



AEM Performance Electronics
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AEM
HI-FLOW FUEL RAIL
Installation Manual
25-104



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Legal Restrictions



STOP!

THIS PRODUCT HAS LEGAL RESTRICTIONS.
READ THIS BEFORE INSTALLING/USING!

WARNING! THIS IS A RACE ONLY PRODUCT MANUFACTURED AND SOLD FOR INSTALLATION ON VEHICLES DESIGNED TO BE USED SOLELY FOR COMPETITION PURPOSES. ONCE THIS PART IS INSTALLED, THE VEHICLE MAY NEVER BE USED, OR REGISTERED OR LICENSED FOR USE, ON A PUBLIC ROAD OR HIGHWAY. IF YOU INSTALL THIS PART ON YOUR VEHICLE AND USE THE VEHICLE ON A PUBLIC ROAD OR HIGHWAY, YOU WILL VIOLATE THE CLEAN AIR ACT AND MAY BE SUBJECT TO PERSONAL CIVIL OR CRIMINAL LIABILITY, INCLUDING FINES OF UP TO \$4,819 PER DAY. IT IS THE RESPONSIBILITY OF THE INSTALLER AND/OR USER OF THIS PRODUCT TO ENSURE THAT IT IS USED IN COMPLIANCE WITH ALL APPLICABLE LAWS AND REGULATIONS. IF THIS PRODUCT WAS PURCHASED IN ERROR, DO NOT INSTALL AND/OR USE IT. THE PURCHASER MUST ARRANGE TO RETURN THE PRODUCT FOR A FULL REFUND. THIS POLICY ONLY APPLIES TO INSTALLERS AND/OR USERS WHO ARE LOCATED IN THE UNITED STATES; HOWEVER CUSTOMERS WHO RESIDE IN OTHER COUNTRIES SHOULD ACT IN ACCORDANCE WITH THEIR LOCAL LAWS AND REGULATIONS.

Warning

WARNING!

Improper installation and/or adjustment of this product can result in major engine/vehicle damage. For technical assistance visit our dealer locator to find a professional installer/tuner near you.

Note: AEM holds no responsibility for any engine damage or personal injury that results from the misuse of this product, including but not limited to injury or death.

Introduction

Read and understand these instructions BEFORE attempting to install this product. Do not smoke while working on the fuel system. Keep open flames or sparks away from your work area. Be sure to relieve fuel pressure while engine is off.

Installation

1. Getting Started

- Make sure vehicle is parked on a level surface.
- Set parking brake.
- Disconnect the negative cable from the negative battery terminal.**
- If the engine has run within the past two hours let it cool down.
- Clean area around the fuel rail so that dirt cannot get into the engine.

Note:

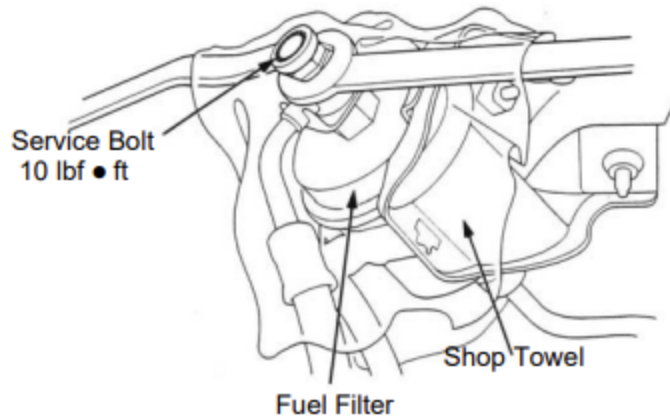
- Replace the washer between the service bolt and the special banjo bolt whenever the service bolt is loosened. (where equipped)
- Replace all washers whenever the bolts are removed.
- Replace all cushion rings, seal rings and fuel injector insulators when fuel rail is disassembled.

2. Relieving fuel pressure

- Remove the fuel fill cap.
- On models equipped with a 6 mm service bolt. (illustrated below) If your vehicle is not equipped with a 6 mm service bolt, then proceed to step c.



- i. Use the box end wrench on the 6 mm service bolt on top of the fuel filter or fuel rail, while holding the special banjo bolt with another wrench.
- ii. Place a rag or shop towel over the 6 mm service bolt.
- iii. Slowly loosen the 6 mm service bolt one complete turn.
- iv. Leave service bolt loose until all pressure has been relieved.
- v. Tighten service bolt to 10 lbf-ft.



- c. On models not equipped with a 6 mm service bolt.
 - i. Use a box end wrench on the 12 mm banjo bolt on top of the fuel filter.
 - ii. Place a rag or shop towel over the 12 mm banjo bolt.
 - iii. Slowly loosen the 12 mm banjo bolt one complete turn or until all pressure has been relieved.
 - iv. Torque the 12 mm banjo bolt to 25 lbf-ft.

3. Stock fuel rail, injectors and fuel pressure regulator removal

- a. Disconnect the fuel inlet fitting at the fuel rail.
 - i. Be careful not to loose either of the two crush washers.
- b. Disconnect the wire connectors from the fuel injectors.
- c. Disconnect the vacuum hose from the fuel pressure regulator.
- d. Place a rag or ship towel over the fuel pressure regulator.
 - i. Remove the two 6 mm retaining bolts.
 - ii. Position the fuel pressure regulator out of the way.
 1. Be careful not to loose the o-ring that goes between the fuel rail and the fuel pressure regulator.
- e. Loosen and remove the retainer nuts/bolts on the fuel rail, injector harness, and any other components that may be bolted to the fuel rail.
- f. Disconnect the fuel rail.
- g. Remove the fuel injectors from the intake manifold.
 - i. Some models have an injector insulator on the injector tip (the end of the injector that goes into the intake manifold) and some models do not. Note the arrangement your model has and be sure to reassemble the injector assembly correctly.
- h. Inspect all seals, o-rings, and washers. If any of these components look at all worn or damaged, then replace them with genuine Honda parts.

4. Assembly of the AEM Fuel Rail

- a. Refer to the attached vehicle-specific assembly drawings for proper assembly.
- b. Line up the stock fuel rail with the AEM Fuel Rail.
 - i. Lubricate the threads of the fuel inlet fitting with a light coat of engine oil. Install the fuel inlet fitting into the end, or the top, of the AEM Fuel Rail that matches the placement of the fitting in the stock fuel rail. Make sure that one of the –6 crush washers is installed under the head of the fuel inlet fitting. Be sure that the crush washer is centered under the head of the fuel inlet fitting.
- c. The AEM Fuel Rail comes with an additional fuel port. If you are running a wet nitrous oxide system, or a fuel pressure gauge, then this port may be used for the additional fuel supply. If you are not in the need of an additional fuel source install the supplied 1/8" NPT plug.
- d. Note: When installing the tapered plug or any other tapered fitting into the AEM Fuel Rail, use only a lubricant or anti-seize on the threads. Do not under any circumstances use liquid Teflon or Teflon tape as a sealant for any tapered plug or tapered fitting in any fuel system.



- e. Remove the old o-rings that are on top of the injectors.
 - i. Coat the new o-rings supplied with the kit, with clean engine oil.
 - ii. Install the new o-rings onto the injectors.
 - f. Insert the o-ring ends of the injectors into the AEM Fuel Rail.
 - g. Note: To prevent damage to the o-rings, install the fuel injectors in the fuel rail first, then install them in the intake manifold.
 - h. Coat the seal rings with clean engine oil and then install them into the intake manifold.
 - i. Install the fuel rail/injector assembly back onto the vehicle.
 - i. i) Be careful to insure that none of the seals get damaged.
 - ii. ii) Make sure that all seals and o-rings are properly seated.
 - j. Install and tighten the fuel rail retainer nuts/bolts.
 - k. Install the fuel pressure regulator onto the AEM Fuel Rail using the supplied bolts and washers. Make sure that the o-ring is properly installed between the regulator and the fuel rail. (Fig. 2) Note: If you are running the stock Honda fuel pressure regulator, DO NOT install the additional 1/8" NPT plug into the fuel return hole. On all applications, the fuel return hole will be located between the two threaded regulator mounting holes.
 - l. Connect the vacuum hose to the top of the fuel pressure regulator.
 - i. Some kits require the replacement of this hose with a longer one. If your kit requires this then replace the original vacuum hose with the one that is supplied in the kit.
 - m. Install the injector wire harness and related brackets, if equipped.
 - n. Install the fuel supply line to the AEM Fuel Rail.
 - i. Be sure that a crush washer is positioned on both sides of the banjo fitting.
 - ii. Torque the retaining nut to 12 lbf.-ft. DO NOT OVER TIGHTEN.
 - iii. Make sure the plugs on the ends of the fuel rail are tight.
 - o. Install any remaining components that were removed during dis-assembly.
- 5. Finishing Touches**
- a. Connect the negative battery terminal.
 - b. Turn the ignition switch to the on position for approximately two seconds. Do not operate the starter. Then turn the ignition switch to the off position.
 - c. Repeat this procedure three times, and then check all components that were removed during installation for any signs of fuel leakage.
 - i. Be sure to check the area around the fuel inlet fitting, the -6 plugs and the 1/8" NPT plug. If these three items were not installed correctly then they may be prone to leak.
 - d. If there are signs of leakage you **MUST** correct the leak before proceeding.
 - e. If there are no signs of leakage, then start the engine and again check for leaks. If there is any sign of leaking you **MUST** repair the leak before driving the vehicle.

Fig. 1a: 90-93 Accord

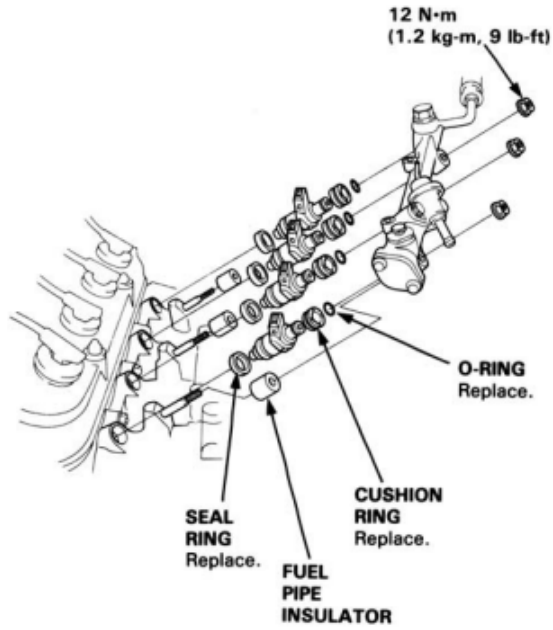


Fig. 1b: 92-96 Prelude

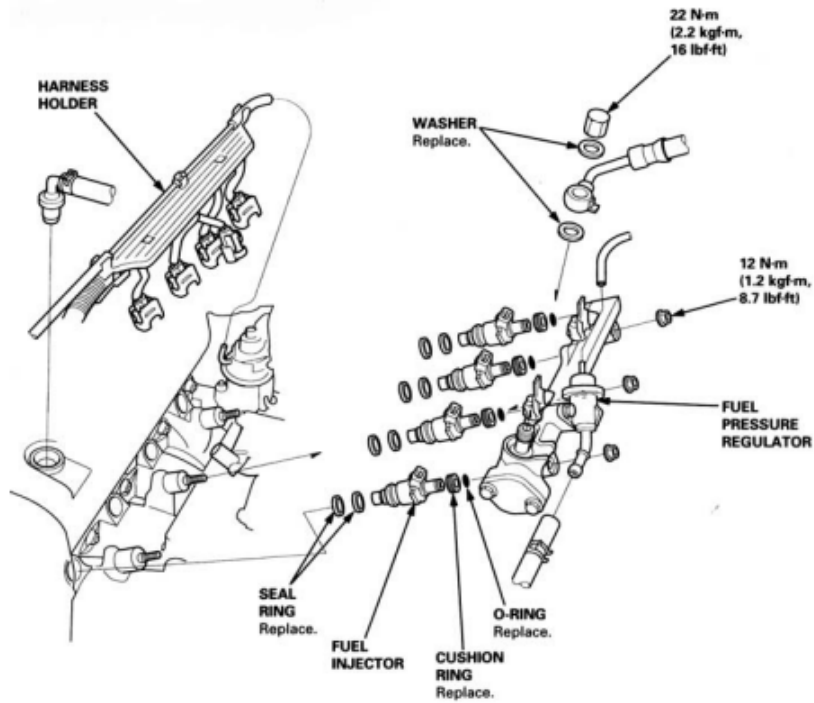


Fig. 1c: 97-00 Prelude

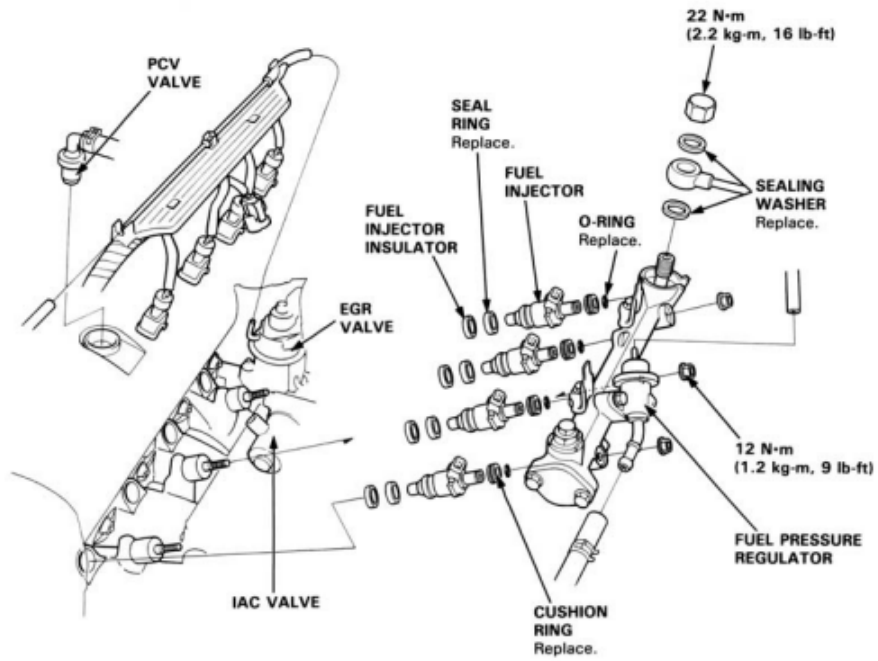


Fig. 2

