



2JZ-VVTi Top Feed Fuel Rail Kit Part #600069

WARNING! Please read the whole guide before installing this part.

Legals:

TAARKS 2JZ Fuel Rail Kit has been designed and is intended for off-road use only. The installation of this part on a vehicle intended for use on public roads may violate laws and regulations in your country/state. Additionally, this part is sold with a LIMITED warranty that only covers defects in manufacturing. This warranty does not cover any damage incurred by using this part. The installation of this part may also void any vehicle warranties. Refer to a performance specialist for proper installation.

After opening the packaging please check to see if any parts are missing or damaged. If something is missing or damaged please contact us immediately. Do not install the product.

Do not modify this part in any way. Modifying the part may result in failure of the part and voids all possible warranties.

Installation Guide

This guide assumes the factory fuel rail has already been removed.

This fuel rail is designed to work with $\frac{1}{2}$ length and $\frac{3}{4}$ length injectors. If you plan on running $\frac{3}{4}$ length injectors then you will need to install the black aluminium adapters onto the standard plastic fuel rail spacers. If you plan on running $\frac{1}{2}$ length injectors then use only the factory plastic spacers.



Using the supplied M5 bolts install the fuel rail mount onto the fuel rail. A 4mm allen key is required.



The fuel rail is equipped with 2x AN6 ORB ports, these ports can be used to install a fuel pulse damper and a center return port. Dummy fit the rail to the motor to work out how you want to use these ports.

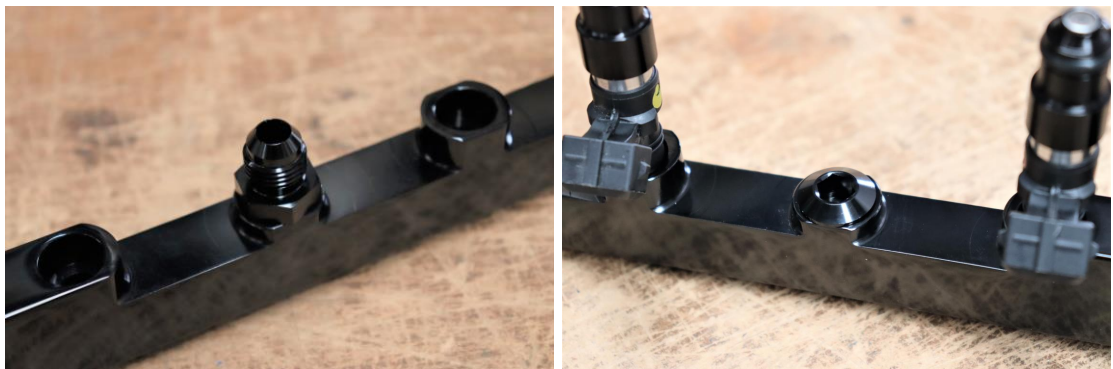
The below photo shows the TAARKS AN6 fuel pulse damper installed.



If you do not wish to use this port we supply an AN6 port plug to block it off. Install the o-ring onto the plug, lubricate the o-ring with a small amount of engine oil and install it into the rail.



The other port can be used with the supplied AN6 adapter as a center return port, or if you do not wish to run a center return port simply block it off using the supplied AN6 port plug.



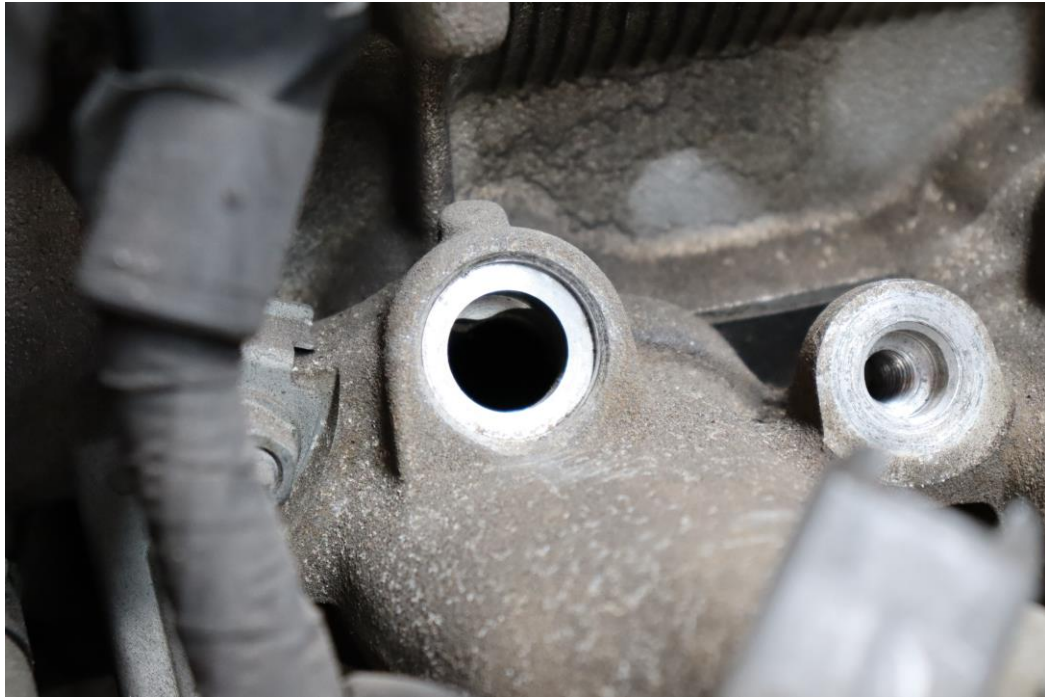
Install the injectors into the fuel rail. Lubricate the o-rings with a small amount of engine oil.



Install the supplied o-rings onto the intake manifold adapters as shown below.



Thoroughly clean the intake manifold recesses to make sure there is no dirt or corrosion in there.



Lubricate the o-rings with a small amount of engine oil and position the adapters in the intake manifold. The adapters are designed to be a press in fit.

Using a suitable tool gently tap the adapters into place. A ½” drive 10mm socket works well.



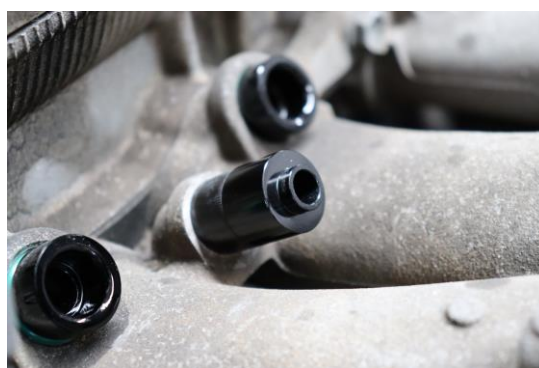
Once installed the o-ring is barely visible.



Install the fuel rail spacers into the intake manifold. Plastic spacers only to suit $\frac{1}{2}$ length injectors, or plastic and aluminium spacers together for $\frac{3}{4}$ length injectors.

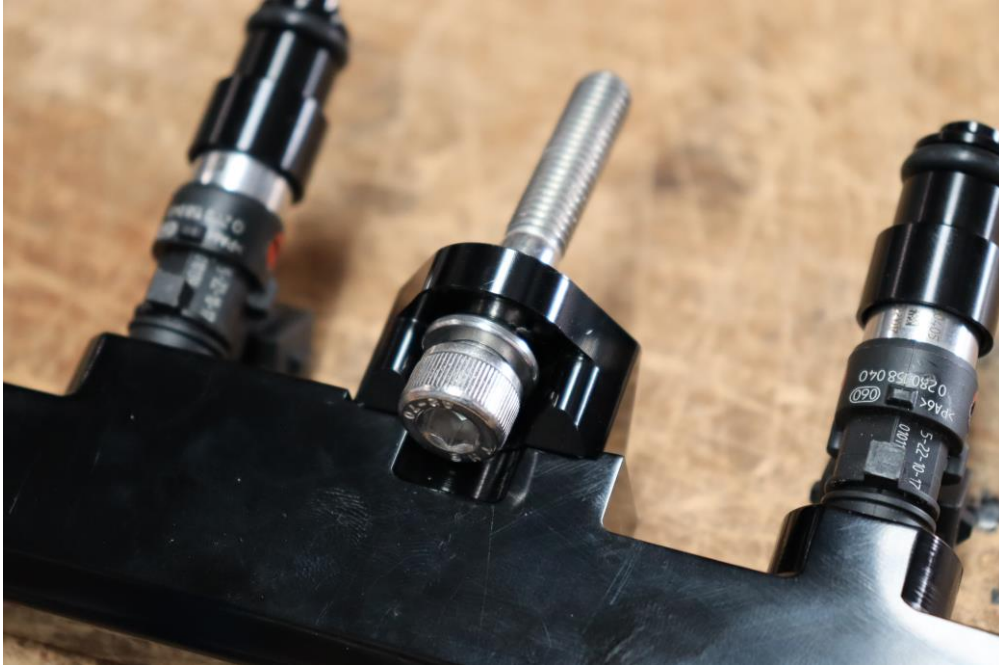


^^ $\frac{1}{2}$ length injectors



^^ $\frac{3}{4}$ length injectors

The kit is supplied with 2 different length M8 bolts, the shorter bolt is used when $\frac{1}{2}$ length injectors are being used, the longer bolts are used when $\frac{3}{4}$ length injectors are being used. Install the supplied M8 spring washer onto the appropriate bolt and slide it into the fuel rail mount.



Carefully install the fuel rail onto the engine. Line the M8 bolts up with the fuel rail spacers and carefully lower the rail onto the manifold. Ensure all the injectors are lining up with their intake manifold adapters.

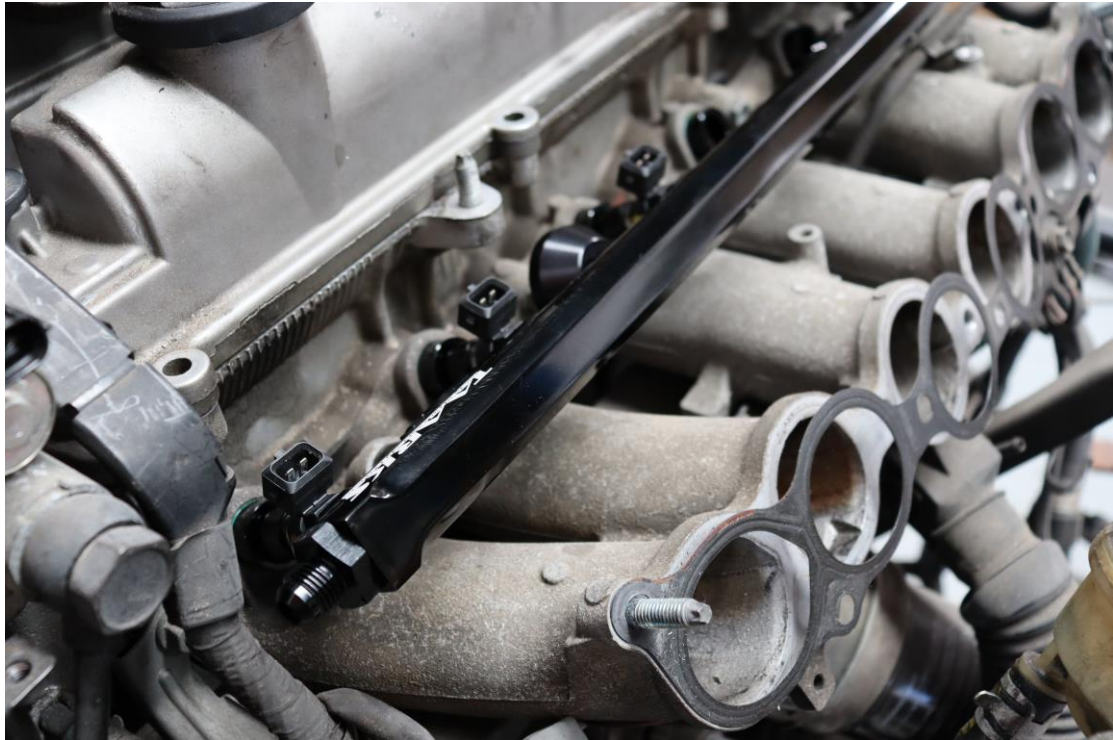
Once seated use a 6mm allen key to tighten down the rail.



Once tight check for injector free play, the injectors should be able to twist easily and move up and down around 1mm.

The fuel rail kit is supplied with both AN8 and AN6 adapters for the fuel rail. Choose the size to suit your needs and install the o-rings onto the fittings. Apply a small amount of engine oil to the o-rings and screw them into the ends of the fuel rail.





Lastly just plumb up your fuel lines, wire up the injectors and re-fit the upper intake manifold.

Note: If you plan on running $\frac{3}{4}$ length injectors the TPS connector and bracket may need to be relocated to clear the fuel lines.

And that's it... You're all done. Enjoy & thank you for supporting TAARKS.