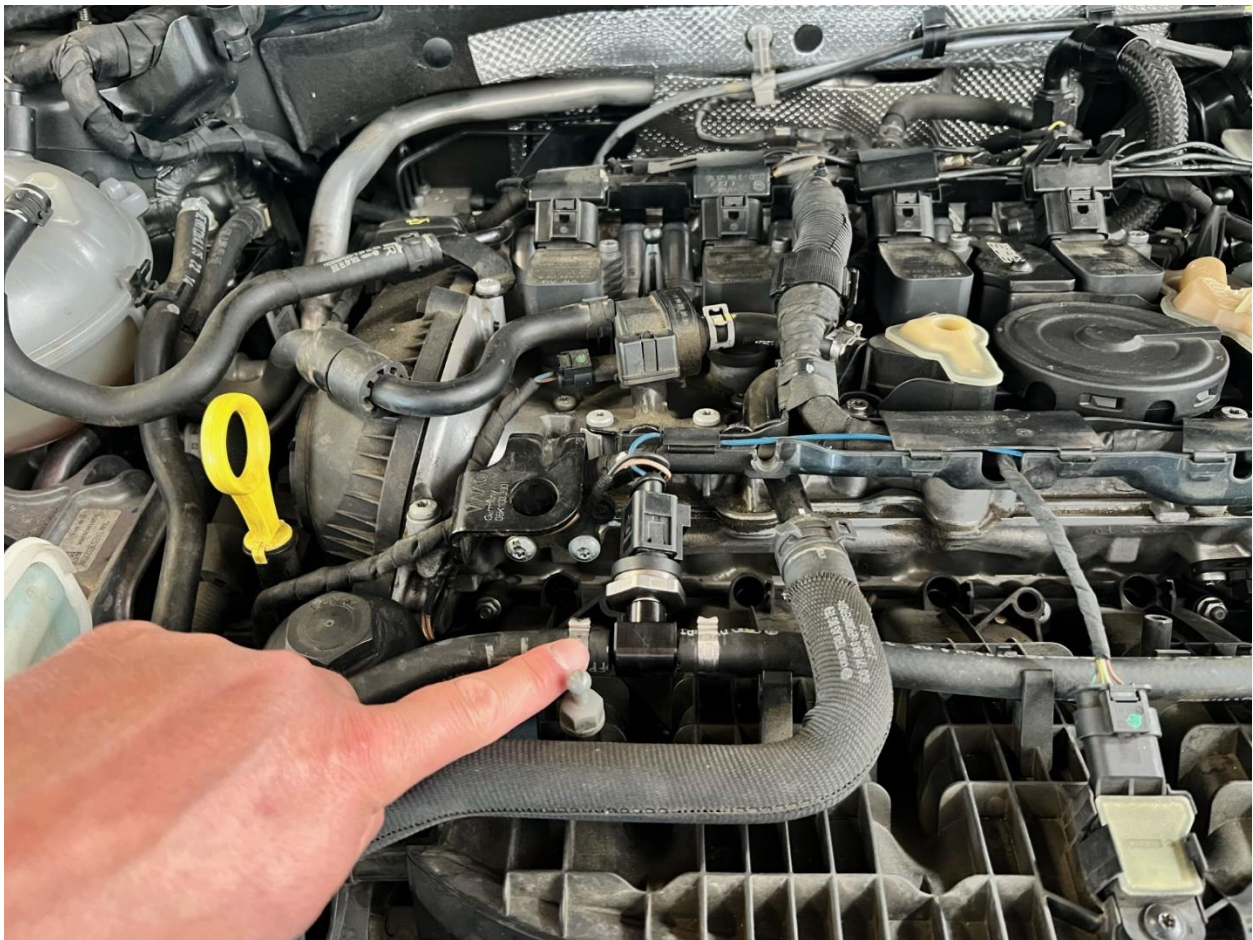
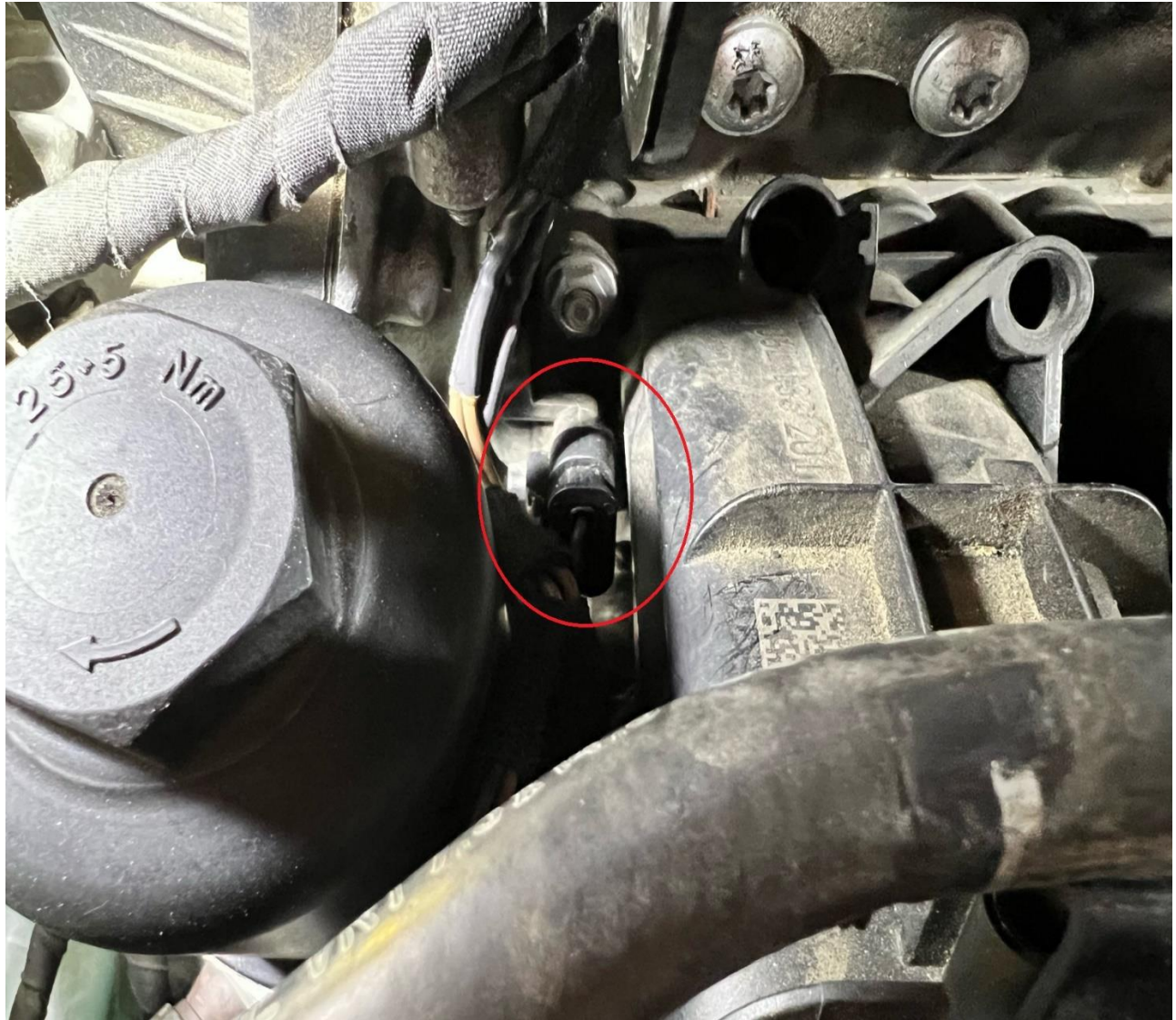


**WARNING:** When installing this product, you will be exposed to fuel. It is always good practice to unplug your battery and make sure no fuel lines are under pressure before starting the installation process. Failure to do so can result in fire or bodily harm.

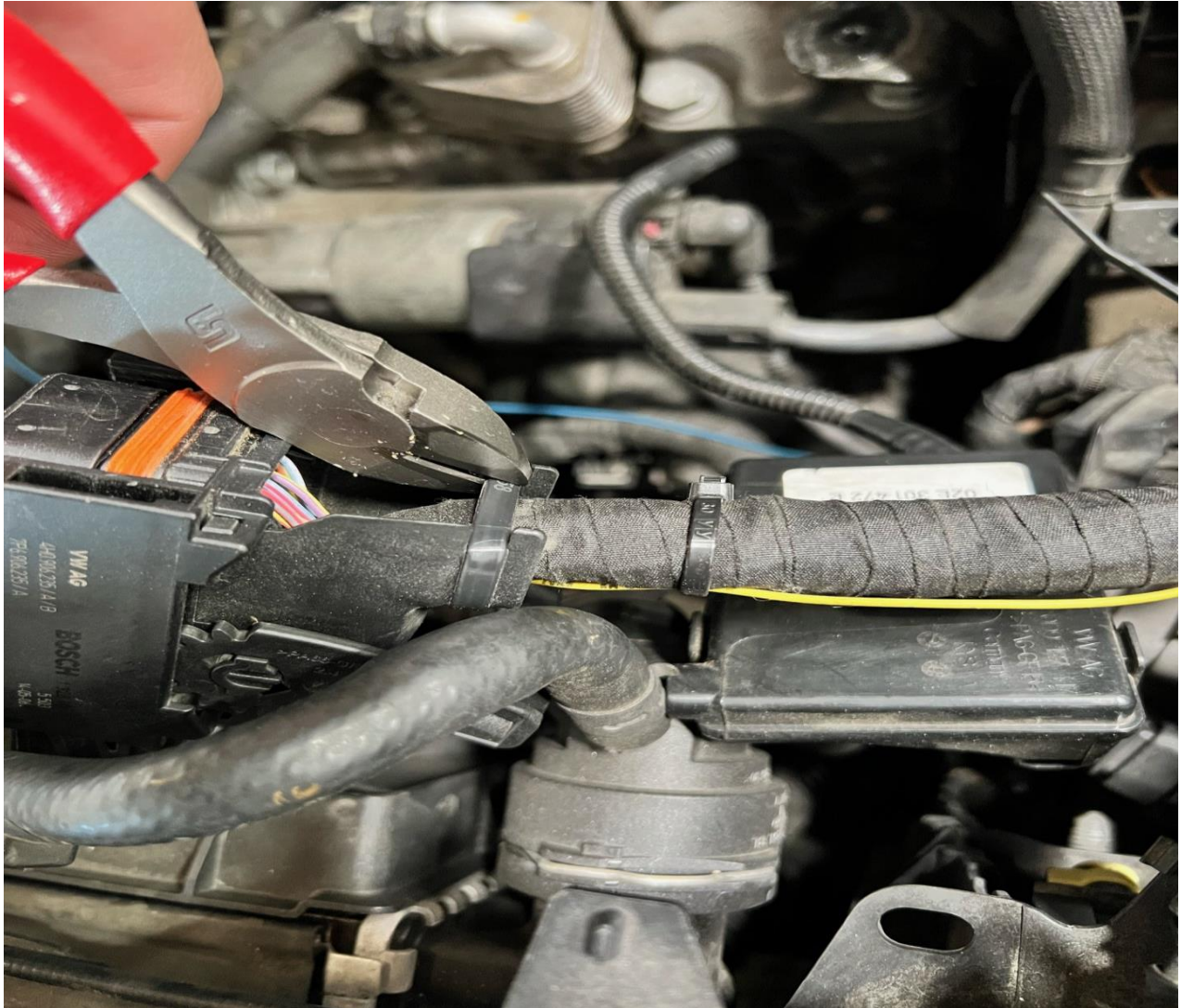
1. Locate the factory junction in the high-pressure fuel pump supply hose. You will use this split to install our EQT pressure sensor adaptor.
2. You will need to remove the factory clamps to remove the plastic union in the line. Once removed you can install our provided sensor adapter with supplied clamps. It is highly recommended to use a bit of grease when sliding in the new adapter into the fuel hose. Screw in the supplied sensor and tighten.



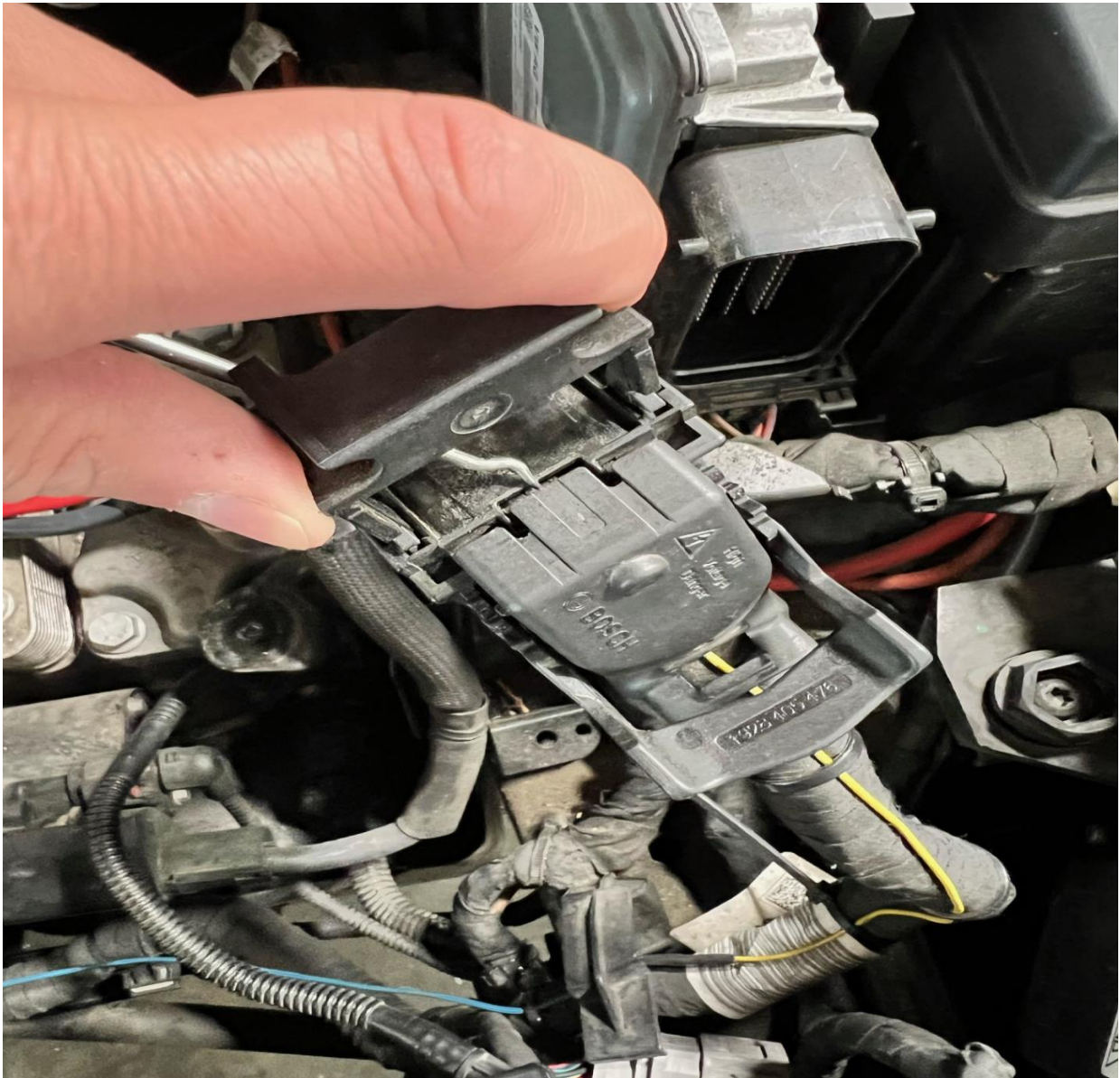
3. Once your adapter is installed, it is time to move to the wiring harness. Locate the plug on the left side of the intake manifold, in front of the oil filter housing. Unplug this plug. Your new harness will plug into the sensor and the factory plug will plug into the other side of the EQT harness. Once these are plugged in you can tuck the plug nicely under the manifold. Route the third plug for the low-pressure sensor under the black bracket on the head and plug it into your low-pressure sensor.



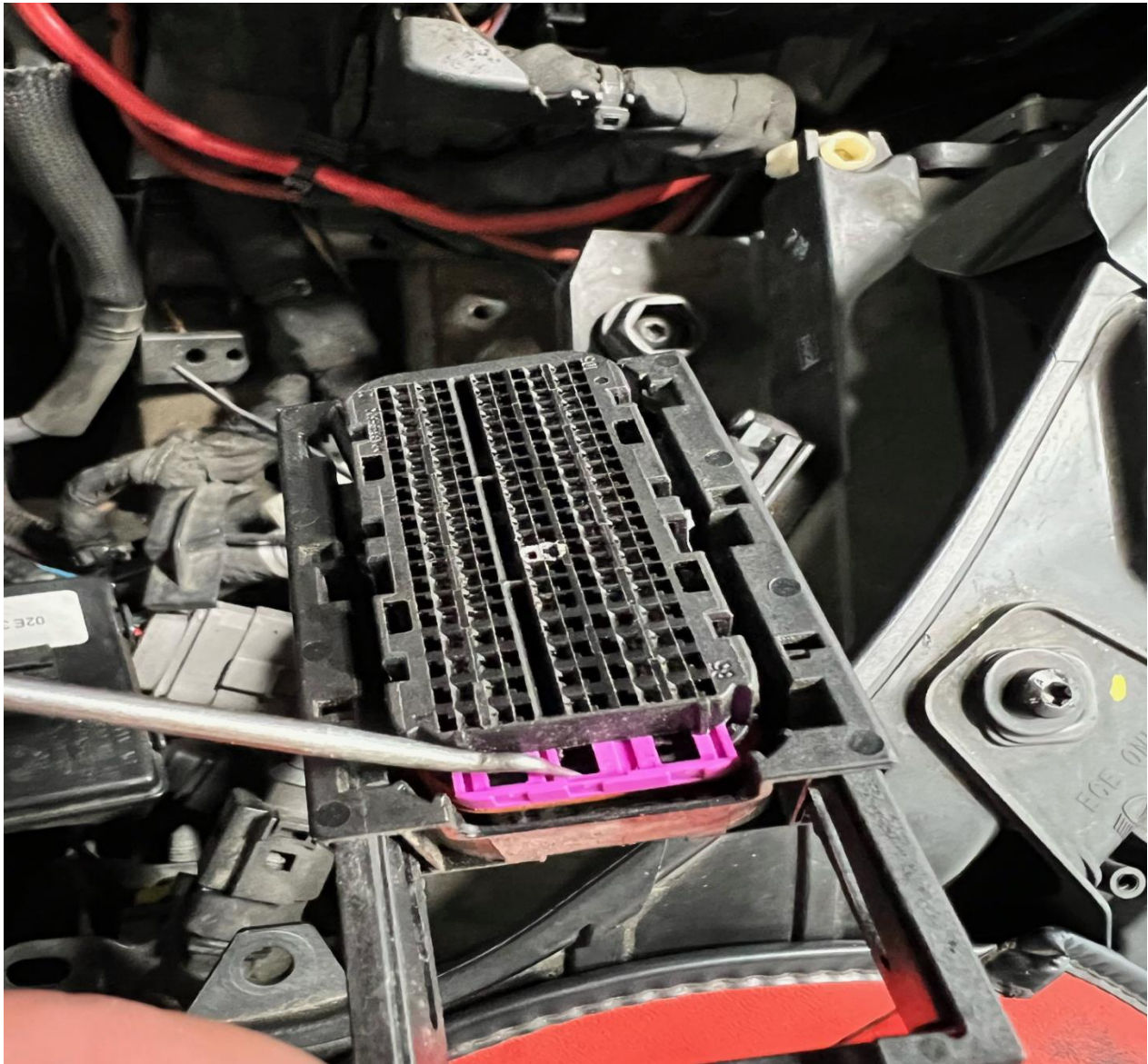
4. Cut the zip tie holding the harness onto the Ecu connector.



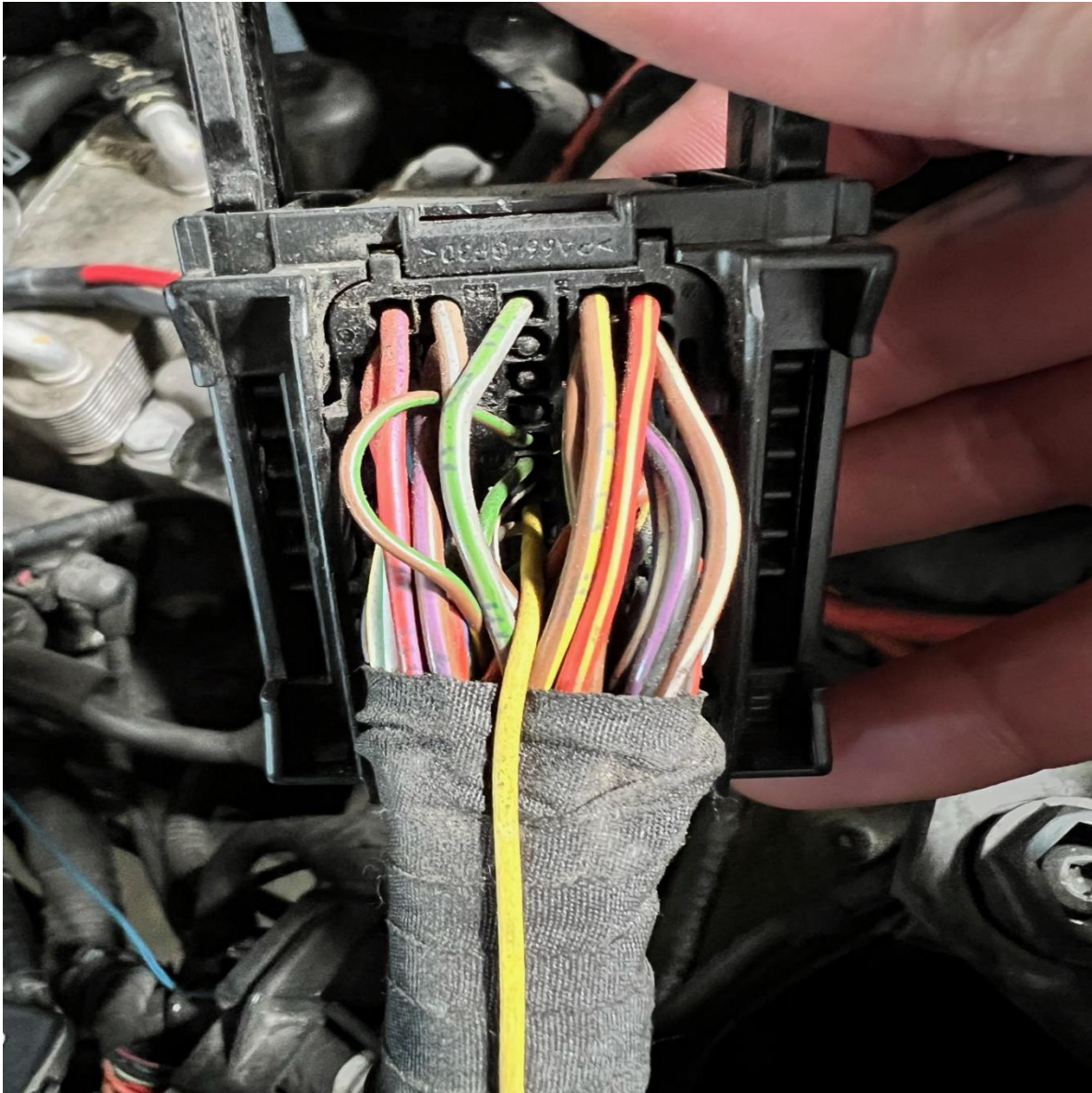
5. Remove the connector cover to reveal the backside of the main body of the connector. This is done easily with a pick tool of your choice.



6. Now that your cover is off locate the pink locking tab. You will need to slide this tab out to unlock the pins from the connector. You can use the same pick tool of your choice to do this. It is extremely important that once you slide this locking tab out you do not pull hard on your harness.



7. Now that the locking tab is out you can locate position 50 (marked white in this image for easier identification) on the connector. This position should be empty. You will need to use a very small pick or paper clip to push the blank out of the connector. Once the blank is out you can install the supplied pin and wire into this position.



8. Now that your wire is installed you can go in reverse and put your ecu connector back together and plug it back into the ECU.

9. Reconnect the battery. You are all done!

When restarting the car, it may take a few extra cranks to fire after letting all the pressure out of the fuel line.

There is no coding needed. So, once you have installed everything correctly you can use the program of your choice to see low pressure fuel data. When the car is running this data should immediately be available to you.