

# Installation Instructions

## Kit Components



### Each Rootz EFI kit includes the following components:

- Plate assembly with custom injectors and wiring harness pre-installed
- One base gasket
- One bare throttle body
- One complete throttle body with TPS and IAC components
- Two throttle body gaskets
- Dual throttle body linkage kit
- Two air cleaner spacers
- Four -8 fuel fittings
- One hardware kit containing
  - o 10x 5/16 flat washers
  - o 6x 5/16x1" allen bolts
  - o 2x 5/16x1 3/4" allen bolts
  - o 6x 3/8x2" allen bolts
  - o 2x 5/16x1/2 spacers

### Step 1

Inspect all components to ensure everything is included and has not been damaged during shipping. Take a close look at the injection plate to ensure every injector is plugged in and the wires are not protruding under the plate.



## Step 2

Locate the four -8 fuel fittings. Apply a light coat of grease to each O-ring and install them in each port on the fuel rails. Make sure the fittings are snug but do not over tighten.



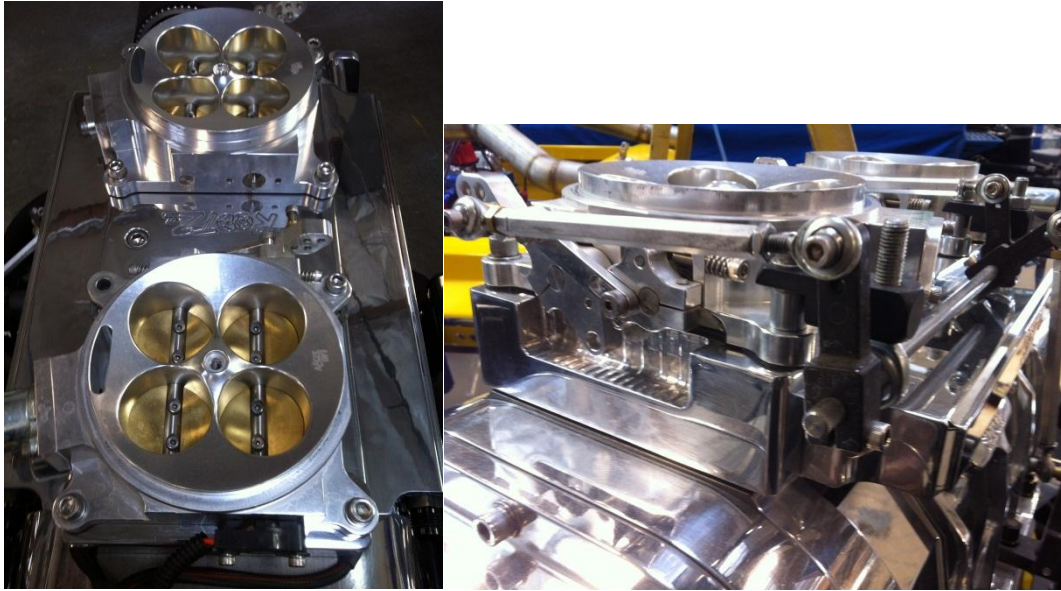
## Step 3

Using the supplied base gasket and 6x 3/8x2" bolts install the injection plate. There is no need for sealant of any kind on the gasket. Before tightening the bolts ensure that the injection harness is not pinched under the rear of the plate.



## Step 4

Install throttle bodies using the supplied gaskets and remaining hardware. The bare throttle body is installed on the front of the engine and the complete throttle body goes on the rear. Once again no sealant is required on the gaskets. Each throttle body is secured with 3 short bolts and one long bolt and spacer that also serves to secure the throttle linkage.



## Step 5

Once the throttle bodies are secure it is time to setup the throttle linkage. Each setup will be a bit different based on the type of throttle used. The main issue is to ensure that the throttle blades are open completely at full throttle while slightly preloaded closed in the closed throttle position. Take a minute to make sure the linkage does not bind or come into contact with anything that could prevent smooth operation.



## Step 6

At this point all that remains is the required electrical connections. All the connections should be labeled as to their proper location. Make sure all wiring is routed away from hot or moving parts and secured where possible.



## Step 7

Install the intake air temperature sender. It is important that this sensor be placed in the intake manifold below the blower or inter cooler if equipped. The sensor requires a 3/8" NPT hole and some intake manifolds may need to be modified. At this point you should double check that the manifold has provisions for vacuum/boost fittings. The map sensor will require an independent 1/4" ID line. At least one other vacuum/boost source will be needed for fuel psi reference.

## **Step 8**

Install the coolant temperature sender into a coolant passage on the intake manifold and connect to corresponding ECU connector.

## **Step 9**

Finish installing the wire harness on the motor following the instructions provided with the FAST XFI. Make sure to connect power and ground directly to the vehicle battery. For additional information and wiring schematics please refer to [www.fuelairspark.com](http://www.fuelairspark.com).