



INSTALLATION INSTRUCTIONS

FUEL GAUGE AND HOSE KIT, 2ZZ-GE

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Support: info@radiumauto.com



Quantity	Description
1	PTFE -6AN Hose
2	SAE Quick Connect to -6AN Male Adapter
1	Male to Female -6AN with 1/8 NPT Female
1	Radium 0-100 PSI Fuel Pressure Gauge
1	Disconnect Tool, 5/16" Hose

1. To relieve fuel pressure, the fuel pump must be temporarily disabled.

On the Lotus Elise/Exige, pull the No. R1 20A fuse (06' model shown). The 4-position fuse holders are located at the front left of the engine compartment on the cabin bulkhead. On 2ZZ-GE equipped Toyota models, remove the C/OPN Relay located in the engine bay near the left strut mount.



Start the engine and allow it to stall.

Disconnect the negative terminal of the battery.

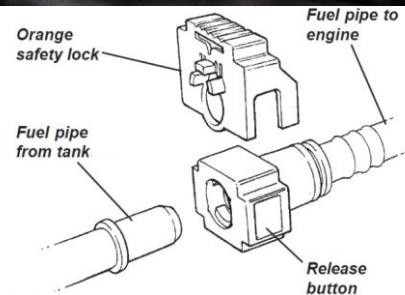
2. Use the included fuel line tool to disconnect the factory fuel line.

Insert the tool into the end of the fuel fitting. Make sure to surround the area with shop towels to absorb fuel contained in the pipe. While squeezing and applying pressure, pull the fitting away from the fuel pipe to release it from the fuel hose.



3. Release the retaining clip securing the pipe joint to the header tank bracket. Slide the orange colored safety lock to allow access to the connector release button. Push the release button and gently pull this hose assembly out and away from vehicle.

This hose assembly will be replaced by the Radium hose assembly.



4. Assemble the fittings onto the included hose. Tape, paste, or lubrication is not required for the 3 fittings. However, use Teflon paste on the tapered gauge threads.

This new hose can be put on the vehicle with flow going in either direction. Remove the green locks from the included SAE fittings using a 5/64" Allen wrench. Lightly lubricate the OEM hard lines with oil and then fully insert the Radium SAE fittings. Line up the threaded hole and place the Radium green locks onto the Radium SAE fittings. Secure the small screws using the 5/64" Allen hex wrench.



Rotate the gauge for viewing as desired.

5. Connect the battery and turn the ignition switch to the ON position (without starting) to allow the fuel pump to prime the system.

Repeat this process again to ensure fuel has filled the rail and check for leaks.

If no leaks are found, start the engine and check for leaks while the engine is running. If no leaks are found, installation is complete.

