

- Install fuel spacer and rail per Radium instructions found [HERE](#).
- When installing the injectors into the rail be sure to use the supplied lube. The red o-ring on the injectors is VERY tight. It is best to start with installing the injector into the hole on the CYLINDER HEAD side first, then tilt the injector back to snap in the rest of the o-ring.
- The ethanol sensor and bracket will install onto the side of your plastic battery box. Remove your airbox, battery, and battery box. Mount the bracket as shown below by drilling two 5mm holes and using the supplied mounting hardware to hold it to the box. The two plastic washers go between the bracket and the battery box as there will be an indentation on the battery box, these washers make it sit flush. Use a small bit through the mounting holes on the bracket to mark where you need to drill the holes on the box.



- One mounted bolt the sensor back onto the bracket and connect the bluetooth module
- You have three fuel lines in your kit. The longest one goes from the passenger side of your fuel rail, under the intake manifold, and snaps onto the front of the ethanol sensor you just mounted. The middle length line goes from the factory feed line that originally fed your high pressure fuel pump, to the drivers side of the Radium fuel rail. You will need a 5/16 quick disconnect tool to disconnect the factory feed line connection. The shortest line goes from the back of the ethanol content sensor to the back of the high pressure fuel pump. To disconnect the factory line push the line towards the pump and pull back on the black plastic clip.
- We recommend installing the split second controller box on top of the fuse box in the engine bay This makes it easier to wire, and access when it comes time to flash tunes.
- Injector and Coilpack order DOES NOT MATTER, they can hook up to any of the injectors and connect to any of the coils. The correct coil wire is the FURTHEST left if looking at the coilpack connector (From the front of the car). We recommend stripping the harness back, cutting the wire, stripping, and using an UNINSULATED BUTT CONNECTOR to tie in the new wire. Cover with heatshrink.
- Red wire goes to 12v power. Either hook it up to a switch or run it to a key-on power source inside the engine bay fuse box with an add-a-circuit connection. Black wire is ground, ground to battery. Green wire is MAP sensor signal which is the TOP MOST wire on the map sensor on your intake manifold. It will be the blue wire with faint color stripe. Tap in the same way as we outlined the coilpack tap above.
- Double check all connections, key on and check for fuel leaks.
- DO NOT START THE CAR WITH THE INJECTORS PLUGGED IN UNLESS YOU HAVE ALREADY FLASHED THE SPLIT SECOND CONTROLLER WITH A TUNE FILE. THE CONTROLLER SHIPS WITH A DIAGNOSTICS FILE ON IT DURING MANUFACTURING.