

BMS / Fuel-It! 3.3T Port Injection Installation

Kia Stinger 3.3T | Genesis G70/G80/G90 3.3T

Built around the current BMS product page and the new BMS installation video released August 18, 2026.



Current BMS/Fuel-It! 3.3T PI kit.

KJT PRODUCT PAGE: Burger Motorsports Direct Port Injection Fuel System 3.3T

KJT Product Reference

Burger Motorsports Direct Port Injection Fuel System 3.3T

Product image and purchase link from the Kim Jong Tuned website.



[Open KJT product page](#)

KJT URL:

<https://www.kimjongtunedperformance.com/product-page/burger-motorsports-direct-port-injection-fuel-system-3-3t>

Added from KJT site only

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Guide rule

Exact factory torque values are included only when the source material supports them. Product-specific settings remain tied to the manufacturer. Where the public source does not expose an exact value, verify by VIN in KGIS or Genesis TechInfo.

1. Before you start

- 2018-2023 Kia Stinger 3.3T and 2018+ Genesis G70/G80 3.3T are listed fitments by BMS.
- The current kit adds six 750cc injectors, an auxiliary low-pressure pump, regulator, filter, lines, ethanol sensor and JB4PRO PI harness.
- The kit requires [JB4PRO](#) for PI and secondary-pump control.

Fuel-system work is fire-critical. Work cold, disconnect battery power, relieve pressure before opening a fuel connection, keep ignition sources away, and cap every open line immediately.



Current BMS/Fuel-It! 3.3T port-injection kit components. Real manufacturer product image.

2. Tools and supplies

Tool / supply	Purpose
Metric socket and ratchet set	Manifold, bracket and access hardware.
1/4 and 3/8 in ratchets + extensions	Top-engine and lower bracket access.
Torque wrench, low range	Intake-manifold and bracket reassembly.
Fuel-safe caps/plugs and absorbent pads	Control spills and keep dirt out.
Pick/connector tool	Injector and harness connectors.
Label tape / paint marker	Mark lines and connectors before removal.
Shop vacuum and lint-free port plugs	Protect all six intake ports while manifold is off.

3. Installation sequence

1. Record current JB4 firmware/settings and take engine-bay photos before disassembly.
2. Disconnect the negative battery terminal and relieve fuel pressure using the exact service procedure for the car.
3. Remove the engine cover and intake/charge-air pieces that block intake-manifold access.
4. Disconnect throttle, manifold, PCV/EVAP and harness attachments from the intake manifold. Label every connector and hose.
5. Remove the intake manifold using the engine-specific manifold procedure. Cover all six intake ports immediately.
6. Install the Fuel-It! port-injection spacer/manifold assembly with the supplied heavy-duty gaskets in the orientation shown by BMS.
7. Install the six matched injectors into the supplied fuel rails, verify O-rings are lubricated as directed, and secure the rails to the spacer.
8. Route the PI fuel supply and return/regulator lines exactly as shown in the BMS video. Keep braided lines away from exhaust heat, sharp brackets and moving components.
9. Install the auxiliary fuel pump and filter in the location shown by the current BMS kit. Verify pump flow direction before tightening lines.
10. Install the included ethanol sensor in the new line routing. Use the sensor supplied with this PI kit.
11. Connect the [JB4PRO](#) PI harness and secondary-pump control. Confirm all injector connectors latch fully.
12. Reinstall the intake manifold and every moved hose, bracket and electrical connector. Use the current OEM manifold torque/sequence for the VIN.
13. Reconnect battery power, prime only as directed by BMS, and inspect every fuel connection for leakage before starting.
14. Start the engine only after the static leak check passes. Recheck rail, regulator, pump, filter and ethanol-sensor connections.
15. Load the BMS/JB4PRO PI configuration specified for the kit and validate logs before full-load operation.

BMS published a dedicated 3.3L PI installation video on August 18, 2026. Use that video alongside this checklist because it shows the current line routing and hardware configuration.

4. Final checks

- No fuel odor or wet fittings after idle and heat cycle.
- All six injector connectors locked.
- No vacuum/boost leak from the manifold spacer.
- [JB4PRO](#) sees ethanol content and low-side fuel data when configured.
- No full-throttle pull until the PI controller configuration and logging are validated.

Sources and verification

BMS product page

Current kit contents, fitment and [JB4PRO](#) requirements.

<https://burgertuning.com/products/kia-pi-kit>

BMS installation video

Current manufacturer walkthrough for the 3.3L PI kit.

<https://www.youtube.com/watch?v=gzUS8b2KFLc>

KJT product page

KJT-listed product and fitment.

<https://www.kimjongtunedperformance.com/product-page/burger-motorsports-direct-port-injection-fuel-system-3-3t>