



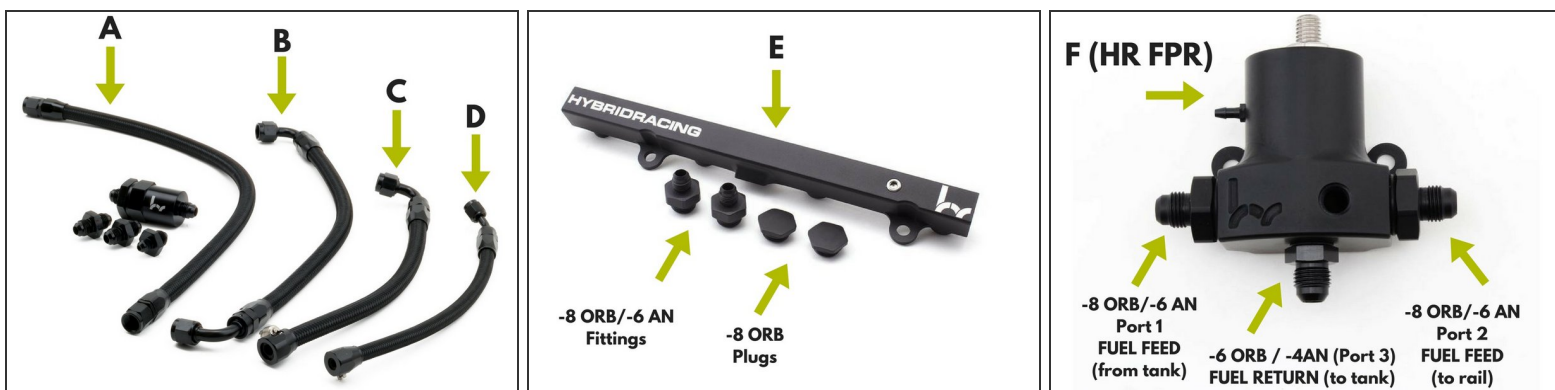
Hybrid Racing Tucked K-Swap Fuel Line Kit

Read through the guide for information on how to install your Tucked K-Series Fuel line kit. HYB-FLK-01-05

Written By: Hybrid Racing



Step 1 — Identify your parts



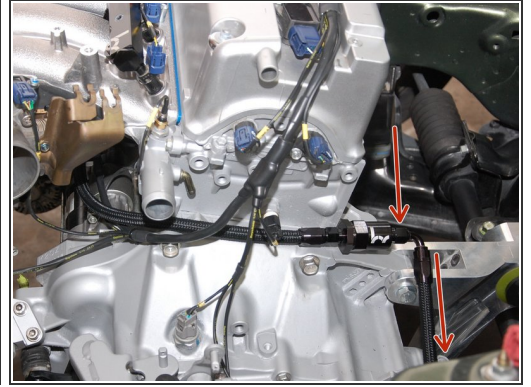
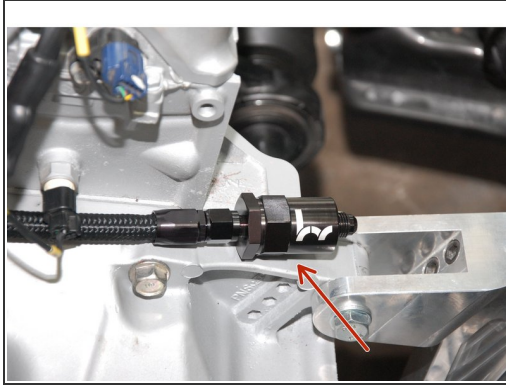
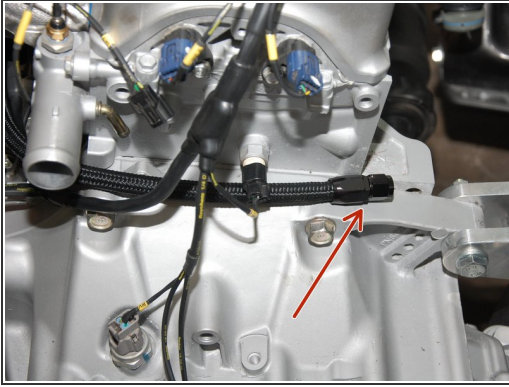
- Start by identifying all of the necessary parts to complete this install. Lines, fuel rail and fuel pressure regulator.
- This line kit is designed to work with the Hybrid Racing fuel rail, but may work with other center-feed rails as long as the correct fittings are used.
- Fuel line (A) connects the center port of the rail to one end of the inline fuel filter. Line (B) connects to the other end of the inline fuel filter and the FPR (port 2).
- Fuel line (C) connects to port 1 on the FPR and then to the feed fuel line from the chassis. Line (D) connects to port 3 (return) of the fuel line and then to the factory return hardline in your chassis.

Step 2 — Install Line A & the fuel rail



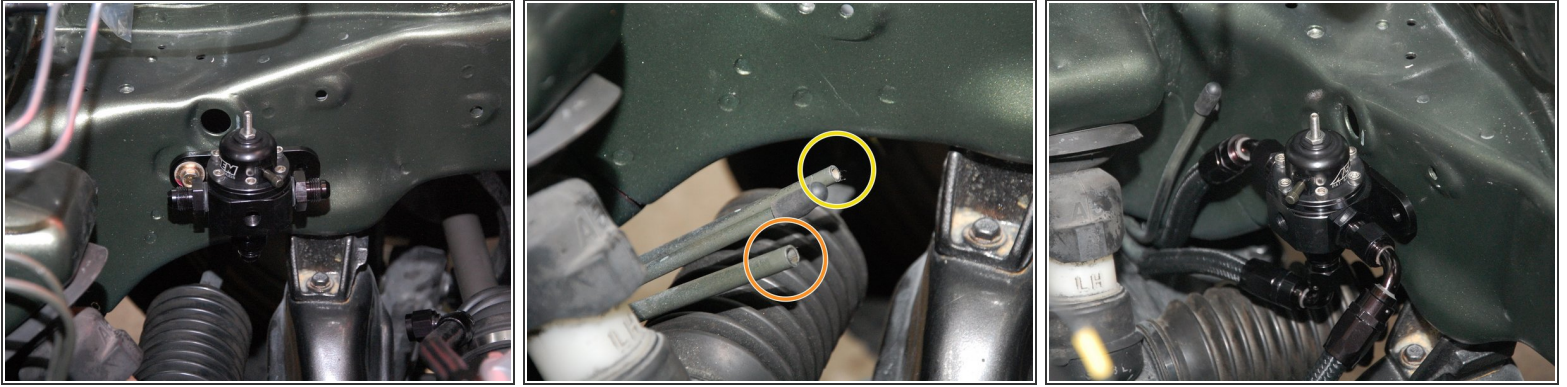
- Connect Line (A) to the center port of the fuel rail.
- ⓘ There is NO adapter fitting included with the fuel line kit. If you purchased the Hybrid Racing Fuel Rail, you should have the necessary -8RB/-6AN adapter fitting.

Step 3 — Connect the fuel filter



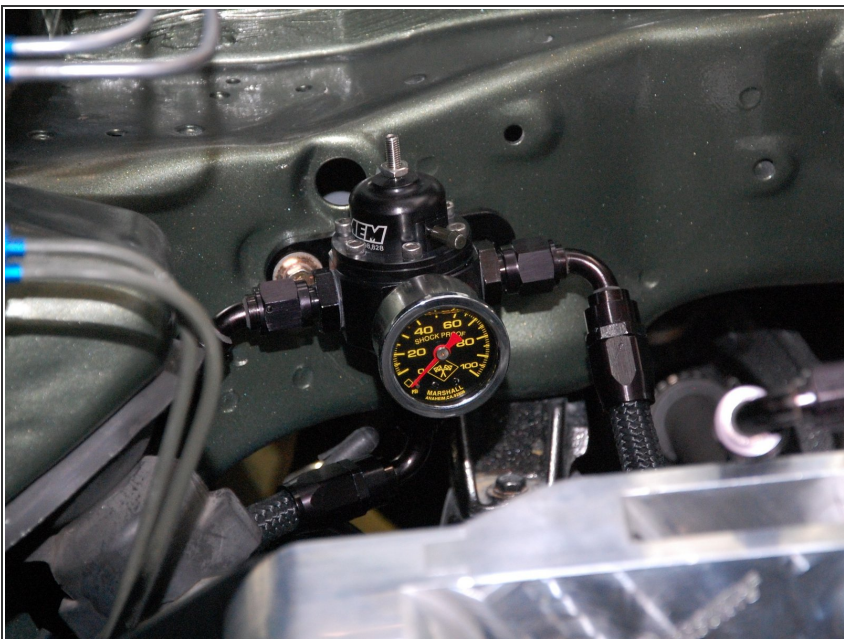
- Route line (A) between the intake manifold runners and along the side of the cylinder head.
 - Connect the fuel filter to the end of Line (A.)
 - Connect line (B) to the fuel filter and swivel the 90° fitting so it positions the line towards the LH side shock tower.
- i** You can run the line above or under the shifter cables. As long as they are away from direct heat or moving parts it is fine.

Step 4 — Mount the FPR



- Determine the location of your fuel pressure regulator. This location can vary so mount it where you want. Make sure the lines will reach the hardlines.
 - Once you have determined the location and mounted your FPR, cut the factory fuel hardlines to a proper length. Use a tube cutter and file down any burrs.
 - Connect line (C) to the fuel chassis fuel feed line. Circled in ORANGE.
 - Connect line (D) to the chassis fuel return line. Circled in YELLOW.
- i** The fuel RETURN line is much smaller and shorter than the FEED line. The FEED line is the larger tube that originally goes to the factory fuel filter in an EG/EK/DC mounted to the firewall.
- !** The line capped in the image is the fuel tank vent line (or charcoal canister line.) It is capped to prevent debris from entering the tank. **DO NOT KEEP THIS LINE CAPPED OR PLUGGED.** It must be open to vent at all times.

Step 5 — Add FPG & check for leaks



- Finish the install by placing an FPG in your desired location and making sure ALL of the fittings are tight.

⚠ Cycle the key a few times and allow the pressure to build at the FPR. Keep in mind that if your car hasn't run in a while it will take a few cycles of the key before you will see pressure. Once you are leak-free, set fuel pressure to 52PSI.