

INSTALLATION INSTRUCTIONS FOR INJECTOR DYNAMICS EV14 HIGH IMPEDANCE ID1000 INJECTORS - 96 LB (11-16 GT)

Installation Time: 1 hour

Tools Required:

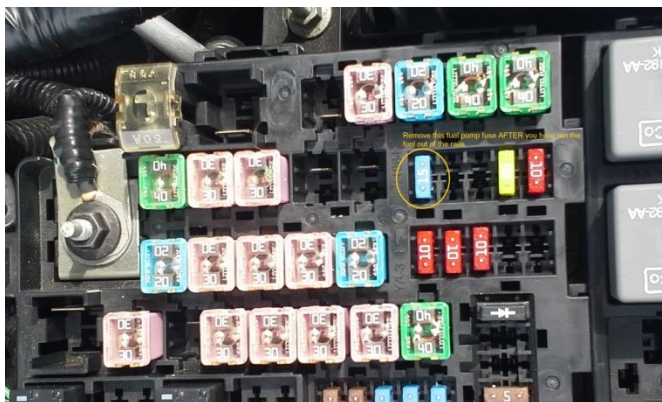
- ✓ 8mm socket
- ✓ Socket wrench
- ✓ 6" socket extension

This install was done on my 2011 5.0 with aftermarket Roush blower.

Naturally aspirated engines will have to remove the plastic plenum/manifold intake covers.

Removal Procedure:

1. Engage the emergency brake and put transmission in gear; automatics use Park.
2. Place bricks or wheel chocks in front of and behind each of the front wheels.
3. With the car in park & the key off, remove the 15 amp fuel pump fuse from the fuse box under the hood on the passenger's side fender well.



4. Start the car as you normally would and let the car run until it stalls/dies from fuel starvation. This releases the high pressure in the fuel injection lines.

5. Remove key from ignition.

6. Remove the negative battery clamp from the battery using an 8mm socket & wrench.

7. Remove the plenum/intake plastic cover by gently pulling up on the each of the four corners. The piece is friction held by rubber grommets which the plenum post slides into.



I. If your engine is naturally aspirated skip forward to number **6**__ in this document.



- II. **Super charger information begins here**; if you have a supercharger you have a little more work to do than the naturally aspirated engines before you can reach all of the injectors and fuel rail.
1. Remove the air intake tube, crankcase vent tube, air filter and MAF sensor.





Vent Tube removal.

2. Remove the throttle body by taking out the (4) 8mm bolts holding it on the intake.



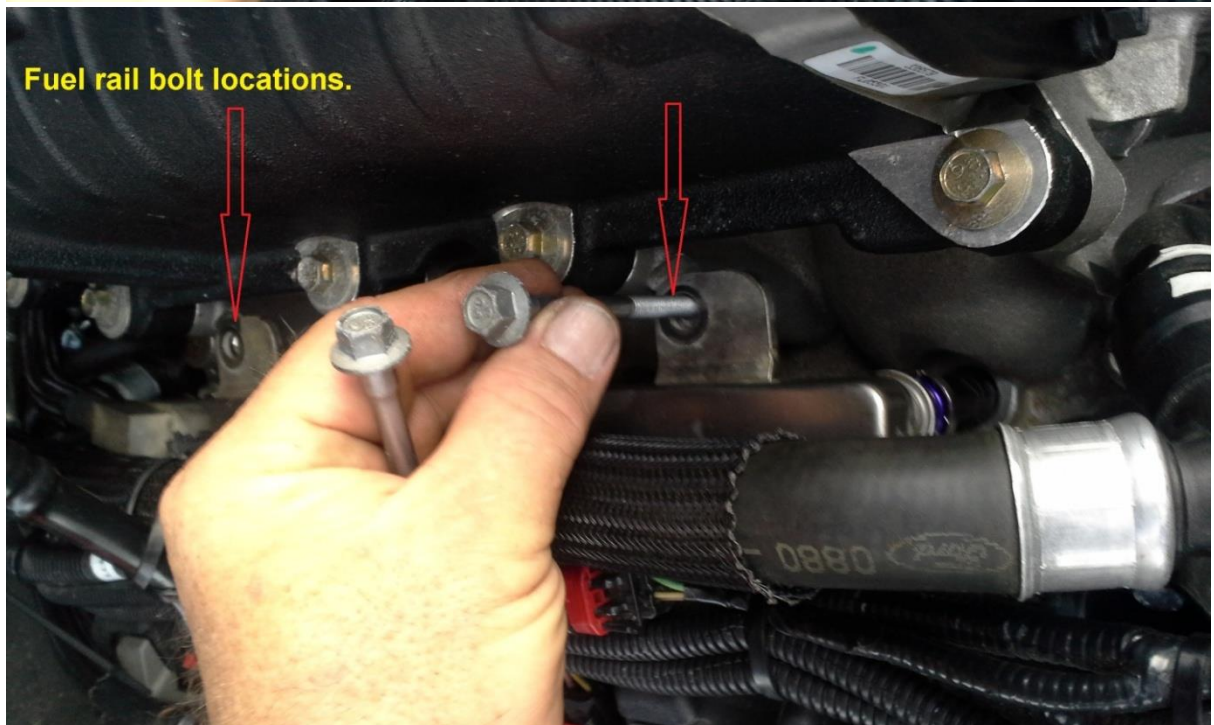
3. Remove the sensor wiring by sliding the red locking tab up and the connector will release.



4. Remove the intake elbow by unscrewing the (4) 8mm bolts. The first three are obvious. The 4th bolt is where you need the socket extension to reach. There is an electrical connector that is held by an 8 mm bolt that you need to remove where the socket extension is pictured here.



5. This intake elbow is what is blocking access to the fuel rail on the driver's side.
6. Now we can access the fuel rail and the Injectors attached to them. Remove the (2) 8mm bolts that hold the fuel rail on place. They are obvious.



Now gently lift/wiggle the fuel rail to remove/access the injectors. The metal bar under the hose in this photo above is the fuel rail. You will see it more clearly in the next photo.

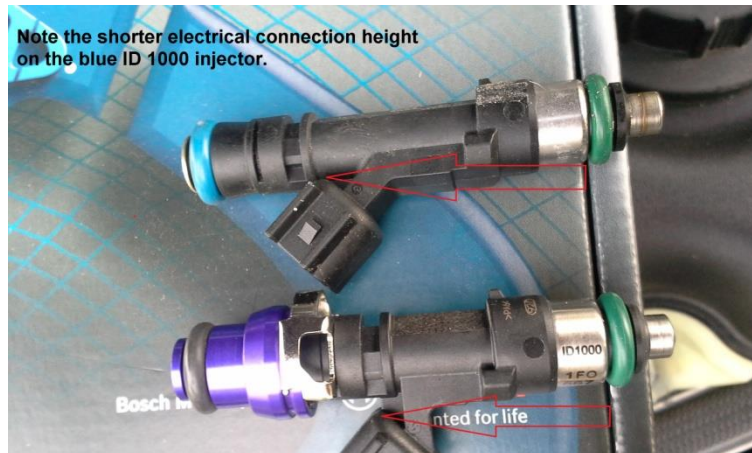


Now we can remove the injectors. Disconnect the electrical connectors for each injector. They only have enough wire to connect to the correct injector so they do not get mixed-up. Remove the injectors by simply pulling them out. Some may be stuck in the fuel rail, no problem just remove them from there.

To install the new injectors, you simply lube the (2) rubber O Rings lightly with clean new motor oil. Any weight will do, we just need them to slide in without tearing. I attached the electrical connector to mine before I placed them in their respective intake holes as it was easier for me to guide them in.



Once all injectors are installed and their respective wiring are completed replace the fuel rail and gently wiggle it down over the injectors. Now replace the two long bolts that hold the rails in place. I had turned my injectors so the wiring faced each other as the new injector bodies set lower in the intake manifold and would not clear the side of the manifold. See photo. The wiring receptacle is lower in the body on the blue capped injector.



Replace the fuel pump fuse followed by the negative battery connection. Turn your ignition key to the run/on position, but do not turn the key all the way to start the car yet. Leave the key in the on position and check your fuel rails to see if there are any leaks. If you are good install the tune that is required for the injector upgrade as per your tuners instructions. Blower guys replace your blower intake elbow, sensor wires and CAI. Installation Complete.

Installation Guide Created and Submitted by AmericanMuscle Customer, John Bailey on 6/23/16