Thank you for purchasing the ATS Torque Pro Propane Injection System. This manual is to assist you with your installation and operation of the system. If you are installing this system for a customer, please pass this manual on to your customer for future reference.

Note: In addition to a regular tool set, this install requires:

- 1/8” NPT (National Pipe Thread) tap
- Size “R” Jobber drill bit
- ¾” Unibit

1. Drain approximately 2 gallons of coolant from the radiator into a clean container and save the coolant to reuse later.

2. Remove the tube that runs from air cleaner housing to the turbo inlet, by loosening the hose clamps which are attached to the hose and the air cleaner filter from the inner fender well, using a nut driver. Then drill a ¾” dia. hole in the side of the air cleaner hose near the turbocharger using a ¾” uni-bit and install the venturi mounting grommet.
3. Mount regulator bracket to the top of the existing alternator bracket using the factory bolts.

4. Install all the fittings into the regulator;
   A. The lock off valve into the top of regulator (1/4” pipe).
   B. The two 90 degree water fittings in the right left sides of regulator (3/8” pipe).
   C. The 5/8” orifice fitting in the bottom side of regulator (1/2” pipe).
   Tighten all fittings and install the 5/16” hose fitting in the side of the lock off valve.

5. Cut the heater hoses near the firewall and then cut out about 1” straight section of each hose. Then install the Y fittings into each hose. Pointing the Y’s toward the regulator on top of the water pump.
6. Attach the water lines to the regulator; first install the hose to the right side of the regulator and then the left side and secure with clamps provided in system.

7. Bolt the regulator to the mounting bracket on the water pump (2) ⅛” X 5/8” long cap screws, (2) washers and (2) lock washers using a 7/16” wrench. Route the water lines over the top of the motor towards air conditioner condenser and the Y’s that were installed. Install and clamp the lines to the Y’s using clamps provided in it. (Wire tie hoses so they won’t move around).

8. Remove the Intake manifold pipe on the passenger side of the motor. Using a socket, loosen the lower clamps on the intake hose on the pressure chamber and slide clamp down the steel tubing. When removing the air intake pressure chamber take special care not to damage the intake gasket and also make sure that
debris does not enter the intake of the motor while lifting air intake pressure chamber. Using a shop towel cover the manifold and intercooler pipe openings to keep foreign objects out.

9. Drill and tap 1/8” pipe into the intake manifold. Use an “R” drill; locate hole as shown in the drawing in the front side of manifold (LLY motor), or top of manifold (LB7 motor). Install and tighten the hob switch. The hob switch comes pre-set to 5 lbs. Adjustable between 3.1 psi to 7.4 psi.

11. Re-install intake manifold pipe, remove the shop towels covering the manifold and intercooler pipe. Slide the clamp back over the hose on the pressure chamber and tighten.

12. These instructions assume that the tank is already mounted. If the tank is not mounted, this is a good time to do so whether under the truck or in the bed. NOTE: If you are going to mount the tank in the bed, a bulkhead fitting should be used. This kit assumes that the tank is mounted at the frame. If you decide to mount the tank in the bed, you will need to purchase a bulkhead fitting and two more 3/8 fittings, which can be found at a parts store.

13. Assemble the L.P.G. (low pressure gas) feed hose, this is the hose that has white markings. Use the 15’ hose supplied in the system. Route the L.P.G. hose on the outside of the frame rail and away from exhaust and up to the regulator to find the correct length. Secure hose to frame using tie wraps.

14. Install 5/16” L.P.G. hose to tank or bulkhead fitting. Use a ¾” wrench. Cut the L.P.G. hose to desired length and assemble hose fitting to hose by disassembling hose fitting, and screwing the large female end in a counter-clockwise rotation onto the hose. With female end install into the hose, holding the fitting in a vise or using a wrench, place a small amount of oil to the other female fitting and install this fitting into the large fitting screwing this fitting in a clockwise rotation until fittings are tight together. Route the L.P.G. hose assembly on outside of rail and away from exhaust. Use tie wraps to secure hose to prevent any chafing. Connect the L.P.G. hose assembly to either bulkhead fitting or tank at the liquid valve.

15. Connect 5/16” L.P.G. hose assembly to the fuel lock off valve, Use a ¾” wrench.

16. **NOTE: IMPORTANT** Slowly open the liquid valve at the tank and using a solution of soap and water in a spray bottle, check all connections for leaks! (It will bubble or have an odor.) If any leaks exist, repair and recheck for leaks.
17. Re-attach the air cleaner box in the engine compartment. Install the filter and clamp on the top cover and re-install the stock intake hose and venturi fitting.

18. Install the vapor injection hose. Attach the hose to the bottom of the regulator and to the intake hose venturi.

19. Connect one side of the lock off valve to the ground of the battery. Wire tie to ground cable.

20. Connect the other side of the lock off valve to the Hobb switch.

21. Mount the on/off switch in a convenient place in the cab.

22. Run a wire from the other side of the Hobb switch to inside the cab to the on/off switch.

23. Run a wire from the switch to a keyed power source. (Make sure it is fused).

**Have Any Questions?**

Thank you for purchasing the Torque Pro Propane Injection System. Please check our website at http://www.atsdiesel.com for technical support and other performance products such as the Five Star™ torque converter, ATS High Performance Valve Body and ATS High Performance Transmission along with our full line of power enhancers. Please call or e-mail our Technical Service Department, 8:00am to 5:30pm Mountain Standard Time, Monday through Friday.

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