

# INSTALLATION INSTRUCTIONS

## FUEL FILTER MOUNT AND KIT

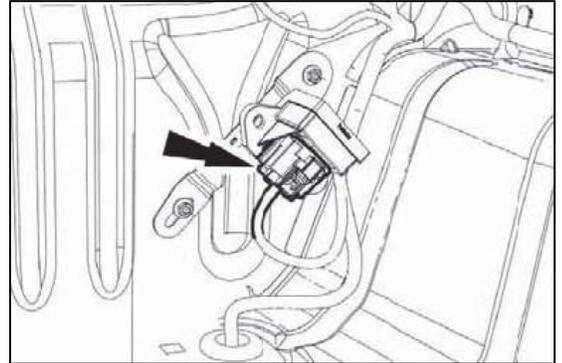
2015+ FORD MUSTANG GT

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Document# 19-0471

**WARNING: DO NOT EXPOSE WORK AREA TO ANY SPARKS OR FIRE. DO NOT SMOKE WHILE WORKING ON THE FUEL SYSTEM. CLEAN UP ALL FUEL SPILLS IMMEDIATELY. WORK IN A WELL VENTILATED AREA.**

- a. Compatible with many Ford Mustang model/years. Thus, the exact procedure may differ from the instructions written for this specific vehicle.
- b. The FUEL FILTER KIT includes parts to connect from the male OEM SAE quick connect on the firewall to the male inlet SAE quick connect fitting on the OEM fuel rail. For connecting to aftermarket fuel rails, extra parts may be required.
- c. The FUEL FILTER MOUNT only includes parts to secure a Radium Engineering fuel filter (sold separately). No hose or fittings are included.
- d. If accessible, refer to the factory Ford service manual for disassembly questions. To relieve fuel pressure, disconnect the Fuel Pump Control Module electrical connector (as shown). Start and idle the vehicle and allow the engine to stall. Turn the ignition OFF and remove the key.
- e. Disconnect the battery's (-) negative terminal using a 10mm socket.



2. In the engine bay, find the EVAP line. Starting from below the brake master cylinder connection (shown red), the EVAP line secures to the LH strut tower (shown blue) and then routes to the EVAP solenoid near the intake manifold (shown green).

Using a trim clip removal tool, release the plastic fir tree fastener from the strut tower. Next, carefully pry the green SAE quick connect locks up on both ends of the EVAP line and pull to release. NOTE: This OEM EVAP line will be replaced in later steps.



3. Find the 10AN ORB to 6AN male fitting and 10AN ORB to 6AN male banjo fitting in the kit. Lubricate the O-rings on each fitting.

Using a 4mm Allen wrench, install the banjo fitting to the fuel filter inlet port.

Using a 1" wrench, install the other fitting to the fuel filter outlet port.



4. Place the lower filter base clamp inside the heat shield mount. Lineup the 3 holes.

Using a 4mm Allen wrench and an 8mm socket, secure the 2 parts together using the three sets of M5x0.8mm bolt/nuts.



5. Place the filter inside the heat shield mount in the direction shown.

NOTE: When installed, the outlet (depicted) will be facing the front of the vehicle. The inlet will be pointing towards the rear of the vehicle.



6. Using a 4mm Allen wrench, secure the upper clamp to the base clamp, as shown.



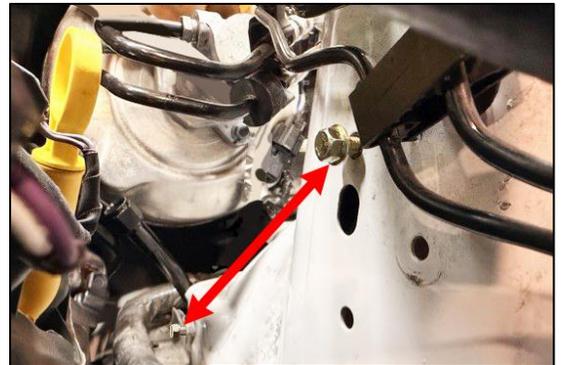
7. Find the short PTFE hose in the kit.

Using a 11/16" wrench, secure straight hose end to the inlet fitting, as shown.



8. There are two M6x1mm hex head flange screws provided in the kit. As shown, thread these screws into the 2 areas underneath the LH strut tower.

NOTE: Do not tighten! Leave 1/4" (6mm) gaps for the filter heat shield to slide into later.



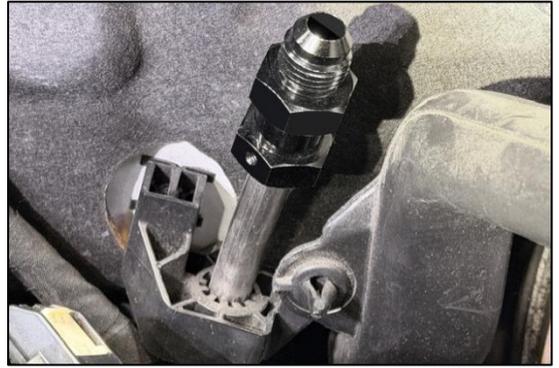
9. Remove the OEM fuel feed hose that connects between the firewall and the fuel rail inlet port. Use the provided disconnect tool to remove the connection that does not have an external lock.



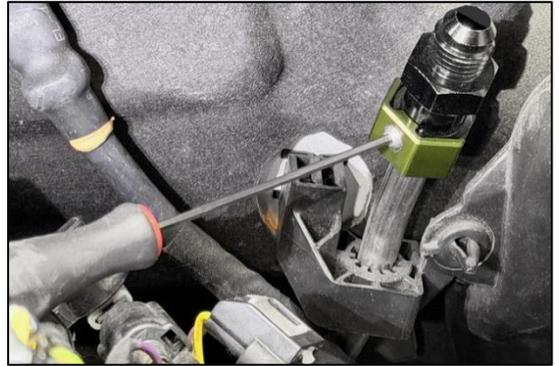
10. Find one of the 6AN male to 3/8" SAE quick connect adapter fittings in the kit.

Lubricate the internal O-rings. Slide the fitting down the OEM hard line on the firewall until it bottoms out.

As shown, spin the fitting around until the female 5-40 female threads are shown.

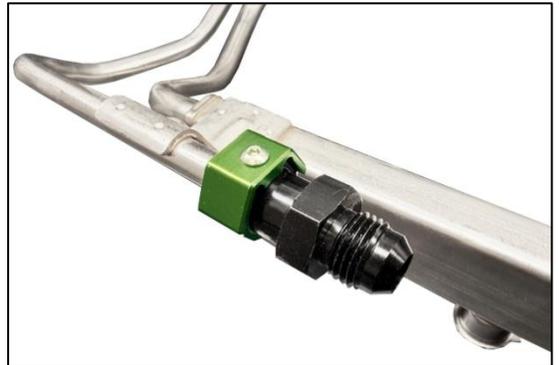


11. To secure the green lock, install the 5-40 screw using a 5/64" Allen wrench.



12a. Find the other 6AN male to 3/8" SAE quick connect adapter fitting in the kit. Lubricate the internal O-rings. Slide the fitting on the OEM fuel rail inlet until it bottoms out. Using a 5/64" Allen wrench and the 5-40 screw, secure the green lock, as shown.

NOTE: Early model OEM Coyote fuel rail shown.



12b. NOTE: Late model OEM Coyote fuel rail shown.



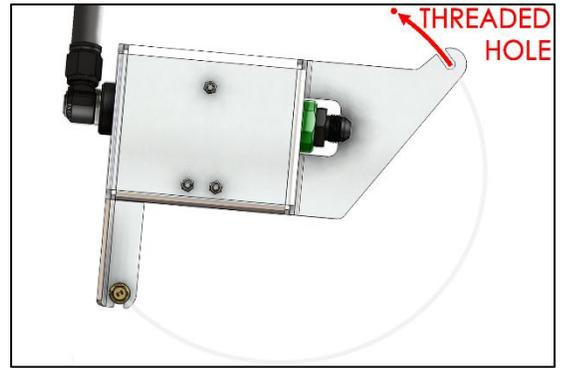
13. Lower the fuel filter assembly down the LH side of the valve cover. Lineup and place the bottom rear slotted hole over the loose M6x1mm hex head flange screw.

NOTES:

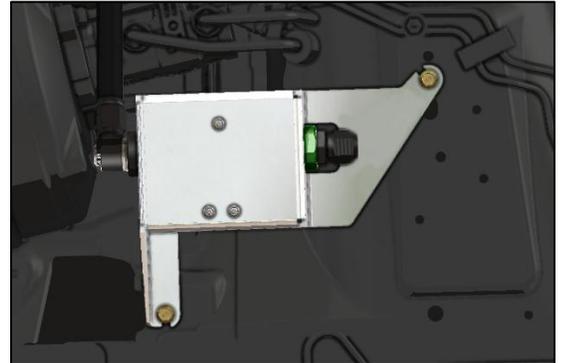
1. Do NOT tighten the hex head screw yet as this will be used as a pivot.
2. This picture is taken from the backside of the fuel filter heat shield.



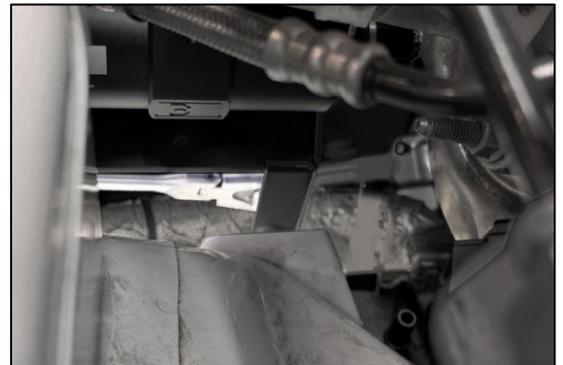
14. Rotate the heat shield counterclockwise until the upper slot is fully in the hole.



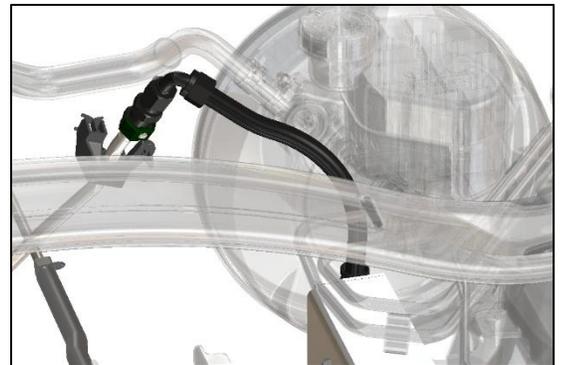
15. While holding the heat shield up, secure the upper front screw using a 10mm socket wrench.



16. Finally, secure the lower rear screw using a 10mm socket wrench (shown).



17. Using 11/16" and 3/4" wrenches, secure the 90 degree PTFE hose end to the SAE adapter fitting on the OEM feed hard line on the firewall.

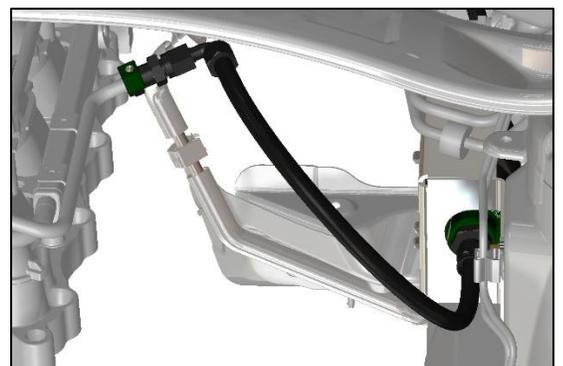


18. Find the long PTFE hose in the kit.

Using a 11/16" wrench, secure the straight hose end to the fuel filter outlet fitting.

Loop the PTFE hose around towards the fuel rail 6AN male fitting. This route will be slightly different between the early model Coyote fuel rail and late model Coyote fuel rail (shown).

Secure the 90 degree hose end to the 6AN fitting using a 11/16" and 3/4" wrench.



19. Find the following parts in the kit:

- Barbed SAE quick connect fitting (x2)
- Spring clamp (x2)
- 5/16" EFI hose

Lubricate the barbs and fully insert a SAE quick connector into one side of the hose. Secure the connection with the spring clamp.



20. Lubricate the internal O-rings inside the aforementioned SAE quick connector.

Push the SAE quick connector down on the EVAP hard line in the fender well until it clicks in place. Gently give the hose a tug to confirm it has locked in place.



21. Lubricate the internal O-rings inside the other SAE quick connector. Temporarily secure this connector to the EVAP solenoid.

Strategically route the aforementioned hose towards the EVAP solenoid and cut to length. Be sure to add additional length to compensate for engine movement.



22. Lubricate the SAE quick connector barbs and fully insert it into the hose. Secure the connection with the spring clamp.

Push the SAE quick connector on the EVAP solenoid until it clicks in place. Gently give the hose a tug to confirm it has locked in place.



23. After everything is reinstalled, cycle the ignition a few times (without starting engine). This allows the fuel pump to prime the system. With the new large capacity fuel filter this may take some time.

CHECK FOR LEAKS! If no leaks are found, start the engine and check for leaks again while the engine is running.

**INSTALLATION COMPLETE**

