

## **PART# IZ320-L2EAD**

### **JWT Z32 LATE STYLE INJECTOR TO EARLY FUEL RAIL ADAPTOR KIT INSTALLATION**



1. Disarm the fuel pump by either removing the fuel pump relay (in driver side kick panel) or by using Consult. Run the engine until it runs out of fuel.
2. Remove the upper manifold and other parts restricting access to the fuel rails.
3. Unplug the injector electrical connectors and remove the fuel injector retaining caps and screws.
4. Remove the injectors by first rotating and then pulling up to release the tension between the rail and the injector orings. A small amount of fuel may drain into the manifold and cause the engine to stumble during the initial restart.
5. Wipe and inspect the areas where the new injector adaptor orings will seat in the fuel rails.
6. Install the supplied orings on to the supplied injector adaptors using a small amount of oil on each oring.
7. Install the assembled orings and adaptors into the fuel rail injector holes. They may be a snug fit, but should drop in the holes once aligned correctly.
8. Insure that the injectors you will be installing are the late style injectors (they have a smaller lower oring compared to the early style) and that both the upper and lower orings have been installed on them and coated with a light film of oil to ease installation.
9. Install your new injectors by twisting them slightly as you push them down into place. They should seat so that the upper rim of the injector is slightly above the top edge of the rail (the same amount as the step in the new upper retainer caps).
10. Install the new retainer caps using the supplied stainless bolts and washers. Tighten each bolt 21 to 28 in-lb.
11. Determine if you need to change the electrical connectors to fit your new injectors and change them to the appropriate connectors if required.
12. Reassemble the upper manifold and any other parts in the reverse order according to the factory service manual.
13. A fuel pressure gauge can be temporarily installed during start up to check for any fuel leaks. Turn the ignition key to the ON position (engine off), the fuel pump will power up for a few seconds to build pressure. If the pressure does not hold steady after the pump shuts off for 2 or 3 minutes, recheck for possible leakage.
14. Start engine and final inspect your work.

