Ordnance 560 CP3 | Ordnance 650 CP3

- Billet flange with integrated gForce Block
- Modified IMV for high-speed efficiency
- Cerakote® finish to prevent corrosion
- New Bosch CP3

OPTIONS

- 560 L/h or 650 L/h flow rate at 6,000 RPM
- Duramax | Cummins | Reverse Rotation
- SP3000 mechanical supply pump
- Gear Pump Delete plate

Ordnance CP3s are designed as max-effort, high-RPM competition pumps, delivering impressive flow at 6,000 RPM and above (see graph on page 3 for exact flow rate data).

The pumps begin as brand-new Bosch CP3s, are modified by S&S Diesel Motorsport® and then receive a durable Cerakote finish to protect against corrosion. They're assembled with a patent pending billet aluminum flange featuring and integrated gForce block, which eliminates g-force effects during launch and simplifies the design.

Ordnance CP3s are available with 560 L/h or 650 L/h flow rate for Duramax, Cummins, and reverse-rotation configurations. Customers can also opt for the Gen2 SP3000 low-pressure supply pump or a Gear Pump Delete plate, depending on the application.

The S&S Regulated Filter Head (FDS-RFH-ASM) is the recommended supply pressure regulator for the Ordnance CP3s.

Application

High-pressure fueling for max-effort, max-rpm competition

Technical Specifications

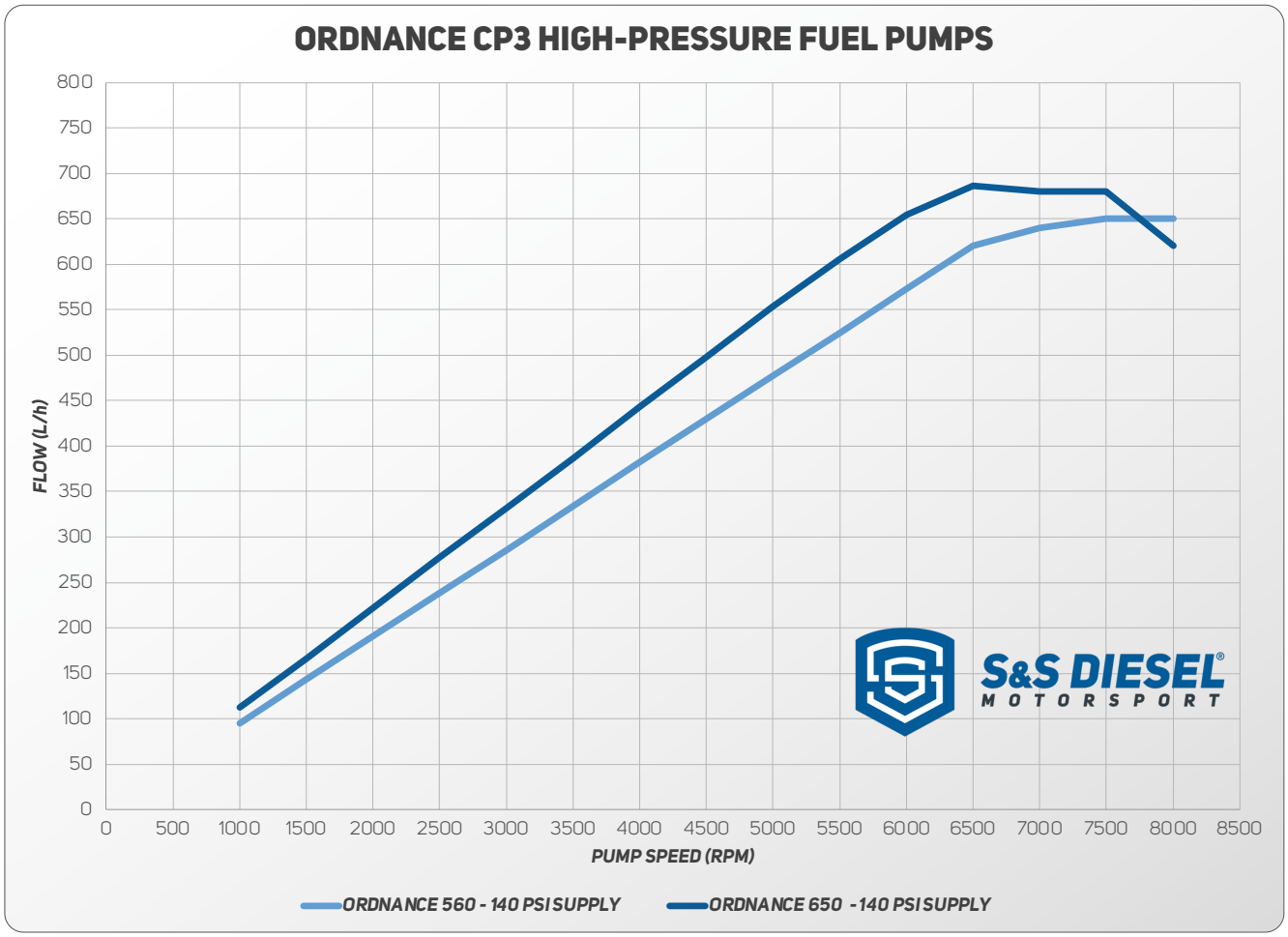
Fuel Compatibility	Diesel
Weight (with SP3000)	8.6 kg (19 lbs)
Protrusion from Front Cover (SP3000)	171 mm (6.73 in)
Weight (Gear Pump Delete)	7.4 kg (16.3 lbs)
Protrusion from Front Cover (Gear Pump Delete)	107 mm (4.21 in)
Displacement	1,590 mm^3/rev or 1,850 mm^3/rev
Flow Rate	560 L/h (2.47 GPM) or 650 L/h (2.86 GPM)
Max Speed	8,000 RPM (tested) 7,000 RPM (recommended)
Fuel Temperature	-40°C (-40°F) to 70°C (158°F)
High-Pressure Outlet Port	M14x1.5(M)
Feed Port	-6 ORB (F)
Return Port	M12x1.5(F)
Recommended Supply Pressure	9.65 bar (140 psi)
Required Supply Flow (6,000 RPM)	820 L/h (3.61 GPM)
Required Supply Flow (850 RPM)	120 L/h (0.53 GPM)

Quick Start

Keys to Success

- Ordnance CP3s do not have a stock pump curve
    - Refer to the data sheet included with each pump for the correct IMV curve data
    - Required amperage to completely close IMV is 2,200 mA
- The -6 ORB **feed port** is on the billet aluminum flange
- Use -6AN hose for the low-pressure feed
- The M12x1.5 **return port** is on the forged pump body
- Each pump return should have a dedicated -6AN hose back to the fuel cell under fluid level
- Use the S&S Regulated Filter Head (FDS-RFH-ASM) to regulate supply pressure
- If moving a high-pressure outlet fitting, make sure that exactly **one** ceramic check ball remains in each outlet valve port.

Flow Data


ORDNANCE CP3 HIGH-PRESSURE FUEL PUMPS
FLOW (L/h)
800
750
700
650
600
550
500
450
400
350
300
250
200
150
100
50
0
0
500
1000
1500
2000
2500
3000
3500
4000
4500
5000
5500
6000
6500
7000
7500
8000
8500
PUMP SPEED (RPM)
ORDNANCE 560 - 140 PSI SUPPLY
ORDNANCE 650 -140 PSI SUPPLY
S&S DIESEL MOTORSPORT