



# ***Inline Fuel Filter***

## **Installation Guide**

- 1.) **Remove stock fuel feed line assembly.** This can be accomplished on the firewall side by grasping the bottom of the black bracket/clasp that follows the curvature of the hard line, pulling the sides outward to release it, and then swinging it toward the left-hand side of the engine bay (left-hand as you are looking at it – the passenger side on LHD cars) and up. Remove the bracket from its joint to get it out of the way.

Place a rag or shop towel underneath the joint to catch any fuel that will spill out. This is best done with the ***engine cold and the engine having been off for an extended period of time (at least an hour)***, to avoid any possible heat-based ignition sources and fuel pressure in the lines.

Locate the red quick disconnect tab underneath where you just removed the black bracket, and pull it outward as far as it can go without breaking it. While keeping tension on the red tab, twist and pull the fuel line upward to release from the hard line. This will take some significant force, so do wear gloves to protect your hands.

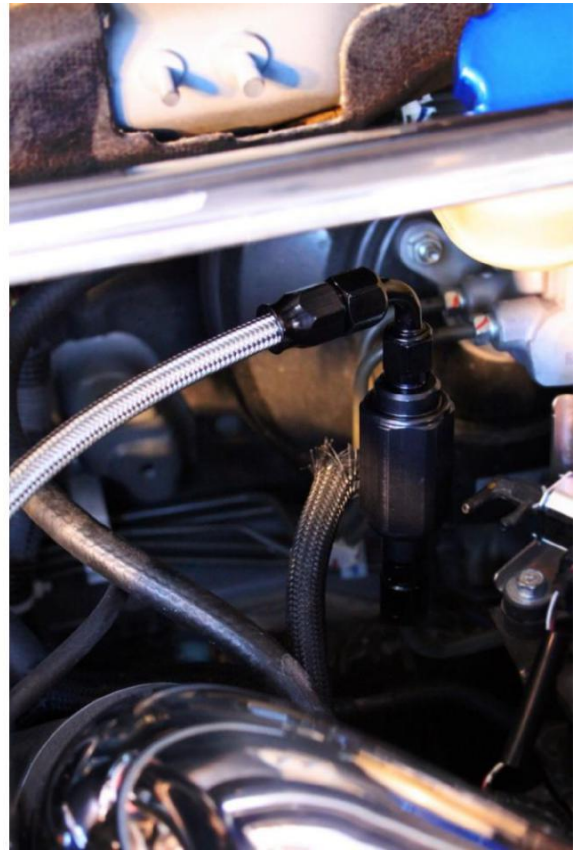
On the fuel rail side of the feed line, locate the red locking tab. Place a rag or shop towel underneath this fitting as well. From the valve cover side of the line, the tabs will need to be pulled outward – the top one upward, and the bottom one downward – in order to release the line. The easiest way to do this without any special tools is to use one hand to twist the line clockwise so that the tabs are exposed on the top. Once both are released, the tab can either be carefully removed with pliers, or left in the quick connect fitting. At this point, the line can be pulled off the fuel rail fitting, and the whole line can be removed after separating it from the zip-tied bunch near the turbo inlet.

- 2.) **Test-fit the WTF fuel filter line.** Loosely assemble the fuel filter assembly as shown below:



Leave the threaded insert circled in orange unscrewed from the hard line adapter and set to the side.

The fuel filter assembly will fit in your engine bay like this. Do not attempt to clip the line onto the fuel rail yet.



You'll need to drop some simple lubricant like motor oil into the ends of the hard line adapters to lubricate the o-rings for assembly.

Press the filter and hard line adapter assembly firmly onto the fuel feed hard line. If done correctly, you will feel that it seats over the groove on the 5/16" hard line. Remember to remove the threaded insert as shown on the previous page, and lubricate the inside of the fitting.

Rotate the filter body to the position you desire, and firmly hand-tighten the 90 degree -6 AN socket onto the fuel filter to confirm the position/routing of the line.

**DO NOT** use any kind of sealant, RTV, or PTFE/Teflon tape on any of the fittings in this system. AN flare fittings are designed to seat at a 37 degree angle, against two machined surfaces, and **NEVER** need any kind of sealant to seal perfectly. Use of any kind of sealant, RTV, or tape on these fittings **WILL** lead to dangerous fuel leaks.

With the fuel line still loose from the fuel rail still, tighten the straight -6 AN socket onto the hard line adapter. If your line came pre-assembled with the hard line adapters on each end, this has already been done for you.

**Note:** each WTF Fuel Filter Feed Line comes with the hard line adapter correctly tightening into the female port of the fuel filter assembly. You will not need to tighten this joint.

- 3.) **Modification of the stock fuel rail.** Before inserting the new fuel line over the fuel rail hard line, the stock fuel rail must be modified in order for the 5/16" quick disconnect adapter to fit. Other aftermarket fuel rails do not require this modification.

Locate the tab that was near the red clip removed in step 1, and bend it back-and-forth until it falls off (this is perfectly safe to do) or simply bend the protrusion that faces the firewall onto the rest of the tab to gain enough clearance. The hard line adapter will need to be installed with the slit on the plastic clip around this tab area.

- 4.) **Final fitment of the fuel line.** Now that the line has been test-fitted, we are ready to tighten everything up. On the fuel rail side of the line, align the plastic clip to clear the stock fuel rail tab – if applicable – and then firmly push the line onto the hard line of your fuel rail until it clips on. As outlined previously, make sure to use a lubricant such as motor oil inside of the fitting or on the tip of the fuel rail hard line. Give it a firm pull to ensure it is installed correctly. No amount of tugging should cause the line to separate.

On the filter/firewall side of the line, grasp the filter body firmly in your hand or with an aluminum AN or other appropriate wrench, and then use a -6 AN wrench or 11/16" wrench to tighten the 90 degree AN fitting to the billet fuel filter.

You will now take the threaded insert set aside in step 2, and thread in back into the hard line adapter on the bottom of the fuel filter. You will be sandwiching the adapter and the threaded insert around the ridge on the 5/16" hard line. Once hand tight, use an appropriate wrench to tighten the threaded insert to wrist tight (approximately 5 ft-lb).

- 5.) **Check for leaks.** If you have a GSR, you can turn the key to crank without the clutch depressed in order to prime the fuel system. In an MR, you can do the same by cranking with the transmission in Neutral. Do this for several seconds to build up fuel pressure in the feed line.

Inspect the line in the engine bay at both ends for any leaks. Do a visual inspection, smell for any gasoline or ethanol, and use your hand to feel for any wetness around the fittings. If installed correctly, the types of fittings used in this assembly will NEVER leak, as they are all OEM and aircraft-grade fittings.

If there were no apparent leaks, start up the engine and again inspect for leaks as it warms up. If everything looks good, take a quick test drive and return to check for leaks again.

As stated above, the correct installation of this fuel filter line will provide an extremely safe, permanently leak-free, and economical way to protect your fuel injectors from debris, and subsequently your motor from fuel starvation.

- 6.) **Future cleaning.** With a clean source of gasoline or E85, you should only have to service the inline fuel filter maybe once in the life of the vehicle. Nevertheless, we suggest inspecting it once a year during regular service. The Jegs filter can be removed and serviced as described in the Jegs instructions, and the internal stainless element is easily cleaned with a solvent blast or even back-flushing through with soap and water, and then flushing with clean water and drying afterward.