Email To FASS 8/27/2019

Hi Gene and Justin,

Thank you for helping me select the right FASS pump for my 2004 Itasca "Horizon" 40AD with a Cummins-ISC-350HP engine, and a Freightliner Evolution Chassis.

I used the FASS TS Pump (Dodge Kit Part#: TS D08 095G) and it was a very straight forward installation. All I had to do was remove the primary filter in my engine bay and route a return fuel line to my filler neck.

=== PLEASE CONSIDER OFFERING A RV KIT IN THE FUTURE ===

I think there are many RV owners with a Cummins-ISC/ISL (especially owners with a CAPS fuel injection pumps) who will want to upgrade to your FASS TS Pump.

And I think many more owners would upgrade sooner if you guys create a FASS RV-TS Kit and start educating your Distributors.

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If you want to know how I installed your FASS pump in my RV, just go to this thread or click on the attached .pdf.

http://www.irv2.com/forums/f123/cummins-isc-engine-starts-but-then-quits-and-why-we-upgraded-to-fass-ts-pump-458337.html

My 2004 Itasca "Horizon" 40AD is a Winnebago product that has an Independent Front Suspension (IFS) and a Freightliner Chassis. This basically means there is no room near my fuel tank to mount the FASS pump; and I do NOT have access to the top of my fuel tank like Monaco owners do, because most of these owners have a Spartan chassis.

So my "fitment" calls for removing my primary filter and installing your FASS filter in the same spot... and then re-using my fuel lines.

In addition, all Cummins ISC/ISL owners should disconnect the ECM wires to the OEM lift pump so it will not operate for 30 seconds when you turn the ignition key. And in it's place you need to connect a floating relay to pins 85 & 86 so you do not get a warning light flash on your dash. I.e., the relay coil side tricks the ECM into thinking there is a load on the other end.

I THINK MAKING A FASS RV-TS Kit WILL BE EASY AND WILL WORK FOR ALMOST ALL RV APPLICATIONS (BRANDS)

The only changes you need to make to your Dodge Kit in order to create a FASS RV-TS KIT are as follows:

* Include a silver 2" Return Manifold (RM-1001)
* Add 38' of 1/2" blue fuel line (Winnebago application use this as a fuel return line vs. Monaco installations will use this as a fuel deliver line.)
* Include 2 more mounting bolts and nuts
* Include a separate, high quality relay. Then connect the two ECM lift pump wires to pins 85 & 86 after you disconnect your OEM lift pump.

* Change the wire harness to allow for these dimensions:

1) Relay with fuse to Battery (16' long)
2) Relay to FASS TS PUMP ...with fuse next to pump... (12' long)
3) Ignition-Switched wire with a fuse (16' long)

Winnebago Rear Engine FASS Pump Location Option:

* I tapped into my 7-pin tow light wire harness to find an ignition-switched 12v source.
* I did not need to change my JIC fittings on my fuel lines. I just took out my primary filter and installed the FASS TS Pump in it's place... using my old 1/2" to AN-10 fittings I stole off my primary filter block.

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Monaco RV owners who do NOT have an Independent Front Suspension (IFS) and access to the top of their fuel tank, prefer to mount the FASS TS pump closer to the fuel tank... and then they will run a fuel supply line from the FASS pump to the #3 filter in the engine bay or if they prefer they can run the fuel line directly to the injection pump.

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OPTIONAL: Dash Mounted Fuel Pressure Gauge
Remote mounted Fuel Pressure Gauge on top of the #3 filter (10mm x 1.0 to 1/8" npt adapter)

Thank you all for your FASS installation technical support! I have been running the TS Pump for over 2,000 miles and it's performing perfectly.

My engine starts faster; runs quieter at idle; and never bucks or is starved of fuel when climbing a steep grade.

FYI... Next week I plan to install the Agricultural Diesel Solutions Power Module (12100) and I will let you know how it performs; and if there is any MPG savings.

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