INSTALLATION INSTRUCTIONS

FUEL RAIL FOR NISSAN RB26DETT

Support: info@radiumauto.com

Document# 19-0104

WARNING: DO NOT EXPOSE WORK AREA TO ANY SPARKS OR FIRE. DO NOT SMOKE WHILE OPERATING ON THE FUEL SYSTEM. CLEAN UP ALL FUEL SPILLS IMMEDIATELY. WORK IN A WELL VENTILATED AREA.

1. Remove fuel pump fuse and start engine. Allow engine to stall. This relieves pressure in lines. Replace fuel pump fuse. Disconnect battery (R33/R34 in trunk).

Remove the blow-by hose between the rocker cover and the intake manifold. Remove the vacuum hose for brake booster and the clutch booster.

Disconnect the following: throttle sensor, throttle valve switch, intake air temperature sensor, knock sensor, and all 6 fuel injectors.

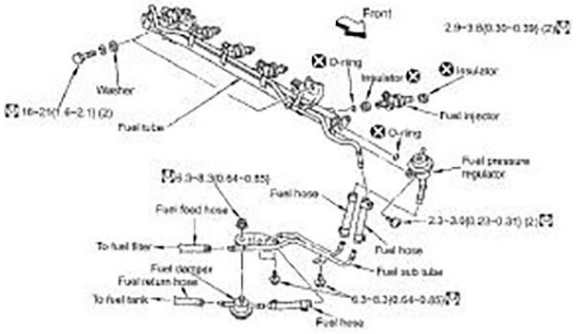
Carefully pull vacuum tubing off fuel pressure regulator (FPR). Remove the fuel hose for feed and return at fuel tube side and catch all spilled fuel.

2. Use a 12mm socket wrench to remove the two primary M8 mounting bolts and washers. The OEM hardware will not be reused.

Gently lift the fuel rail up being careful to not lose anything in the engine bay.

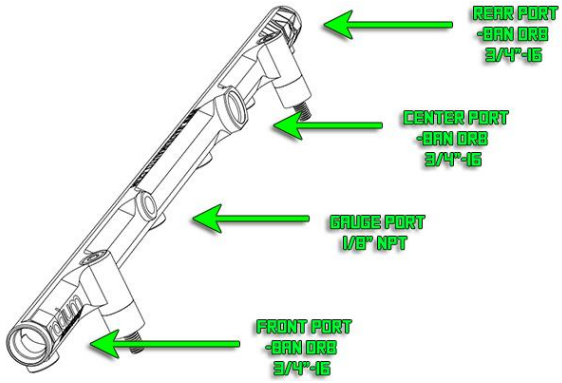
Remove the fuel rail from the vehicle. It will contain fuel. Drain excess fuel into a safe container for disposal.

Thoroughly clean out any dirt or debris found in the intake manifold injector seat bores.



3. Install all fittings into the 4 ports of the rail (front, center, rear, and gauge port). All large ports are -8AN ORB and O-ring MUST be used. **Lubricate all O-rings prior to install to avoid damaging them.**

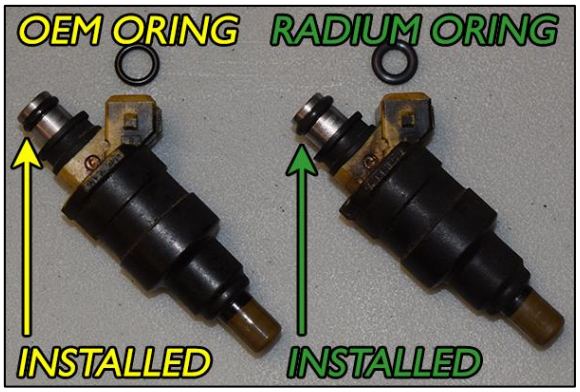
When installing a gauge or pressure sensor into the small 1/8" NPT port, use a small amount of Teflon paste on the male threads. Tighten until finger tight. Then, using a wrench, add another 1.5 to 3 turns.



4. If reusing the OEM FPR, the Radium FPR adapter (shown) may need to be clocked for best fitment. Transfer the OEM FPR from the OEM rail to the Radium adapter.

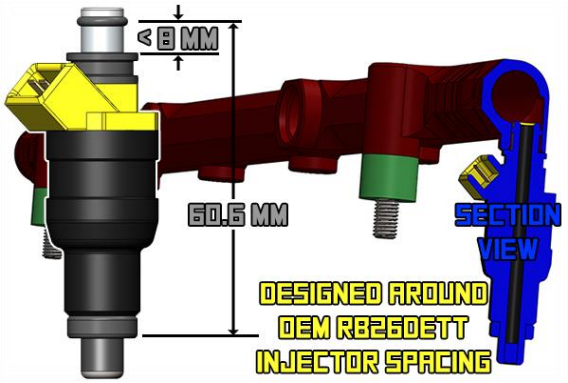
5. The Radium fuel rail is compatible with 11mm upper injector O-rings.

If the OEM RB26DETT fuel injectors will be reused, replace the upper O-rings with the ones included in the kit. This will effectively convert the stock 10.45mm (JECS) injectors to 11mm (Denso) fitment.



6. If aftermarket injectors are to be used, be sure the upper O-ring seats inside the injector bore. Washer shims (not included) may be required for proper fitment. The fuel injector must have specific spacing, as shown.

Lightly lubricate each fuel injector's top and bottom O-rings with engine oil. Fully insert the injectors into the Radium fuel rail bores.



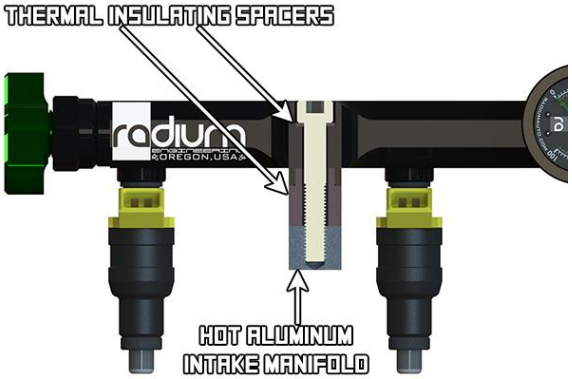
7. Press the phenolic spacers into the bottom side of the fuel rail mounting holes.

Line-up and place the Radium fuel rail assembly onto the intake manifold.

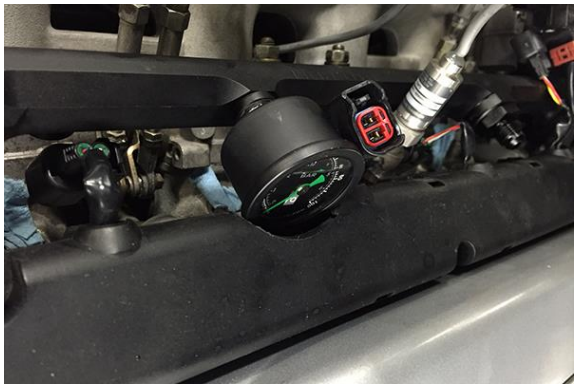
Once everything is positioned correctly, push the rail towards the intake manifold to fully seat the injectors.

Next, put the phenolic washers on the included M8 bolts and install, as shown.

Using a 6mm Allen wrench, torque the 2 bolts to 10ftlbs (13.6Nm).



8a. If the OEM Nissan plastic injector wiring harness cover will be reused, it might need to be modified depending on what will be used in the center port or gauge port. Shown is the modification required to directly mount a fuel pressure gauge to the rail.



8b. Shown is an alternative "street elbow" option to avoid cover modification.

Radium Engineering P/N: 14-0332
1/8" NPT Male to Female, 90 Degree Fitting

9. If Nissan wiring harness adapters were included with the fuel injectors, install them now per the instructions provided by the manufacturer.

Reminder: The Radium fuel rail kit does not include a feed supply hoses, as most applications require custom fuel hoses.

After everything is reinstalled, cycle the key a few times (without starting engine). This allows the fuel pump to prime the system. CHECK FOR LEAKS! If no leaks are found, start the engine and check again while the engine is running.

Installation complete.