Installation Instructions for part number:
25-106
1998-2002 Honda Accord 4 Cyl. Pgs. 2-7
1994-1997 Honda Accord 4 Cyl. Pgs. 8-14
1998-2002 Honda Accord 4 Cyl.

**WARNING**

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.

1) **Getting started**
   a) Make sure vehicle is parked on a level surface.
   b) Set parking brake.
   c) **Disconnect the negative cable from the negative battery terminal.** (Make sure you have the anti-theft code for the radio, then write down the frequencies for the radio’s preset buttons.)
   d) If engine has run within the past two hours let it cool down.
   e) Clean area around the fuel rail so that dirt cannot get into the engine.

**Note it is recommended to:**
- 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**
   a) Remove the fuel fill cap.

b) Stock fuel rail installed on vehicle.

c) Stock pulse dampener and fuel feed line installed on vehicle.
d) Place rag over pulse dampener and use a 22 mm wrench to break free and relieve fuel pressure.

3) Stock fuel rail and injector removal

a) Remove the PCV hose. Remove the two vacuum lines attached to the wire harness plastic loom.

b) Remove the wire harness plastic loom from the fuel rail. Remove the connector from the EVAP control solenoid. Remove the connector from the EGR valve. Remove the four connectors from the injectors.
c) Remove bolt securing the wire harness plastic loom bracket. Remove the breather hose from the intake manifold. Remove the bolt securing the breather hose from the fuel rail. Remove the nut securing the fuel rail to the intake manifold.

d) Remove the bolt securing the wire harness plastic loom bracket. Remove the nut securing the fuel rail to the intake manifold.

e) Remove the fuel return line from the fuel pressure regulator. Remove the fuel pressure regulator. Remove the fuel rail from the vehicle.
4) **Assembly of the AEM Fuel Rail.**

a) Install a –6 port plug and aluminum crush washer in the end of the fuel rail. 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 plugs. **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.*

b) Install the fuel inlet fitting without the side feed hole and aluminum crush washer in the top of the fuel rail. Install a –6 port plug and aluminum crush washer in the end of the fuel rail.

c) Picture of both fuel inlet fittings.

d) Install the wire harness plastic loom bracket on the **AEM Fuel Rail**.

e) Install the second wire harness plastic loom bracket on the **AEM Fuel Rail**. Install the fuel pressure regulator on the AEM fuel rail.
5) Installation of the AEM Fuel Rail

a) Remove the old o-rings from the top of the injectors. Coat the new o-rings with a light coat of oil. Install the new o-rings onto the injectors.

b) Install the injectors into the fuel rail.

c) Install the AEM Fuel Rail onto the intake manifold. Install the nuts securing the fuel rail to the intake manifold.

d) Install the fuel return line onto the fuel pressure regulator.
e) Install the wire harness plastic loom onto the fuel rail brackets. Connect all the connectors removed in step 3b.

f) Install the vacuum lines and PCV hose disconnected in step 3a.

g) Install the fuel inlet line onto the fuel inlet fitting using the aluminum crush washer under the banjo line. Install the muffler gasket and pulsation dampener onto the fuel inlet fitting to secure the banjo line in place.

h) AEM Fuel Rail installed on vehicle.

6) 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 plug 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 engine and again check for leaks. If there is any sign of leaking you **MUST** repair the leak before driving the vehicle.

For technical inquiries please E-Mail us at: tech@aempower.com
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- 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.

1) Getting Started
   a) Make sure vehicle is parked on a level surface.
   b) Set parking brake.
   c) Disconnect the negative cable from the negative battery terminal. (Make sure you have the anti-theft code for the radio, then write down the frequencies for the radio’s preset buttons.)
   d) If engine has run within the past two hours let it cool down.
   e) Clean area around the fuel rail so that dirt cannot get into the engine.

Note it is recommended to:
- 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
   a) Remove the fuel fill cap.
   
   ![b) Stock fuel rail installed on vehicle.](image1)
   ![c) Stock fuel feed banjo line installed on vehicle.](image2)
d) Place a rag over the fuel line and use a 17mm wrench to break free and relieve fuel pressure.

3) **Stock fuel rail and injector removal**

a) Remove the PCV hose from the valve cover.

b) Remove the wire harness plastic loom for the fuel rail.
c) Remove the four connectors from the injectors.
d) Remove the two bolts securing the metal vacuum tubes.
e) Remove the two vacuum lines.
f) Remove the two vacuum lines. Remove assembly from vehicle.
g) Remove the fuel return line from metal return pipe.
h) Remove the fuel return line from the vehicle.
i) Remove the three nuts securing the fuel rail. Remove the fuel rail from the vehicle.

j) Remove the two bolts securing the fuel pressure regulator. Remove the clamp securing the fuel return line.

4) Assembly of the AEM Fuel Rail

a) Install a –6 port plug and aluminum crush washer in the end of the fuel rail. The AEM Fuel Rail comes with an additional fuel ports. 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 plugs. **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.

b) Install the fuel inlet fitting with the side feed hole and aluminum crush washer in the end of the fuel rail. Install a –6 port plug and aluminum crush washer in the top.

c) Picture of both fuel inlet fittings.
d) Install the metal vacuum tube lines to the fuel rail using the stock bolt.

e) Install the metal vacuum tube lines to the fuel rail using the stock bolt. Install the fuel pressure regulator on the AEM fuel rail.

5) Installation of the AEM Fuel Rail

a) Remove the old o-rings from the top of the injectors. Coat the new o-rings with a light coat of oil. Install the new o-rings onto the injectors.

b) Install the injectors into the intake manifold.
c) Install the **AEM Fuel Rail** onto the intake manifold. Install the nuts securing the fuel rail to the intake manifold.

d) Install the vacuum line removed in step 3e.

e) Install the new fuel return line in the vehicle using the clamps from the stock fuel return line.

f) Install the fuel inlet line onto the fuel inlet fitting using the aluminum crush washer under the banjo line. Install the second crush washer and nut to secure the fuel line in place.
g) Install the vacuum lines removed in step 3f.

h) Install the wire harness plastic loom to the fuel rail. Connect the four injector plugs removed in step 3c.

i) Install the PCV hose. Picture of AEM Fuel Rail installed on vehicle.

6) 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 plug 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 engine and again check for leaks. If there is any sign of leaking you **MUST** repair the leak before driving the vehicle.

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