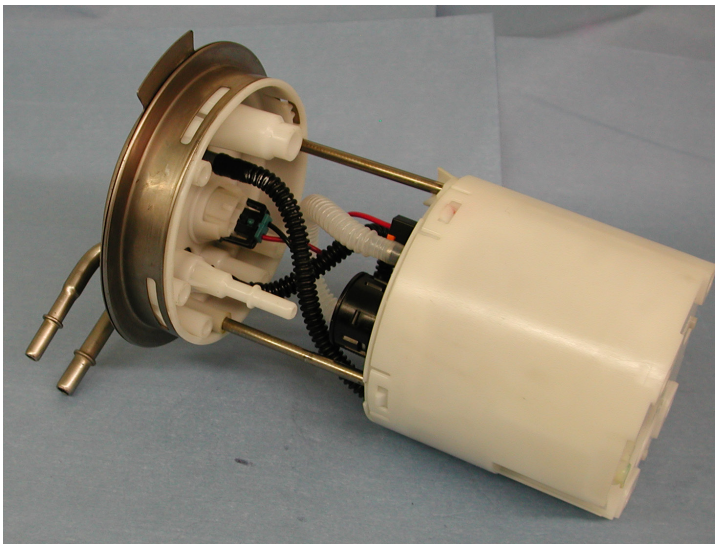
24) Connect the fuel pump hose to the top of the fuel filter.



25) Connect the fuel pump harness connector to the top of the module.



26) Follow the GM service instructions for installing the fuel pump module back into the vehicle. Use the supplied replacement fuel pump module O-ring.



Congratulations, you have completed the installation.

This pump flows roughly 50 gph at 60 psi at 12 Vdc, 60 gph at 13.5 Vdc and 75 gph at 16 Vdc. Some of this flow is used to run the jet pump (venturi pump) that fills the fuel pump "bucket" or canister. Without voltage boosting, this should be enough fuel flow to support roughly 650 to 700 hp naturally aspirated and 550 to 650 hp in turbocharged/supercharged applications. For boosted applications above 650 hp and naturally aspirated applications above 700 hp, we recommend voltage boosting the pump to 16 or 17 volts with a Boost-A-Pump. At high fuel flow rates it may be possible to empty the module ("bucket") faster than the jet pump can fill the module so make sure you do not run low fuel levels when running at high power levels.

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