

# MAZDATRIX

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## 13-MZ-BLEED

Fuel injection bleed kit for:  
84-92 Mazda Rx7's.

This kit is sold as a diagnostic  
And/or "temporary" fix ONLY!

Note: After this kit is installed, the  
Engine will crank a little longer before  
Starting, due to the needing to get fuel  
Pressure back to the injectors

The fuel injection system will maintain a residual fuel pressure for many hours after the engine is stuff off. If an injector is leaking, it will simply drip raw gas into the engine as the pressure is slowly bled off. The symptoms of this problem are either very hard starting(with dark smoke after starting) after sitting for a while or no starting due to drowned spark plugs it normally takes at least ½ hour to drip enough gas to have the problem show up, and if the car is left alone overnight or a day or two, it usually will start OK. The correct fix is to replace the bad injector. It is usually one of the primary injectors, which are buried under the manifolds, -- and you don't know which one is bad so both need to be replaced (or taken somewhere and tested.)

### INSTRUCTIONS

#### **!BE CAREFUL!! PUT SOME RAGS AROUND THE FUEL LINES BEFORE PULLING THEM OFF.**

The fuel system will normally have pressure still in the line, which will spray gas—**DO NOT INSTALL ON A HOT ENGINE!!!**. Let it cool down for many hours preferably overnight, before installing the kit.

- 1) Loosen/slide back the two clamps holding the two fuel lines at the engine. These are the two rubber lines about ½inch diameter, at the upper left rear of the engine; slightly forward of the oil filter/filter tower area.
- 2) Pull the rubber lines back from the metal lines/tubes on the engine—THIS IS WHEN GAS SPRAYS. They usually pull off REALLY hard.

NOTE: On all cars the supply hose comes from the fuel filter(low on the left frame rail) and the return hose goes on the firewall. We have seen the metal ends laid horizontal both ways-meaning you cannot always tell which is which by just front or rear.

- 3) Throw away the two original hose clamps( we greatly dislike those type) and slide a new clamp over each hose. Then push those two hoses onto the metal barbs on the kit, being sure to put the RETURN line (that goes to the firewall) onto the barb from the "R" stamped side of the kit (this is the center "T" fitting that has male threads where the two "T"s are screwed together).
- 4) Slide the two short hoses (on the kit) onto the original metal fuel lines- be sure you still have the "R" stamped side of the "T" fittings going to the return line- Be sure there are no kinks in the hoses and that the hoses are not rubbing on ANYTHING- reposition as necessary to give no contact, slightly bending the metal lines if necessary, then position and tighten ALL the clamps.
- 5) Start the engine and immediately verify there are no fuel leaks.