

AirDog[®] II

FUEL PREPARATOR

#37

DF-100, DF-165, & DF-200
INSTALLATION MANUAL

DURAMAX DIESEL POWERED
Chevy & GMC TRUCKS
2011 AND UP



High Performance Fuel System
With New Quick Connect Components!
PLEASE READ THE INSTRUCTIONS THOROUGHLY
BEFORE BEGINNING INSTALLATION

AirDog® II

FUEL PREPARATOR

Approved for Sale and Use in California by CARB!



SMALL RETURN LINE
FOR AIR, VAPOR AND
FOAM



PRESET OR
ADJUSTABLE PRESSURE
REGULATOR

DEMAND FLOW SERIES

FLOWS ONLY THE AMOUNT OF FUEL THE ENGINE DEMANDS

SMALL and COMPACT

7" Long X 3.2" Wide X 10" Tall

OVERVIEW

Welcome to **PureFlow® AirDog®II**

Fuel Air Separation, Filtration and Delivery System for the Diesel Engine

The **AirDog®II** Fuel Preparator®, the Original Fuel Air Separation System, is a premium fuel pump and complete filtration system for the DuraMax Diesel Engine. The system removes water, particulates and entrained air from the fuel. The entrained air separated from the fuel is returned to the tank through a small return line. The fuel is then delivered to the engine at the correct pressure flow to meet the demands of the engine under all operating conditions.

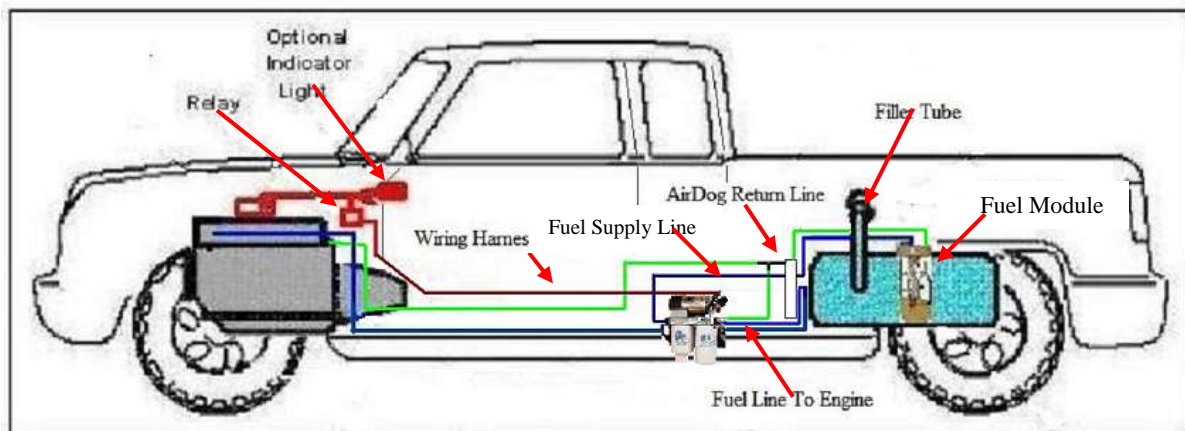
The **AirDog®II** DF-100 & DF-165 features an **Adjustable Pressure Regulator**. These AirDogs are preset set from the factory at 10 PSI. All AirDog®II systems include a complete installation kit.

The **AirDog®II** DF-100 is recommended for stock and slightly modified DuraMax Diesels.

The **AirDog®II** DF-165 Adj. are recommended for highly modified DuraMax Diesels.

The **AirDog®II** DF-200 is recommended for **Ultra High Performance** DuraMax diesel engines.

***PureFlow® products are manufactured with a personal touch,
unsurpassed attention to detail
and
the most stringent Quality Assurance!***



The AirDog®II draws fuel from the fuel tank, removing water, particulates, and air/vapor. A regulated pressurized flow is maintained to meet the engine's varying fuel demands. The separated air/vapor is returned to the fuel tank.

NOTE: The vehicle used for these installation pictures is a 2009 Chevy 4 Door Crew Cab Pickup!

QUICK CONNECT COMPONENT OVERVIEW

Provided in this kit is an OE style quick connection system. This system works to allow for a quick, clean, and professional install.

SAE J2044 Quick Connect System

The SAE J2044 quick connect system is the most commonly used system in the automotive industry. The images below show the formation of SAE J2044 connection. To connect the assemblies, simply insert the male end form into the mating female connector. Push firmly until you hear it “click” into place. To disconnect the fittings, press down and hold the blue tabs on the female connector while you firmly pull the assembly apart.



AirDog® II

The installation of your **AirDog® II** can be made relatively easy by following the steps outlined in this manual, and:

1. Inventory the package components completely. Notify *PUREFLOW AIRDOG* immediately of any parts missing or damaged.
2. Read the installation manual completely. Understand how the system operates and installation recommendations before beginning installation.
3. The installation recommendations contained herein are suggested installation guidelines only. Individual installations may vary.
4. If any installation procedure is uncertain, contact *PUREFLOW AIRDOG* for technical assistance.
5. **When installing the AirDog® fuel lines be sure to keep the ORIGINAL ENGINE RETURN LINE connected as it is from the factory!**

SAFETY GUIDELINES!

CAUTION! Please be sure to chock the vehicle's tires to prevent rolling.

CAUTION! Please use proper supports when working beneath an elevated vehicle.

CAUTION! Most diesel pickups have two (2) 12volt batteries. Disconnect the battery cables to both batteries before proceeding with the AirDog II installation.

CAUTION! Vehicle frame rails should not be drilled into or welded upon.

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

CAUTION! Use common sense when routing fuel lines and electrical harnesses. Keep them away from hot exhaust components and/or moving parts. Properly secure lines to prevent chaffing.

Use Good Judgment and Common Sense When Installing the AirDog®!

AirDog® II Parts List










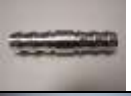



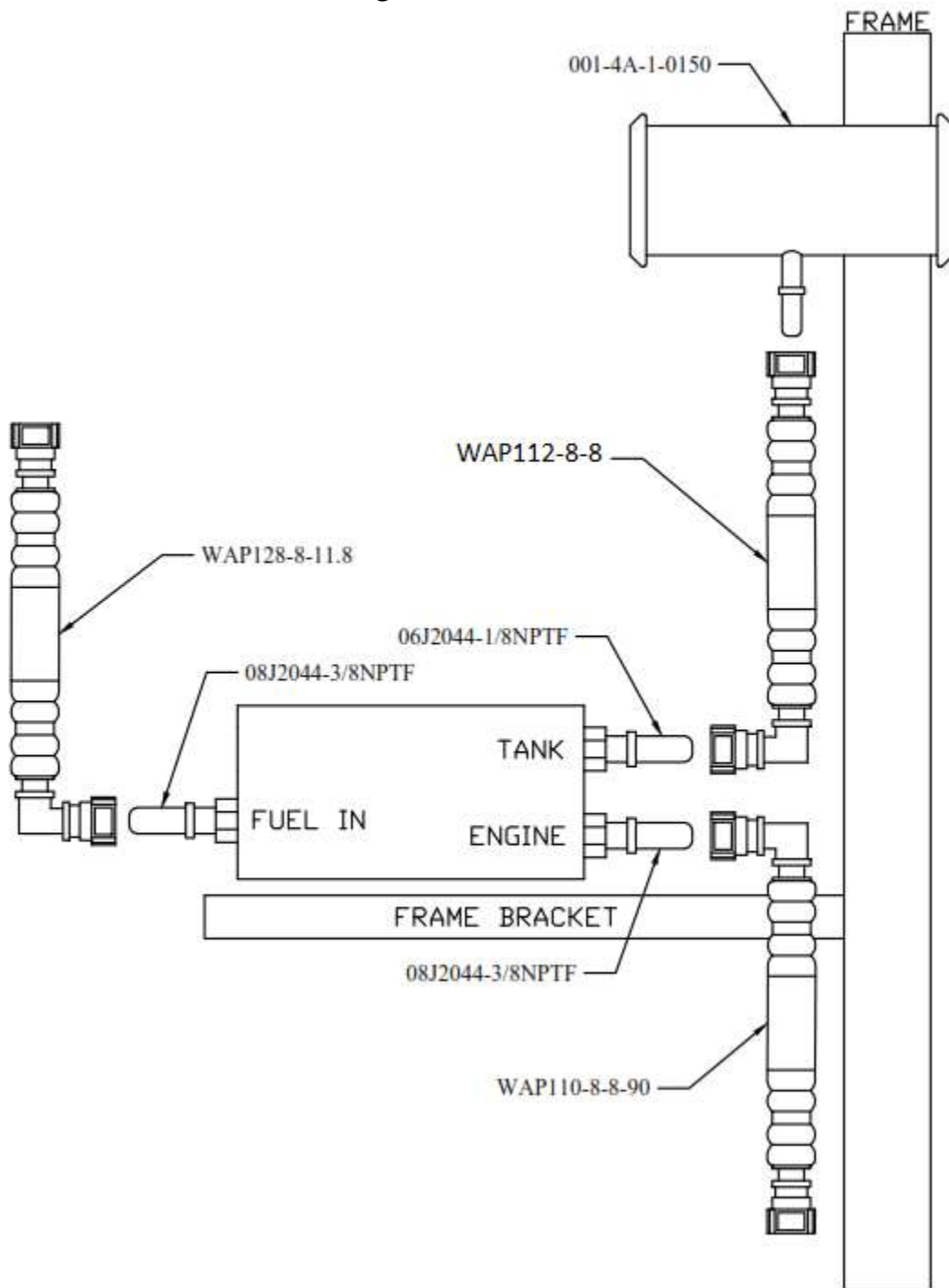
1	Installation Manual	201-1-0222	
1	AirDog® II	DF-100 DF-165 DF-200	
1	AirDog® II Mounting Bracket	001-3C-0004	
1	Mounting Hardware Kit,	901-61-0102-PM-C-12	
1	Wiring Harness	5E-2-010	
1	Bundle of Plastic Ties	5H-2-1-06/12	
1	Suction Hose Assembly	WAP128-8-11.8	
1	Return Hose Assembly	WAP112-8-8	
1	Pressure Hose Assembly	WAP110-8-8-90	
3	Customer Service Oring Replacement Kit	901-05-0100	
3	Push Lock Hose Splice	001-4A-1-0026	
2	1/2" Male J2004 Quick Connect x 3/8" NPTF	08J2044-3/8NPTF	
1	3/8" Male J2004 Quick Connect x 1/8" NPTF	06J2044-1/8NPTF	
1	Return Fuel Filler Tube (with 2 Clamps)	001-4A-1-0150	

ILLUSTRATION OF QUICK CONNECT COMPONENTS



Installing the AirDog® II & Mounting Bracket on the Truck's Frame Jig Bracket!

- 4-1 Install a 1/2" male J2004 quick connect x 3/8" NPTF (08J2044-3/8NPTF) into the "ENGINE" and "FUEL IN" ports in the AirDog II.



Figure 7

- 4-2 Install the 3/8" male J2004 quick connect x 1/8" NPTF (06J2044-1/8NPTF) into the "TANK" port of the AirDogII. This is the smaller port next to the port marked "ENGINE".



Figure 7a

WARNING: The NPT fitting threads must be lubricated with oil or anti-seize compound before installation to prevent galling!

- 4-3 Assemble the AirDog II to the formed mounting bracket (part # 001-3C-0004).
- 4-4. Mark mounting hole locations on frame jig bracket using the mounting bracket (001-3C-0004) as a template. Or create a paper template from the mounting bracket (001-3C-0004). Be sure to line the template up as described in order to get the proper clearance needed when pump is installed.



Figure 9



Figure 10

- 4-5. After holes are marked drill (4) 3/8" holes for the mounting bolts.
- 4-6. Attach the completely assembled Airdog to the frame jig bracket.

Section 5A**Fuel Lines****Installing the AirDog II Fuel Supply Line to the Engine**

To install the AirDog II fuel supply line to the engine, you must first remove the (flexible) factory fuel line connecting the fuel tank to the frame mounted steel fuel line. It will be the larger of the two lines that are on the frame.



Figure 11

NOTE: The fuel tank connections are located behind the tank shield. It may be necessary to remove or bend the tank shield down to access the suction tube quick connect fitting.



Fuel Tank Suction Tube

Figure 12

5A-1. Remove the factory fuel supply line from the fuel tank suction tube. Place the 1/2" fuel line disconnect tool around the fuel line and press into the Quick Connect fitting to release the locks. Carefully pull the factory quick connect fitting and fuel line from the fuel tank suction fitting.

The DISCONNECT TOOL (as seen below) can be purchased from your local auto parts store. **This tool is not included in the kit.**



The connection to the steel fuel line is located on the front of the fuel tank. It will be the larger of the two lines that are on the frame.



Figure 14

Section 5A

- 5A-2. Disconnect the other end of the fuel supply line from the steel line. This connection is located between the frame bracket and the front of the fuel tank as shown in fig 15 on the previous page. You may now remove the 18" of factory flex line.
- 5A-3. Insert the female Quick Connect end (see figure 15) of the "Pressure Hose Assembly" into the male quick connect fitting previously installed in the port marked "ENGINE". You will hear a "click" when properly connected.



Figure 15

- 5A-4. Route the female end of the "Pressure Hose Assembly" along the frame towards the engine. The hose is 7' long so be sure to give enough clearance to route hose without causing a restriction.
- 5A-5. Using the fuel line disconnect tool, disconnect the larger of the two lines where they connect to the engine on the driver side under the brake booster. If you are having trouble finding the connection follow the lines up from under the truck to where they end as shown in the pictures below.



- 5A-6. Once the stock line is disconnected, connect the female end of 1/2" hose supplied in the kit, to the male end that was unhooked from the factory line, a "click" will be heard once fitting is securely locked. Tie factory line out of the way once complete.

Any excess fuel hose can be addressed by removing a section using the supplied hose splices in the kit. Hose clamps are not required when using these splices.

Fuel Suction Line for AirDog® II

- 5B-1. Insert the female quick connect end (see figure 18) of the “Suction Hose Assembly” into the previously installed male fitting in the “Fuel In” port. A “click” will be heard when the fitting is properly connected.

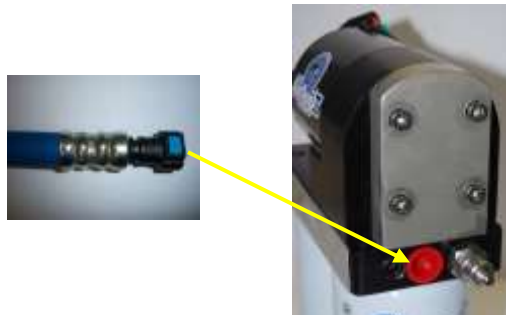


Figure 18

- 5B-2. Route the fuel line “Suction Hose Assembly” up along the frame back to the fuel tank making sure not to kink or route the hose in such a manner where it can be damaged. Use supplied tie straps to secure.

- 5B-3. Route and attach the female Quick Connect end (Figure 20) of the “Suction Hose Assembly” to the male quick connect fitting shown in figure 19. You will hear a “click” when properly connected.



Figure 19



Figure 20

- 5B-4 Any excess fuel hose can be addressed by routing the hose in a fashion to take up the extra length, or a section of the hose can be removed. Push lock splices have been included if you choose to remove the excess hose.

Hose clamps are NOT required when using the hose splices.

AirDog® Fuel Return Line!

Installing the fuel 'Return to Tank' assembly in Filler Tube

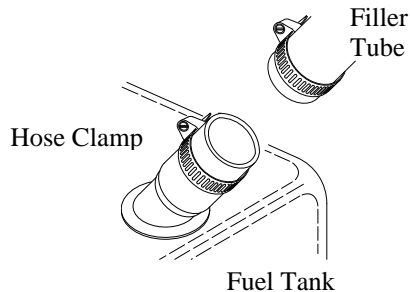


Figure 21

- 5C-1. Cut filler tube as illustrated, removing ½ inch. Loose assemble clamps on each end of filler tube.



Figure 22



Figure 23

- 5C-2. Insert "Return Fuel Filler Tube" assembly in filler tube. **INSTALL THE FILLER TUBE WITH ARROWS POINTING TOWARD THE TANK!! SEE FIG 20** Properly tighten clamps.
- 5C-3. Insert the female quick connect end(see Figure 23) of the "Return Hose Assembly" into the pre-installed male fitting in the port marked "Tank". The fitting will "click" when properly installed.
- 5C-4. Attach the other end of the "Return Hose Assembly" onto the male end of the "Return Fuel Filler Tube" installed in step 5C-2. A "click" will be heard when the fitting is properly connected. Install as shown in figure 21.
- 5C-5. Any excess fuel hose can be addressed by routing the hose in a fashion to take up the extra length, or a section of the hose can be removed. Push lock splices have been included if you choose to remove the excess hose. Be sure not to kink the hose.

The AirDog® II is equipped with a relay controlled wiring harness.

WIRING DIAGRAM (In Red)

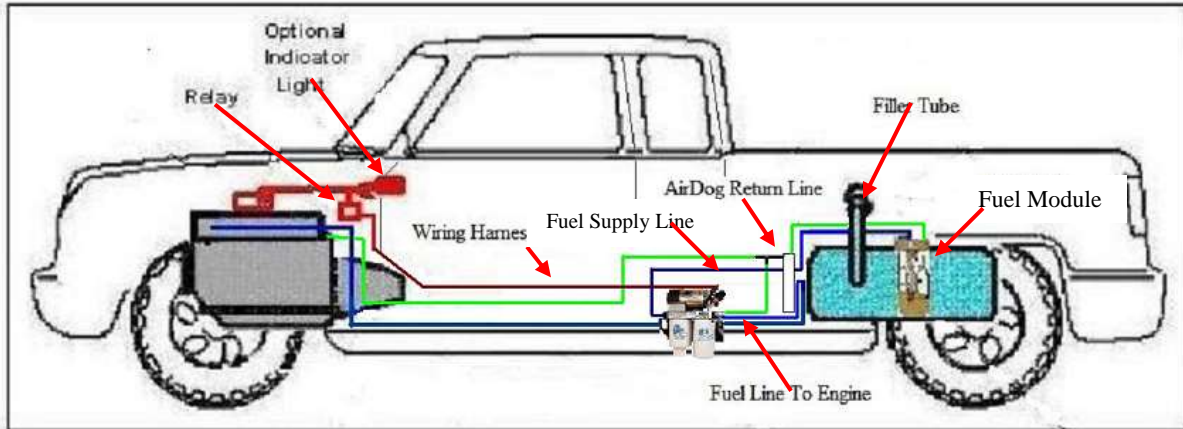


Figure 24
The AirDog® II wiring harness!



- AirDog®II Pump Motor Lead
- Pressure Sensor/Switch Lead*
- Indicator Light Lead*
- Battery Positive Lead
- Battery Negative Lead
- Mini Fuse Tap Relay Lead

Figure 25

CAUTION: If the **OPTIONAL** Low Pressure Indicator Light is not used, be sure to insulate the two (2) #10 Indicator Light connectors and pressure sensor lead to prevent accidental contact.
***The light kit is sold separately and is not included in the kit.**

Securing the Relay and Fuse Holder to the Vehicle

6-1. Secure the relay and fuse holder to the vehicle.



Figure 26



Figure 27

Connecting the AirDog® II Relay Control

- 6-2. Remove the plastic housing (skirt) around the fuse box. On some models it may be necessary to remove the fender/cowl brace to allow access to the fuse box.
- 6-3. After accessing the fuse panel, use a test light or voltmeter to find a fuse terminal that is **HOT** only when the ignition is in the on position. Connect the 'Red' Relay Trigger wire with the mini fuse tap to that terminal, fuse spot #47 is suggested. Be sure to install the fuse that is removed back into the fuse tap we supply, once installed into the fuse box the fuse tap should have both fuse spots filled. **TBC Batt, Ign 1 or 2, Acc and HVAC are also commonly used to supply power.**



Figure 28



Figure 29

NOTE: The power supply leads can be connected to the battery or the alternator. Connecting the power supply leads to the alternator instead of the battery will create a corrosion free connection.

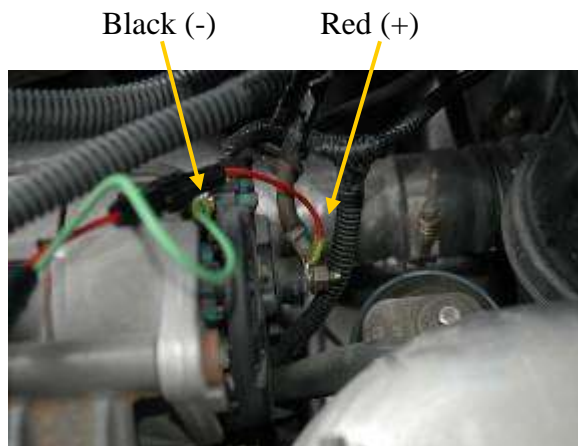


Figure 30



Figure 31

- 6-4A. Route the Red & Black power supply leads to the alternator. Connect the Black (-) lead to the alternator *Chassis Ground* connection. Connect the Red (+) lead to the alternator *Hot Lead* going to the battery.

Connecting the power supply leads, cont'd

- 6-4B. Should you choose to connect the power supply leads directly to the battery, connect the RED (+) lead to the POSITIVE (+) post of the driver's side battery. Connect the BLACK (-) lead to the NEGATIVE (-) post of the same battery.
- Black (-) Red (+)

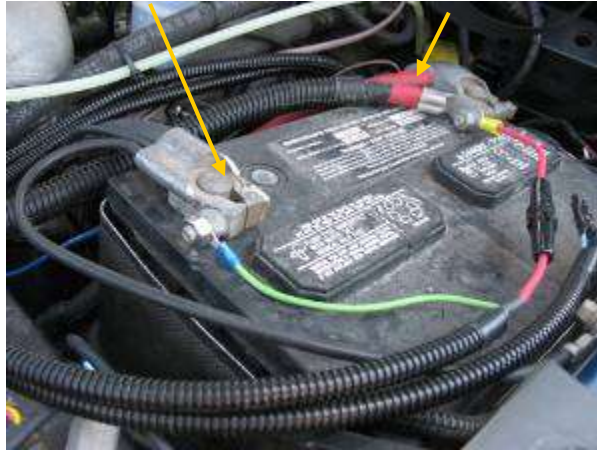


Figure 32

- 6-5. Route the wiring harness to the *AirDog*® II and connect the 2 pin Deutsch connector to the corresponding connector on the *AirDog*® II.



Figure 33

NOTE: If the Optional Indicator Light is not used, secure the pressure switch lead to the wiring harness with a plastic tie. Also, cover the pressure sensor lead to protect it, you may want to use it later.

INITIAL START PROCEDURE

The *AirDog® II* is a self priming system, however, to prevent potential damage and reduce the life expectancy of the system, it is recommended to pre-fill only the water separator with diesel fuel before initial startup.

- 7-1. Fill the water separator with diesel fuel.
- 7-2. Turn the starter key to the on/run position.
- 7-3. While the *AirDog® II* is operating, bleed the air from the fuel line to the engine by loosening the air bleeder screw on the stock fuel filter housing. As soon as the line is purged of air and pure fuel is observed, properly tighten the bleeder. **NOTE: put a rag or shop towel over and around fitting to prevent splatter. Catch all spilled fuel and dispose of properly.**
- 7-4. Start the engine!

RECHECK ALL FUEL FITTINGS FOR LEAKAGE AND PROPERLY TORQUE. BE SURE ALL FUEL LINES ARE PROPERLY ROUTED TO PROTECT FROM EXCESSIVE HEAT AND SECURED TO PROTECT FROM CHAFFING AND ABRASION. RECHECK ALL ELECTRICAL LINES, SECURE AS NECESSARY.

Checking Pump Noise!

NOTE: Each *AirDog® II* has been manufactured in a Quality Controlled process and fully tested for operation and performance before shipment. This is a very quiet and smooth running system. With fuel or air alone, the *AirDog® II* fuel pump will run very quietly. However, if any fuel fitting on the vacuum side, between the fuel tank and the *AirDog® II* or the water separator, has been left loose during the installation process, the system may suck air at an excessive rate and will be very noisy. To check for this problem, unscrew the water separator 3 or 4 full turns and activate the *AirDog® II* by turning the ignition switch to on. If the *AirDog® II* runs quietly, then excessive air from a loose fitting or leaking pre-filter seal is most likely the reason for the excessive noise. Correct as necessary.

- A. The seal groove in the 3" filter is a snug fit and on occasion the seal has been found to not be fully seated. Remove the water separator; remove the seal from the top of the nut plate. Clean and lubricate the seal groove. Carefully replace the seal in the groove. Be sure to fully seat the seal.
- B. Check the fittings, especially the quick connect at the tank.

Filter Service Recommendations

Plugging of either the fuel filter or the water separator itself will cause low fuel pressure and low flow to the engine. If a low fuel pressure issue exists, replace the fuel filter. Typical fuel filter life is 15-20k miles depending on fuel quality.



The Water Separator

Replace the water separator every other time you change the Fuel Filter or if it becomes damaged or plugged. It is suggested to check/drain the water separator every three months or as needed should you experience excessive 'water in fuel' conditions. When installing the water separator, be sure to clean the underside of the AirDog II base. Follow the instructions printed on the pre-filter for proper tightening procedures.

CAUTION: Be extremely careful to prevent any contaminants or debris from entering the pre-filter when removing it for cleaning! Large debris will jam the Gerotor and cause the fuse to blow. This is not a warranty item. Should this happen, you can easily put the system back into working order. See the instructions on "How to clean the Gerotor" for proper procedures.

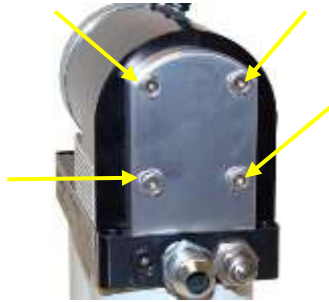
The Fuel Filter

Remove the fuel filter by turning it counter clockwise. Do not pre-fill the fuel filter with fuel. The AirDog II will fill the filter and prime the system automatically. Follow the instructions on the filter for proper tightening procedures.

CAUTION: Dispose of waste fuel and used filters properly to protect OUR environment!

Cleaning Debris from the Gerotor Assembly

Step 1



Remove the four (4) socket head cap crews that secure the gerotor cap.

Step 2



Carefully remove the O-rings. you will need to re-use them.

Step 3



Remove and clean the gerotor assembly. Be careful not to damage the gerotor.

Step 4



Clean the inside of the gerotor pocket.

Step 5



Replace the center gear.

Step 6



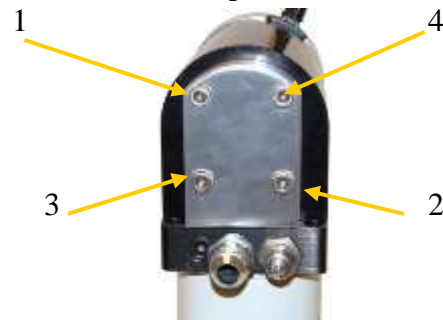
Align and install the outer gear and O-rings.

Step 7



Install the gerotor cap. Be very careful not to dislodge or pinch the O-rings.

Step 8



Loose assemble the cap screws. Torque the cap screws in an opposing pattern.

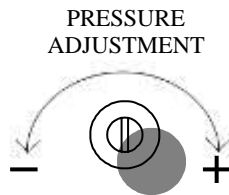
AirDog II DF-165 with Adjustable Pressure Regulator!

The AirDog®II rises to a new level of excellence with an Adjustable Regulator machined from stainless steel with a double O-ring seal system and a soft seat piston.

DuraMax Pressure Adjustment



Loosen the Jam Nut
Re-Torque After Adjusting



Use a Screwdriver to Adjust
the Pressure Regulator

DF-165- 8-10 PSI:

Turn the regulator counter clockwise until it stops, then turn clockwise 2 1/2 full turns. Turn the adjuster screw counter clockwise to reduce the output pressure or clock wise to increase the pressure. Be sure to re-torque the Jam Nut after adjusting the regulator.

Changing the Regulator Spring



- Step 1. Remove the regulator by turning the “Base Nut/Adjustor Body” counter clockwise.
- Step 2. After removing the regulator assembly, remove the spring and the conical plunger. Verify the o-ring is intact.
- Step 3. Reset the conical plunger and place the spring inside the conical plunger.
- Step 4. Replace the assembly in the base. Tighten the Base Nut to proper torque.

Stainless Steel components with a Double O-ring Seal System and Soft Seat Piston.
New o-rings are included in the Customer Service O-ring Kit if replacements are required.

Installing a New Filter

1. Clean the area around the filter head and groove or seal area.

NOTE: Lubricate the seal with oil. Do not use diesel fuel to lubricate the seal.

2. Install a new fuel filter on the filter head. Turn clock-wise until the filter contacts the seal. Tighten the filter one full turn or follow tightening instructions on filter after contact with the seal has been made.

NOTE: It is not necessary to pre-fill the fuel filter!

CAUTION: DO NOT OVER TIGHTEN, OVER TIGHTENING CAN DISTORT THREADS OR DAMAGE THE FILTER SEAL.

3. **To prime the filter**, turn the ignition switch to the on position. Start the engine.

Water Separator

With the engine turned off, pinch off the suction line. Open valve on the bottom of the water separator. Drain into a suitable container until all water has been removed. Close valve. Remove the pinch in the suction.

DRAINING: The water separator should be serviced once a month or when severe water in fuel conditions require.

NOTE: Collect all spilled fuel and dispose of in accordance with federal, state and local regulations.