AirDog® UP-GRADE KIT

Detroit UP-GRADE INSTALLATION MANUAL

For Trucks Equipped with DETROIT®
Series 60 2003-2009 Engines

PLEASE READ THESE INSTRUCTIONS THOROUGHLY BEFORE BEGINNING INSTALLATION

Revised 06/07/16

Kit No. 905-03-0300-H

Proudly Made in the USA

www.pureflowtechnologies.com
1-573-635-0555 or
1-877-463-4373

Providing "Test Cell Performance" in "Real World Conditions" Since 1993!

The Detroit Series 60 Secondary Fuel System Up-Grade!

PureFlow® Technologies, Inc. addresses diesel engine efficiency and peak performance on the fuel side from the fuel tank to the tip of the injector. Removing entrained air and fuel vapor from the fuel flow to the engine with the AirDog®II 4G of the New AirDog® Champ is not enough if the internal conditions of the fuel system componets are such to allow vapor to reform in the injector, itself.

Specifically, if the fuel pressure/flow to the injector, even with entrained air and vapor removed, is insufficient to totally fill the injector barrel on the up stroke of the plunger, a void or low presure will form that allows vapor to re-form within the injector. The resulting "injector lag", is just another name for "retarted injection timing", and leaves the engine with increased fuel consumption, lost power and incresed exhaust emissions.

To overcome these concerns, up-grading the DETROIT SERIES 60 secondary fuel system is simple! Replace the small ID STEEL fuel lines "**A** & **B**" with #8 lines and replace the 16mm "FOR-SEAL" outlet fitting in the transfer pump with ported 16mm ORB x #8 JIC fitting, the two 14mm "FOR-SEAL" fittings in the secondary fuel filter head with 14mm ported #8 JIC fittings and the steel fuel lines with #8 DOT approved fuel line.

It is always wise to have your engine's fuel rail pressure checked annually to be sure that is is within required specifications. Detroit Series 60 rail specifications is 58-72 PSI. The closed to 7- PSI, the better. Increased fuel consumption from a worn out fuel pump is much more costly than replacement cost of the pump!

Table of Contents

SAFETY GUIDELINES!

CAUTION: Chock the vehicle's tire to prevent from rolling.

CAUTION: Wear safety glasses when operating power tools such as drills and grinders or when using a punch or chisel.

CAUTION: Route the fuel lines keeping them away from hot exhaust components and/or moving parts. Properly secure the fuel lies to prevent chaffing.

If you are uncertain of any installation procedure, contact:
***PureFlow® Technologies, Inc.* for technical assistance.**

Section 3: Up-Grade Parts List

QTY	Description	Part Number	Image
1	**Installation Manual**	206-1-0602K	
1	**Elbow #8 Swivel x 90° End**	4A-2-13-08-08-S	
3	**Fitting, #8 Swivel x Strt End**	4A-1-13-08-08-S	
1	**Elbow 3/8 Male NPTX1/2 Male JIC Lng**	4A-2-01-08-06-SZ-LNG	
2	**JIC #8 Male - 1/4 Male NPT**	4A-1-02-08-04-S	
2	**JIC #8 Male to 14mm Male NPT**	4A-1-01-08-14-S	
1	**JIC #8 Male to 16mm Male NPT**	4A-1-01-08-16-S	
1	**8 ft Section #8 Steel Braid Reinforced Fuel Line**	4C-1-08-08	

Section 4A: AirDog® Series 60 Fuel Line Up-Grade Overview

The Detroit Series 60 engine models years 2003 thru 2009, utilizes “FOR-SEAL” fittings with steel lines on the high pressure side of the transfer pump. These fittings have small passageways and are restrictive to the fuel flow to the engine. To maximize the efficeincy of the 2003 thru 2009 Series 60 engines, it is necessary to replace the restrictive fuel fittings and lines with the larger and less restrictive lines and fittings. These fittings are supplied with the AirDog® installation kit.

AirDog®
#8 JIC x 14mm
Passageway 0.375” ID

14mm “FOR-SEAL”
Fitting 0.240” ID
Passageway

Figure 1

NOTE: Secondary fuel filters are optional on Detroit Diesel Series 60 engines. Section 4A is for engines WITHOUT secondary fuel filters. Section 4B is for engines WITH secondary fuel filters.

Figure 2

Detroit Series 60 WITHOUT Secondary Fuel Filter. Steel line carries fuel from transfer pump directly to the engine head.

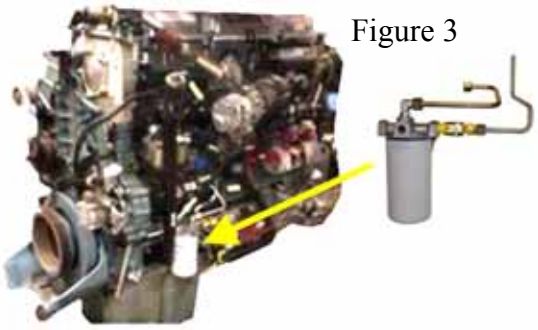


Figure 3

Detroit Series 60 WITH Secondary Fuel Filter

Section 4A: Series 60 Engines WITHOUT a Secondary Fuel Filter!

4A-1. Disconnect the steel fuel line from the "FOR-SEAL" fuel fitting at the fuel "OUT" port on the transfer pump and remove OE Fuel fitting.

Figure 4

4A-2. Install the new "Ported" 16MM x #8 JIC flare fitting in the transfer pump fuel "Out"

Figure 5

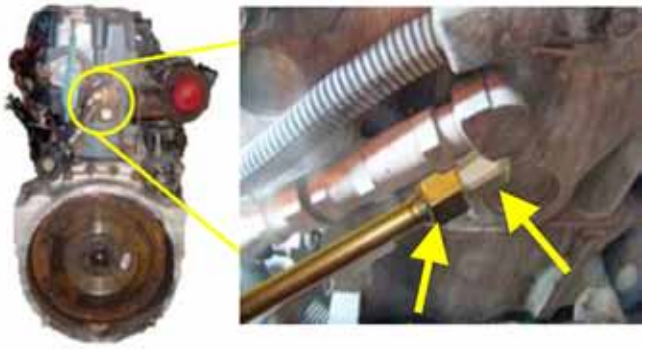


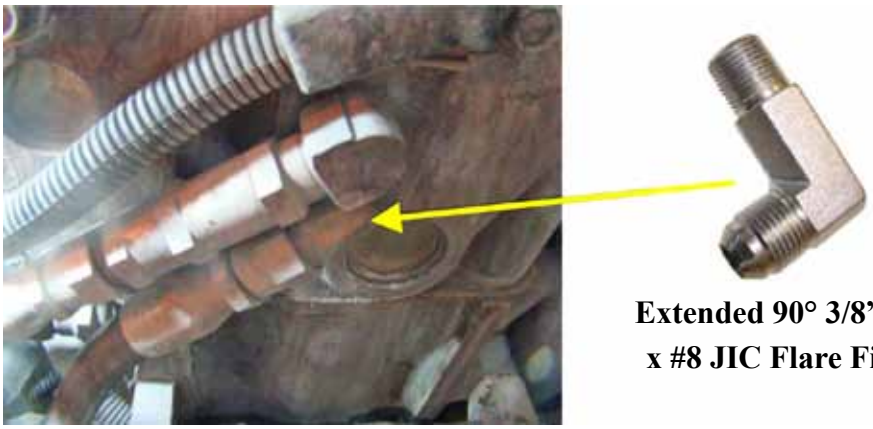
Figure 6

4A-3. Disconnect the OE fuel supply line from the "FOR-SEAL" fuel fitting at the back of the head and remove the fitting.

NOTE: You may remove the OE steel fuel line from the engine.

4A-4. Install the extended 3/8" NPT x #8 JIC flare fitting into the fuel in port vacated by the "FOR-SEAL" fitting. Use diesel fuel compatible thread sealer on all NPT threads.

Figure 7



Extended 90° 3/8" NPT x #8 JIC Flare Fitting

4A-5: Measure and cut the length of the fuel line required, when properly routed and secured, to make the connection from the transfer pump to the fuel inlet fitting at the back of the engine head. Assemble the fuel line per standard procedures.

Installing the Series 60 Fuel Line Up-Grade, cont'd!

4A-6. Connect and secure one end of the fuel line assembled in step 4A-5to the transfer pump fuel "OUT"port.

Figure 8

Figure 9

4A-7. Route and connect the new fuel line to the new #8 JIC flare fitting just installed in the back of the engine head.

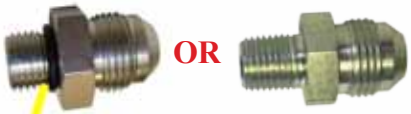
Section 4B: Series 60 Engines WITH a Secondary Fuel Filter!

4B-1. Disconnect and remove the steel fuel line from the "FOR-SEAL" fuel fitting at the fuel "OUT" port on the transfer pump and form the secondary fuel filter, fuel in port.

Figure 10

Figure 11

4B-2. Replace the "FOR-SEAL" fitting in the transfer pump with the 16mm ORB x #8 JIC flare fitting or 1/4" male NPT x #8 JIC male fitting.



OR

Figure 12

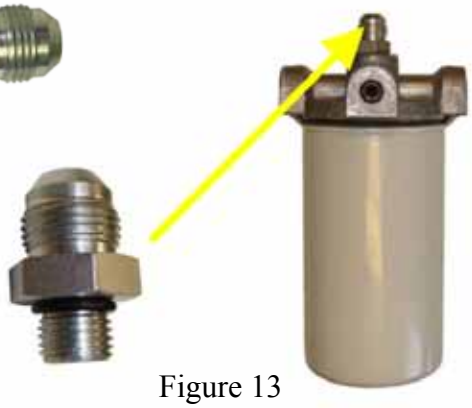


Figure 13

4B-3. Replace the "FOR-SEAL" fitting in the secondary filter with the 14mm x #8 JIC flare fitting.

Section 4B: Installing the Series 60 Fuel Line Up-Grade, cont'd

4B-4. Measure and cut the length of the fuel line required to connect the transfer pump fuel "OUT" port to the secondary filter fuel "IN" port.

Figure 14

4B-5. Assemble the fuel line with one straight and one 90°, field attachable fuel line end fitting, as illustrated in Figure 15.

Figure 15

4B-6. Attach the straight end to the transfer pump "OUT" port (Fig. 14) and the 90° end to the secondary fuel filter.

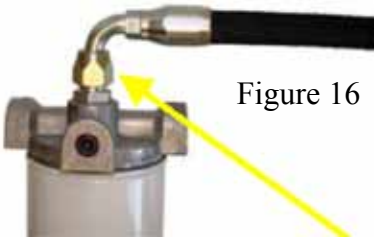
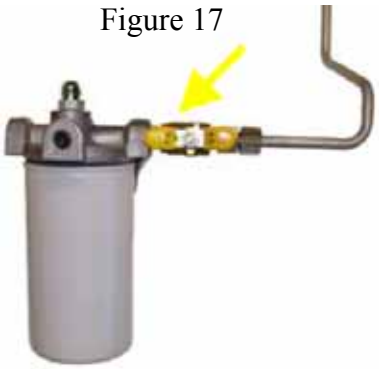


Figure 16

4B-7. Disconnect the steel fuel line and remove the shut-off valve from the secondary fuel filter.

Figure 17



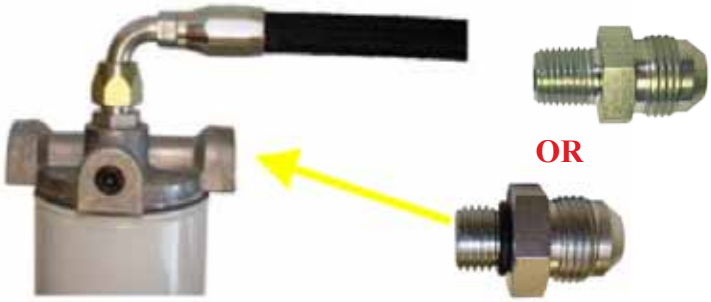


Figure 18

4B-8. Install the 14 mm x #8 JIC flare fitting in the out to engine port or 1/4" male NPT x #8 JIC male fitting.

4B-9. Disconnect the OE fuel supply line from the "FOR-SEAL" fuel inlet fitting at the back of the head. Remove the steel line and fitting.

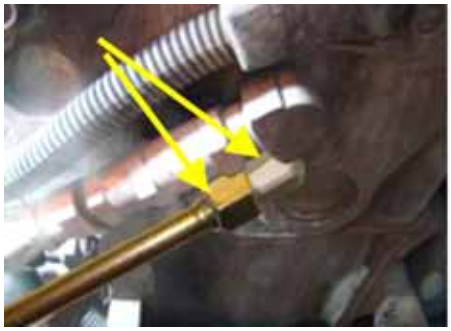


Figure 19

Extended 90° 3/8" NPT x #8 JIC Flare Fitting

Figure 20

4B-10. Install the 90° extended 3/8" NPT x #8 JIC flare fitting into the fuel in port vacated by the "FOR-SEAL" fitting. Use diesel fuel compatible thread sealer on all NPT threads.

Section 4B: Installing the Series 60 Fuel Line Up-Grade, cont'd

4B-11. Measure and cut the length of fuel line required to connect the secondary filter "OUT" port to the #8 JIC fitting just installed in the back of the engine head.

Figure 21

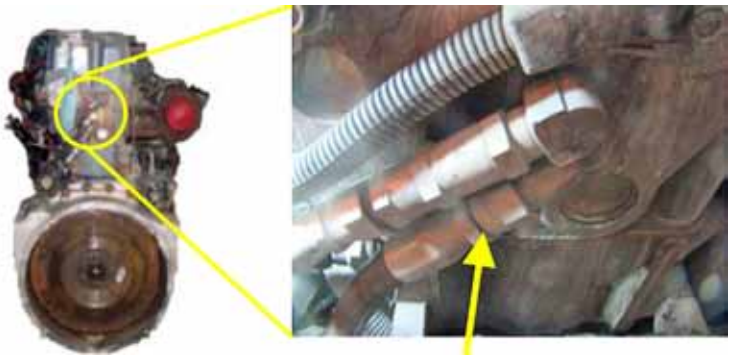


Figure 22

4B-12. Assemble the fuel line with a straight field attachable fuel line end fitting on each end.

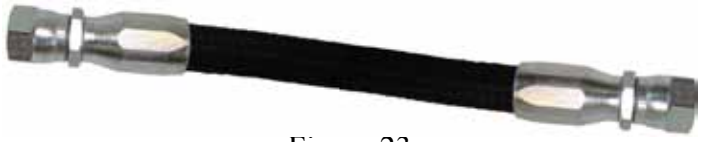


Figure 23

4B-13. Connect the one end of the new fuel line to the fuel "OUT" port on the secondary fuel filter. Route and connect the other end to the #8 JIC fuel fitting in the head.

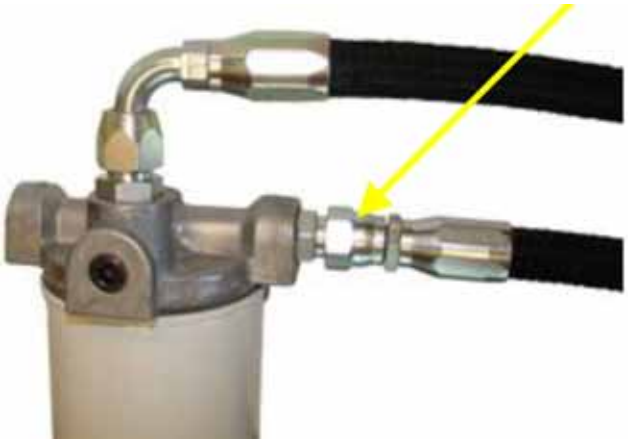


Figure 24

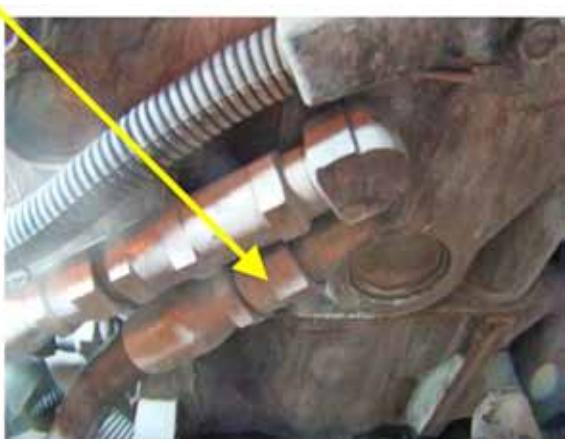


Figure 25

4B-14. Properly tighten the fuel line connections to the JIC fittings. Secure the fuel lines to prevent chaffing.

World Headquarters

AirDog

FUEL PREPORATOR

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