

INSTALLATION INSTRUCTIONS

FUEL RAIL FOR TOYOTA 1JZ-GTE VVT-I ENGINE

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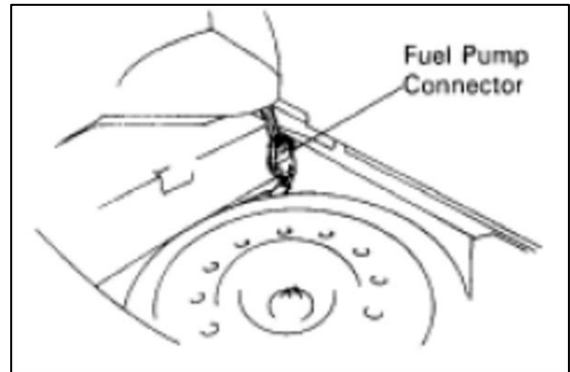
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WARNING: DO NOT EXPOSE WORK AREA TO ANY SPARKS OR FIRE. DO NOT SMOKE WHILE OPERATING ON THE FUEL SYSTEM. CLEAN UP ALL FUEL SPILLS IMMEDIATELY. WORK IN A WELL VENTILATED AREA.

1. **NOTE:** This 20-0268 Fuel Rail is **NOT** compatible with late model 1JZ-GTE VVT-i engines that have the large ETCS-i throttle body drive-by-wire motor.

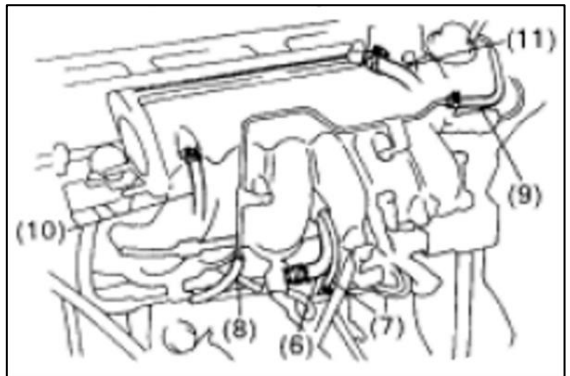
If accessible, refer to the Toyota Service Manual for disassembly questions. To relieve fuel pressure, disconnect the fuel pump connector (shown) or remove the fuel pump fuse. Start the vehicle and allow the engine to stall. Turn the ignition OFF and remove the key. Disconnect the battery's (-) negative terminal.

Remove the following components: throttle body, oil dipstick and guide for engine (and A/T), air intake chamber brace, control cable bracket from air intake chamber.



2. Unplug the IACV, turbo pressure sensor, and fuel pressure control connectors. Remove the bolt and disconnect the engine wire protector from the body.

Disconnect the following hoses: Air hose from IACV, air intake chamber hose from vacuum pipe on IACV pipe, air hose for EGR from valve pipe, PCV valve hose, vacuum hose from fuel pressure regulator, IACV hose from No.4 water bypass pipe (6), air intake chamber EVAP hose from manifold brace (7), EVAP hose from No.2 vacuum pipe (8), charcoal canister EVAP hose from No.2 vacuum pipe (9), PS air hose from air intake chamber (10), brake booster vacuum hose from union on air intake chamber (11).



3. Disconnect EGR gas temperature sensor connector.

Remove the following: EGR pipe, water bypass pipe, manifold brace, and the air intake chamber assembly (shown). Consider replacing the gasket.

Disconnect the following: camshaft position sensor connectors, wire clamps from injector holders, and injector connectors.

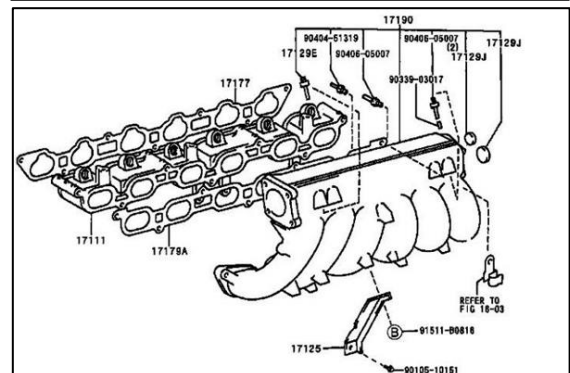


4. After the engine has cooled, place shop towels down under the fuel inlet pipe. Slowly loosen the banjo bolt and catch any gasoline that drips out.

Place shop towels down under the fuel pressure regulator return pipe. Slowly disconnect and catch any gasoline that drips out.

Remove the 3 fuel rail bolts and injectors assembly. Drain the excess fuel into a safe container for disposal. Thoroughly clean out any dirt or debris found in the intake manifold injector seat bores.

Keep the 3 intake manifold fuel rail spacers in place as they will be reused.



5. Orientate the mounting feet and secure to the rail using the 6 socket head bolts and a 4mm Allen hex wrench. Apply a medium strength thread-locker (not included).

Lubricate all adapter fitting O-rings and secure to the three 8AN ORB ports.

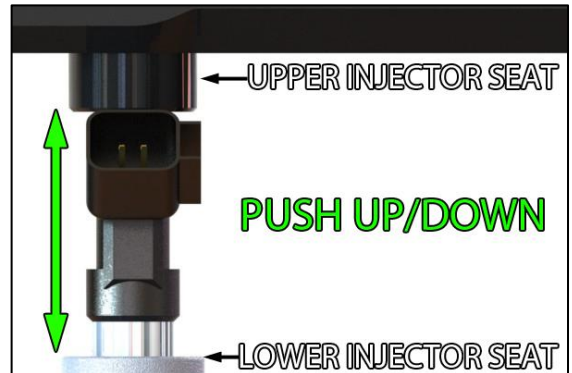
Lubricate each fuel injector's top and bottom O-rings with engine oil. Fully insert the injectors into the Radium fuel rail bores.



6. Using the OEM fuel rail spacers, position the fuel rail assembly onto the intake manifold. Install the OEM M8 bolts and torque to 15ftlbs (21Nm) using a 12mm socket wrench.

As a test, push the fuel injectors downward until they bottom out. Now inspect the injectors' upper O-rings and confirm they are still inserted into the fuel rail injector bores. Do not pressurize the fuel system until the proper height is achieved.

Orientate the fuel injectors such that the electrical connectors do not experience any interference with the surrounding area. Plug in each of the injector connectors.



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

After everything is reinstalled in a reverse order, 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 for leaks again while the engine is running.

Installation Complete

