



Installation Notes

Metco Motorsports Billet Fuel Rail Set

- Prior to installation, the fuel rails should be rinsed and dried to remove any contaminants remaining after machining and plating.
- Metco Motorsports billet fuel rails are not configured to accommodate the factory fuel injector clips. The Metco rails and rail mounting brackets are designed to seal without the use of the factory clips.
- If your fuel rail kit includes fittings installed in the ends of the rails, please note that these fittings are not tightened as part of the factory assembly. The fittings should be removed as part of the cleaning process, the o-rings lubricated, and then each fitting must be carefully tightened prior to pressurizing the fuel system.
- Threaded fittings (like pipe plugs) should be installed with Teflon paste to ensure a leak-free seal. Teflon tape should not be used due to the possibility of the tape to fragment and clog fuel injectors. Sealant is not required for use on tapered seat AN fittings (like those on a crossover line), and only light tightening torque on AN fittings is needed to provide an adequate seal.
- O-rings on fuel injectors (and on fuel rail fittings) should be lubricated with a petroleum-based lubricant prior to installation.
- The fuel rails should be bolted to the intake manifold using the original fuel rail fasteners.
- Once your installation is completed, the fuel system should be pressurized prior to actually starting the engine. Turn the ignition key to 'run' to activate the fuel pump and then turn the key off. Repeat this process two or three times to build pressure in the fuel rails. If no leaks are found, the engine may be started.
- If your fuel rail set does not include end fittings or a crossover line (Lightning & GT500), these parts may be sourced separately. Please contact Metco Motorsports for details.
- The factory feed line inlet port on the side of the LSx fuel rail uses ½"-20 thread, and the fitting should be used with an o-ring.