



LLY FICM INSTALLATION INSTRUCTIONS

Verify diagnosis:

1. Check FICM fuse. Verify that a 25 amp fuse is used and it is not blown. (See reverse/next page)
2. Remove Air Intake
3. Remove 2 wire connectors. Start with the larger connection on the right. The lock tabs will slide towards outside.
4. The wire loom may be zip tied to the original FICM housing. If it is cut the zip tie loose at this time. Plug in the new FICM in starting with the smaller connector. Slide the connector in by hand, make sure it's good and straight then slide the lock in towards the middle. Repeat this with the larger connector.
5. If necessary secure the new FICM with zip ties someplace where the harness and FICM won't get caught in the fan or hood.
6. Verify symptoms are fixed before removing the original FICM. This means making sure the truck runs smoothly with the new FICM plugged in. Verify the truck stays smooth and idle noise does not change if you squeeze or gently tug the wiring harness.

Removal:

1. Remove air intake (Should already be removed see above).
2. Remove 2 wire connectors. Start with the larger connection on the right. The lock tabs will slide towards outside.
3. Loosen but don't remove the fuel line bolt on top and bottom of FICM. (17mm).
4. Remove the 3 mounting bolts (14mm). Be careful do not lose the isolators that go here.
5. Finish removing the fuel line bolts.

Reinstallation:

You must use isolators when reinstalling failure to do so will cause a failure.

1. Start all three mounting bolts (14mm). Leave them loose enough that the FICM can still move around.
2. You must use isolators! Start and tighten the bottom fuel line (17mm). Be sure to use the new gaskets for this or if your old gasket still looks good you can reuse it. Make sure the banjo connection is going all the way flush against the gasket. If the line is slightly misaligned it can cause the line to bottom against the housing before the banjo does.
3. Start and tighten the top fuel line (17mm). Be sure to use the new gaskets for this or if your old gasket still looks good you can reuse it. Make sure the banjo connection is going all the way flush against the gasket. If the line is slightly misaligned it can cause the line to bottom against the housing before the banjo does.
4. Tighten all of the mounting bolts (14mm). Make sure you have used the isolators.
5. Plug the wiring connections in. Start with the smaller connector. Slide the connector in by hand, make sure it's good and straight then slide the lock in towards the middle. Repeat this with the larger connector.
6. Pump the hand primer until it gets stiff and difficult to pump. If it does not recheck that your fuel lines have a good seal.
7. Open the fuel bleeder valve (push straight in with a small screwdriver) while pumping. Keep doing this until you no longer get air.
8. Release the fuel bleeder valve and pump until the hand primer gets stiff again.
9. It's helpful at this point to have someone keep pumping the hand primer as you start the truck. After the truck starts, keep pumping for the next 20-30 seconds. If you do not have a helper, the truck may start and die. Simply, pump the hand primer stiff again, release the air in the valve, pump stiff again and retry.

