



N O S T R U M
HIGH PERFORMANCE



Ford Maverick 2.0l EcoBoost High Flow GDI Injector Install Guide
PRODUCT PART SKU#: H750-1584

Warning! Please follow all warnings and instructions found in your vehicle service manual. The following instructions must be read and fully understood before beginning installation. Failure to follow these instructions may result in vehicle damage, personal injury, or death. If these instructions are not fully understood, do not attempt installation.

Please note that this product does require vehicle calibration. Please ensure provisions are made prior to installation. Nostrum Tuning Guides are available upon request. If you are already in touch with a tuner, please have them reach out to support@nostrumshop.com or access the Tuning Guide via the dealer portal on the Nostrum website. If you do not currently have a tuner, we will gladly connect you with someone within the Nostrum dealer network.

CLEANLINESS IS PARAMOUNT!

Every serialized injector is production tested for gross leak, fine leak, and leak decay for quality control. These injectors left the factory with no leaks! Contamination is the #1 cause of injector leaks. Injector contamination can come from poor fuel quality, dirt or debris introduced during installation, or dirt and debris from handling before installation. It is imperative that the engine, workspace, tools, and handling is as clean as possible during the installation process. Use fuels and ethanol from trusted sources!

Required tools:

- 8 mm socket
- 10 mm socket
- 13 mm socket
- 17 mm wrench
- 17 mm crow's foot
- Flat blade screwdriver
- Pick tools
- Trim removal tool
- Needle nose pliers
- Hose clamp pliers
- Injector combustion seal compression tool: 0 986 616 097 or equivalent
- ECU programming interface or other calibration delivery method
- Safety glasses
- Fire extinguisher (Class B minimum recommended)

Consumables:

- Lint free absorbent towels
- Disposable rubber gloves

Additional Ford recommended OEM one-time use parts (not included):

Description	Quantity	Part #
Vacuum Hose	1	K2GZ-6758-H
EGR Gasket	1	K2GZ-9E464-B
EGR Gasket	1	K2GZ-9E464-C
High-pressure line	1	K2GZ-9J323-B
Fuel Rail Mounting Bolt	4	W719113S450
Fuel Injector Spacer	4	AA5Z9C995A

PRODUCT H086-2020-A Parts List:

Description	Quantity	Part #
EcoBoost Direct Injector Kit	1	H750-1466
Electrical Adapter, Tyco Amp 2 pin, Male	4	E066-0737-1

1. Using a 10 mm socket disconnect the negative battery terminal. Cover the terminal with a rag or electrical tape to prevent it from contacting the negative post and restoring power to the vehicle.

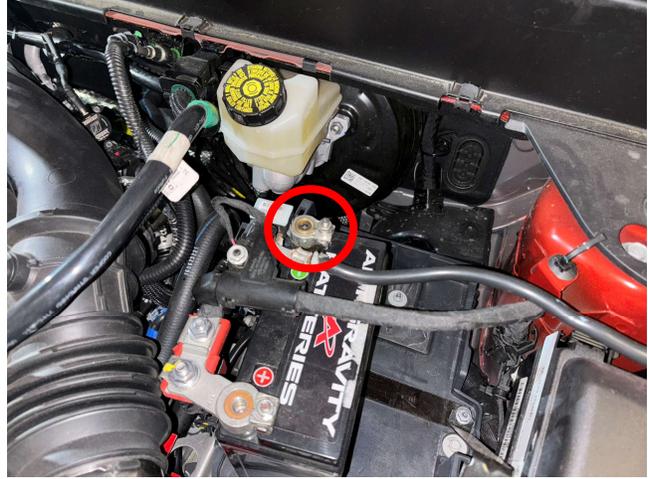


Figure 1

2. Disconnect the electrical connector from the vacuum tube.



Figure 2

3. Disconnect the vacuum hose from the top of the intake tube.



Figure 3

4. Disconnect the two hoses from the front of the intake tube.



Figure 4

5. Disconnect the vacuum hose to the left of the two connectors that were disconnected in the previous step. (STEP 4)

Ford classifies this line as one time use. It is difficult to remove and should be replaced.

Ford P/N: K2GZ-6758-H



Figure 5

6. Use a pair of needle nose pliers or hose clamp pliers to remove the vacuum hose on the back of the intake tube.



Figure 6

7. Using a 10 mm socket remove the two nuts highlighted in red, then remove the metal bracket. After the bracket is removed, use a 13 mm socket to remove the two studs highlighted in blue that are mounting the air intake onto the valve cover.

You will not be able to see the 13 mm hex head bolts until the metal bracket is removed.

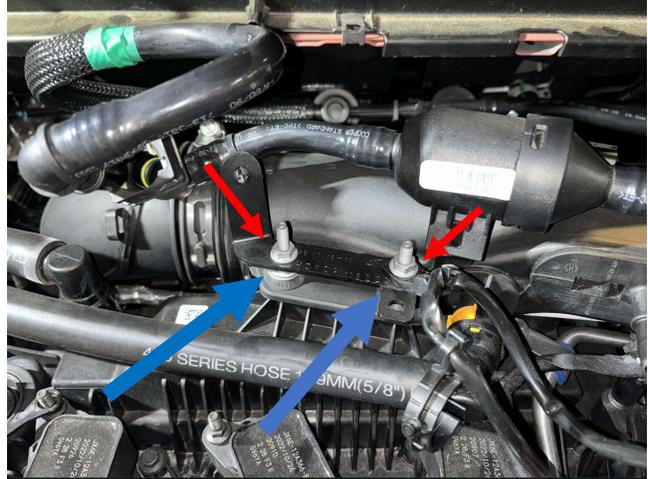


Figure 7

8. Remove the vacuum hose on top of the intake tube closest to the air box.



Figure 8

9. Using an 8 mm socket or flat blade screwdriver, loosen the worm gear clamp connecting the air inlet tube to the airbox.

Torque Spec: 4.6 Nm (41 in.lb)

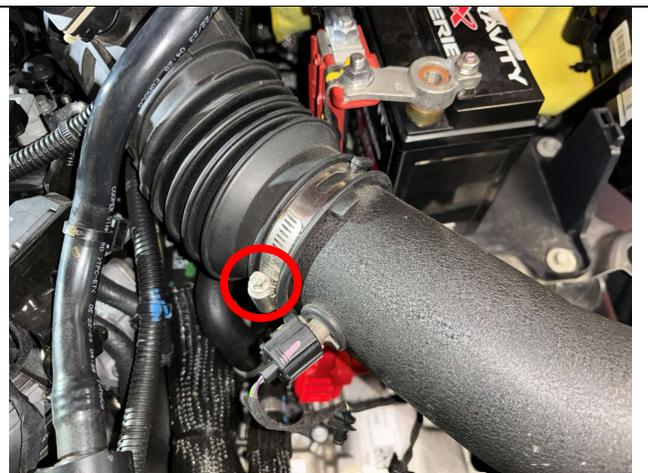


Figure 9

10. Using an 8 mm socket or flat blade screwdriver, loosen the worm gear clamp connecting the air inlet tube to the airbox. Then remove the air inlet tube.

Torque Spec: 4.6 Nm (41 in.lb)



Figure 10

11. Disconnect the MAP sensor and the purge valve electrical connectors.

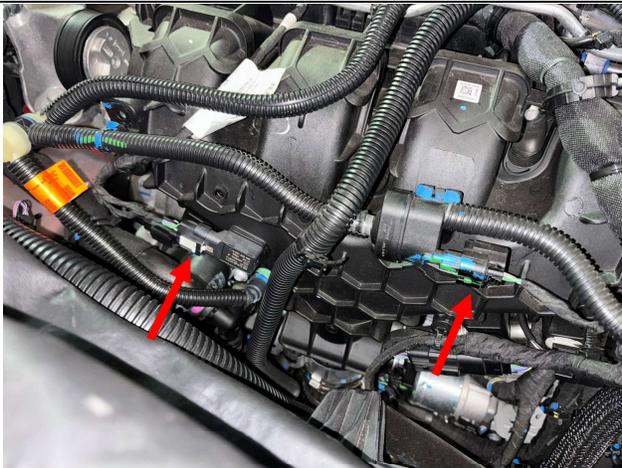


Figure 11

12. Lift the purge valve from its mounting location on the intake manifold.

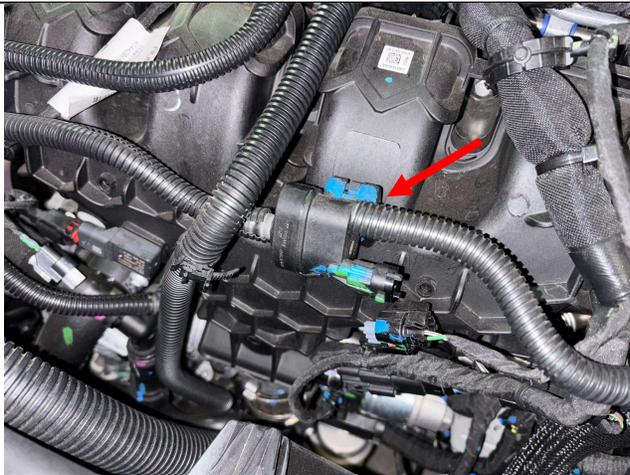


Figure 12

13. Disconnect the vacuum hose with the green locking clip from the intake manifold.



Figure 13

14. Disconnect the three retaining clips from the EVAP lines.



Figure 14

15. Disconnect the electrical connector with the red locking tab that's connected to the intake manifold. Then release the retaining clip mounting the female portion of the connector to the intake manifold.



Figure 15

16. Release the four highlighted retaining clips using a trim removal tool or equivalent.



Figure 16

17. Disconnect the two electrical connectors as shown in Figure 17.



Figure 17

18. Release the three wiring harness retaining clips as shown in Figure 18.

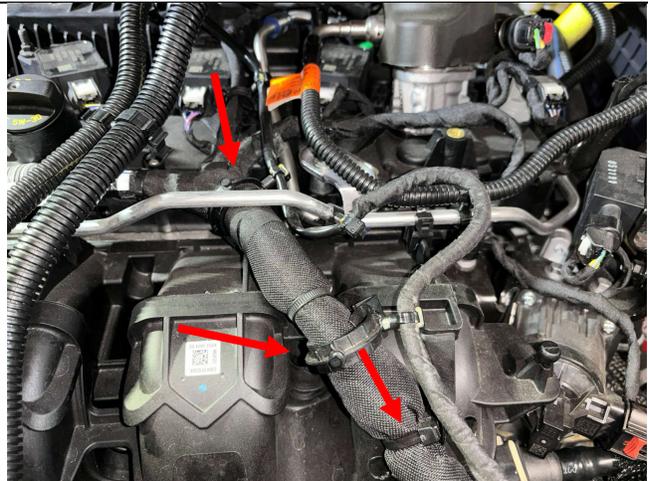


Figure 18

19. Release the four retaining clips connected to the coolant hardline.

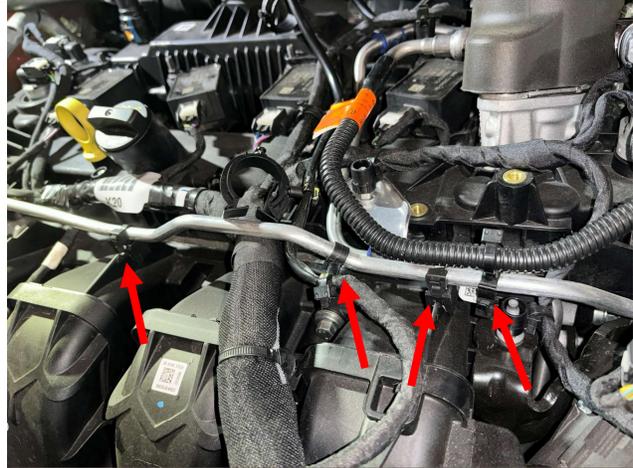


Figure 19

20. Remove the coolant hardline from its holder on the passenger side of the valve cover.



Figure 20

21. Remove the vacuum hose from the driver side of the intake manifold.



Figure 21

22. Using an 8 mm socket or flat blade screwdriver, loosen the worm gear clamp fastening the rubber coupler on the throttle body, then slide the coupler off.

Torque Spec: 4.6 Nm (41 in.lb)



Figure 22

23. Disconnect the EGR (Exhaust Gas Recirculation) tube electrical connector.



Figure 23

24. Using a trim tool, release the vacuum hose from its mounting location.



Figure 24

25. Using a pair of hose clamps or needle nose pliers, disconnect the two hoses from the EGR tube.

The blue arrow is a reference for the following step.



Figure 25

26. Using an 8 mm socket, remove the two EGR bolts located near the BOV (Blow Off Valve). One of the bolts cannot be seen in this photo.

Refer to the blue arrow in the previous step (Step 25) for a better view of the second bolt location.

Torque Spec: 11 Nm (97 in.lb)



Figure 26

27. Using an 8 mm socket, remove the two EGR bolts connected to the intake manifold.

Torque Spec: 11 Nm (97 in.lb)

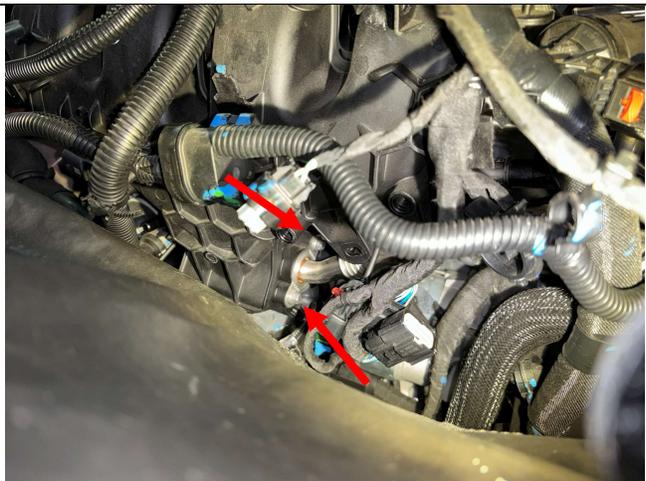


Figure 27

28. Remove the EGR tube.

Ford classifies both EGR gaskets as one time use and recommends replacing them.

Ford P/N: K2GZ-9E464-B

Ford P/N: K2GZ-9E464-C



Figure 28

29. Using a trim tool or flat blade screwdriver, disconnect the wiring harness retaining clip.



Figure 29

30. Using an 8 mm socket, remove the stud mounting the metal bracket to the intake manifold.

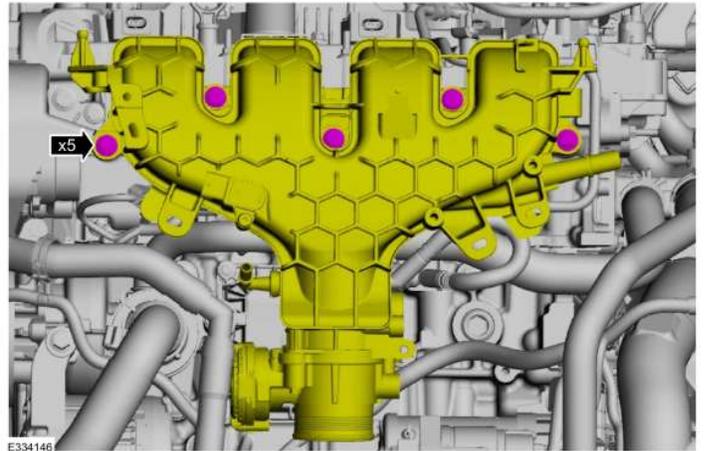
Torque Spec: 11 Nm (97 in.lb)



Figure 30

31. Using a 10 mm socket, remove the five intake manifold bolts, then tilt the manifold towards the front of the vehicle.

Torque Spec: 25 Nm (18 ft.lb)



E334146

Figure 31

32. Disconnect the vacuum hose on the back of the intake manifold, then slightly lift the manifold upwards but do **NOT** remove it.

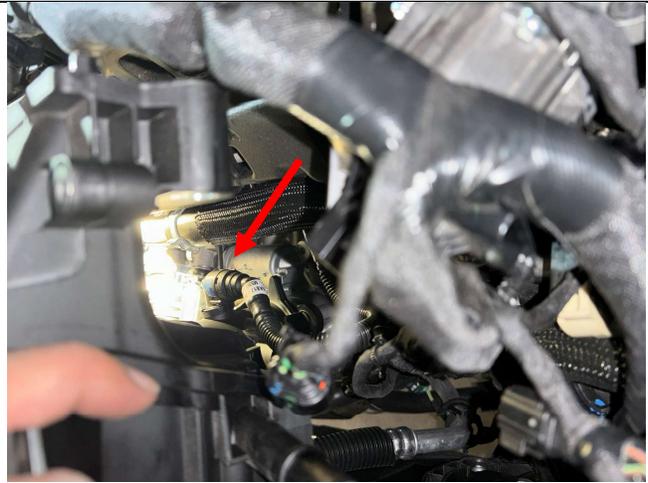


Figure 32

33. Disconnect the throttle body electrical connector, then remove the intake manifold.

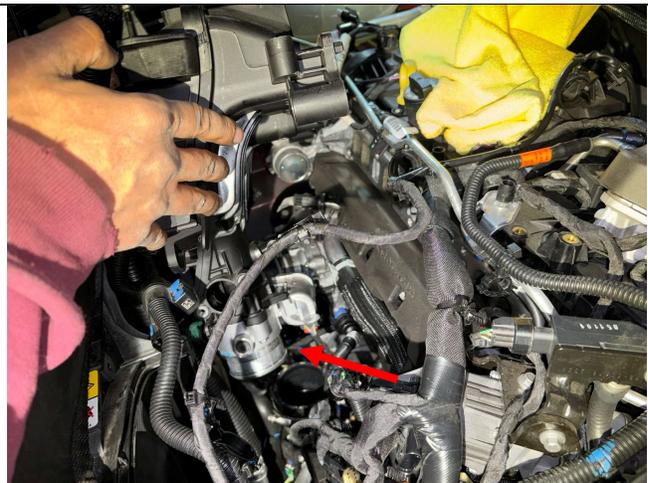


Figure 33

34. Remove the fuel rail sound damping foam.



Figure 34

35. Using a 17 mm wrench disconnect the high-pressure line from the fuel rail. Use a rag or absorbent towel to soak up any spilled fuel.



Figure 35

36. Using a trim tool or flat blade screwdriver disconnect the wiring harness retaining clip.



Figure 36

37. Using an 8 mm socket, remove the high-pressure line mounting stud highlighted in blue, then using a 10 mm socket, remove the high-pressure line mounting bolt highlighted in red.

Torque Spec: 11 Nm (97 in.lb)



Figure 37

38. Remove the high-pressure pump sound damping foam. You will not be reusing this.



Figure 38

39. Using a 17 mm socket, disconnect the high-pressure line from the high-pressure pump and remove the high-pressure line. Use a rag or absorbent towel to soak up any spilled fuel.

Ford classifies this high-pressure line as one time use and recommends replacement.

Ford P/N: K2GZ-9J323-B



Figure 39

40. Use a 10 mm socket to remove the 4 fuel rail bolts.

Ford classifies these bolts as one time use and recommends replacement.

Ford P/N: W719113S450



Figure 40

41. Remove the fuel rail from the cylinder head.



Figure 41

42. Disconnect the fuel injector electrical connectors, then remove the fuel injectors from the fuel rail.

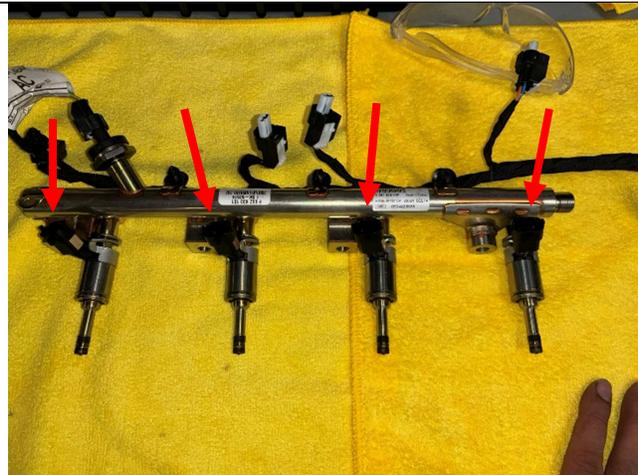


Figure 42

43. Remove the fuel injector spacers.

Ford classifies these spacers as one time use and recommends replacement.

Ford P/N: AA5Z9C995A



Figure 43

44. Install your new injector spacers on your new Nostrum fuel injectors.



Figure 44

45. Lubricate the O-rings that will be inserted into the fuel rail with clean engine oil.



Figure 45

46. Press the Nostrum injectors into the fuel rail. Ensure that the alignment tab on the injector is properly slotted into the recessed slot on the fuel injector rail cup. This ensures proper injector alignment when installed.



Figure 46

47. Lubricate the black Teflon seal of the Nostrum injectors with clean engine oil.



Figure 47

48. Connect the provided fuel injector adapter harness connectors to your Nostrum injectors.



Figure 48

49. Connect the adapter harnesses to the OEM injector connectors.



Figure 49

50. You must now use a combustion seal compression tool to compress the combustion seals on the tip of the injectors before installation. Slide the compression cylinder over the injector stem and gently spin it as you push the cylinder toward the injector body. Note that the tools are directional! Allow the seals on the injectors to compress for at least 15 seconds.

Recommended combustion seal tool set:
0 986 616 097 (or OEM equivalent)



Figure 50

51. This is how the combustion seal compression tool will look when it is fully seated on the injector. The fuel rail with the injectors attached must be installed immediately after the seals have been compressed.

This step is important to avoid damaging, scoring, or tearing the Teflon seal which can then propagate a total Teflon seal failure later. Plus, it makes it easier to push the injectors into the bore! **Note: If you are re-installing used injectors, you should change the combustion seals prior to this.**



Figure 51

52. Install the new fuel rail mounting bolts.

Tighten all the fuel rail bolts in the sequence shown from 1 to 4 and in the following 5 stages.

Torque Spec:

Stage 1: Tighten to: 10 Nm (89 in.lb)

Stage 2: Back off to: 0 Nm (0 in.lb)

Stage 3: Wait 5 s

Stage 4: Tighten to: 25 Nm (18 ft.lb)

Stage 5: Tighten an additional: 30°



Figure 52

53. Install your new high-pressure line.



Figure 53

54. Finger tighten the high-pressure line to the fuel rail.



Figure 54

55. Finger tighten the high-pressure line to the high-pressure pump.



Figure 55

56. Install and torque the high-pressure line mounting bolt and stud.

Torque Spec: 11 Nm (97 in.lb)



Figure 56

57. Torque the high-pressure line to the fuel rail and high-pressure pump.

Torque Spec: 10 Nm (89 in.lb) + 38 degrees

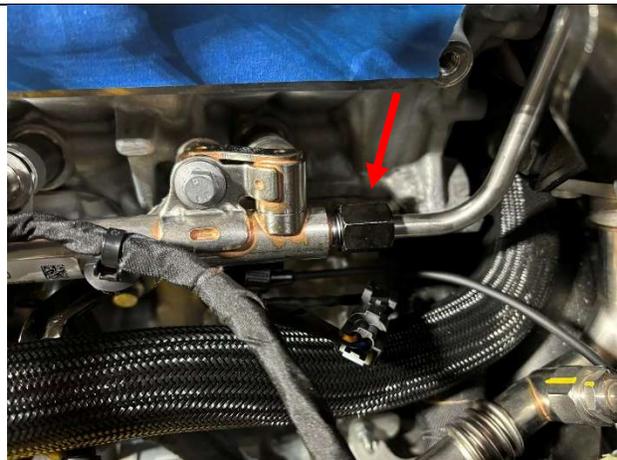


Figure 57

58. Once the fuel lines are torqued, reinstallation of all remaining components can begin. Follow the steps of disassembly listed above in reverse to re-install components starting with Step 34. Follow all torque specs that are included in each step where applicable. If a torque spec is not included in a step where it seems applicable assume snug fit with a wrench or socket wrench.



Figure 58

Hardware installation is complete.

Calibration

Do not start your vehicle, this product requires calibration. Please contact your tuner or refer to the Nostrum Tuning Guide to make the necessary changes prior to starting the vehicle. Once calibration is complete, please proceed to the next step.

First Start-Up

1. Be sure to remove all installation tools and loose items from the engine compartment. Follow good, safe practices when working on your vehicle. Be sure to reassemble all parts and components according to your OE service manual.
2. Key cycle the vehicle into the "Accessory On" position (do not go to the Start position). The low-pressure fuel pump will activate, and the fuel system will pressurize. Check the high-pressure fuel pump and the low-pressure system for leaks. If no leaks are found, proceed to Step 3.
3. Cycle the key to the Start position and let the vehicle attempt several start cycles. Remember that the fuel lines, pump, and part of the fuel rail are filled with air, therefore this step is necessary to evacuate that air and get the system charged. If it starts, continue with the following steps. If it does not, key off the vehicle. Check the high-pressure lines to the fuel rail, to the pump and the pump itself for leaks. If no leaks are found, proceed to step 4.
4. Key cycle one more time to Start. Engine should start-up and idle. If so, continue with the following steps. If not, repeat Steps 2-4 again.
5. Let the car idle for a few minutes. Check for leaks in the low and high-pressure systems again.

6. Installation is complete!

NOTE: a fault code may appear at the first key cycle due to the extended cranking time or the low-pressure in the fuel rail, both due to the air in the fuel system.

This code should self-clear after the OEM defined quantity of key cycles.

NOTE: Please check for fuel leaks after driving the vehicle and letting it cool for an extended period of time. Fittings may loosen after the first heat cycle due to thermal expansion and contraction. Retighten fittings if needed.

For additional technical & software support please contact:

Email: support@nostrumshop.com

Phone: 734-548-8677 (during normal business hours)

Revision	Notes	Date
V1.1	Initial Release	1/6/2025