



***HI-FLOW  
FUEL  
FILTER***

Installation Instructions for:  
Part Numbers  
25-200

- **Do not smoke while working on the fuel system.**
- **Keep open flames or sparks away from your work area.**
- **Be sure to relieve fuel pressure while engine is off.**

## 1) Getting started

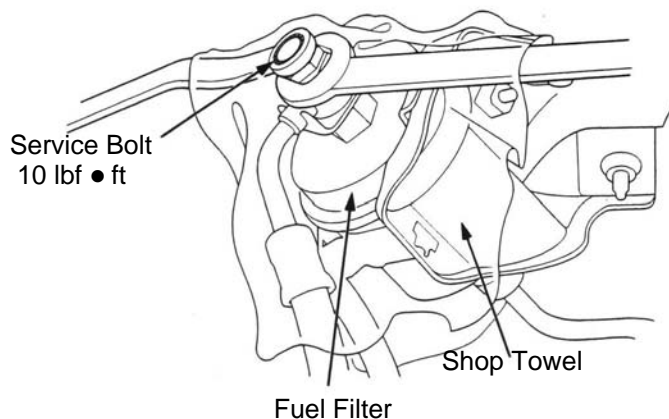
- Make sure vehicle is parked on a level surface.
- Set parking brake.
- Disconnect the negative cable from the negative battery terminal.**
- If engine has run within the past two hours let it cool down.
- Clean area around the fuel rail so that dirt cannot get into the engine.

Note it is recommended to:

- Replace the washer between the service bolt and the special banjo bolt whenever the service bolt is loosened. (where equipped)
- Replace all washers whenever the bolts are removed.

## 2) Relieving fuel pressure

- Remove the fuel fill cap.
- On models equipped with a 6mm service bolt. (shown below) If your vehicle is not equipped with a 6mm service bolt, then proceed to step c.
  - Use a box end wrench on the 6mm service bolt on top of the fuel filter, while holding the special banjo bolt with another wrench.
  - Place a rag or shop towel over the 6mm service bolt.
  - Slowly loosen the 6mm service bolt one complete turn.
  - Leave service bolt loose until all pressure has been relieved.
  - Tighten service bolt to 10 lbf-ft.



- On models not equipped with a 6mm service bolt.
  - Use a box end wrench on the 12mm banjo bolt on top of the fuel filter.
  - Place a rag or shop towel over the 12mm banjo bolt.
  - Slowly loosen the 12mm banjo bolt one complete turn or until all pressure has been relieved.

### 3) Remove & Replace the Fuel Filter

- a) Remove the 12mm Banjo bolt from the top of the fuel filter.
- b) Unscrew the fuel fitting on the bottom of the fuel filter.
- c) Remove the fuel filter mounting bracket from the fire wall. This is done by removing the bolt and two nuts from the fire wall.
- d) Remove the bolt from the band clamp on the fuel filter.
- e) Remove the fuel filter.
- f) Put a light coat of lubricant on the threads of the fuel inlet fitting (bottom fitting) before threading it into the filter body. Use a wrench on the machined hex on the bottom of the filter body to keep the filter from rotating.
- g) Install the AEM billet filter into the filter bracket
- h) Re-install the band clamp using the original bolt.
- i) The AEM fuel filter is supplied with new crush washers. Use these new washers on the banjo bolt for the fuel hose at the top of the filter. Use a wrench on the machined hex on the top of the filter to keep the filter from rotating. Torque the banjo bolt to 22 lbs.-ft.

### 4) Filter Element Replacement

- a) Use the above procedure to remove the filter from the bracket.
- b) Use a box end wrench at each end of the filter to unscrew the filter halves.
- c) Remove the filter element from the top of the filter top and replace it with the new element. The part number for the element is Fram # CH6069 or NAPA 4950.
- d) Inspect the top seal and side "O" ring. If they are deformed or torn they must be replaced. The AEM part numbers for these are: 1-3011 for the top ring, and 1-3012 for the side "O" ring.
- e) Put a light coat of oil on the "O" rings before re-assembling the filter.
- f) Make sure the spring in the filter body is seated around the inlet boss of the filter and that the platen is secure in the fuel filter element.
- g) Before re-assembling the filter halves it is advisable to put anti-seize or a similar compound on the threads before threading the parts together.

### 5) Finishing Touches

- a) Connect the negative battery terminal.
- b) Replace the fuel filler cap.
- c) Turn the ignition switch to the on position for approximately two seconds. **Do not operate the starter.** Then turn the ignition switch to the off position.
- d) Repeat this procedure three times, and then check all components that were removed during installation for any signs of fuel leakage.
- e) If there are signs of leakage you **MUST** correct the leak before proceeding.
- f) If there are no signs of leakage, then start engine and again check for leaks. If there is any sign of leaking you **MUST** repair the leak before driving the vehicle.