NOSTRUM
HIGH PERFORMANCE

1000cc 3.5L Nissan 350z VQ35: Port Fuel Injectors Installation Guide

Part Sku#: L071-0853

WARNING! PLEASE FOLLOW ALL WARNINGS AND INSTRUCTIONS FOUND IN YOUR VEHICLE OWNERS 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.

DO NOT ATTEMPT INSTALLATION.

Required Tools:

- Socket Wrench
- 10mm Socket
- 8mm Socket
- 12mm Socket
- Channel Locks

Expendables:

- Absorbent Towels
- Dielectric Grease

1. Disconnect negative battery terminal with 10mm socket

Figure 1

2. Remove 4 bolts holding the engine cover on with a 10mm socket. Pull up on the engine cover by hand to remove it from the vehicle. (Torque Spec: 6 Nm)

Figure 2

3. Remove Hose clamp that connects the air intake to the throttle body using an 8mm socket.

Figure 3

4. Remove hose clamp holding air intake hose from the air box.

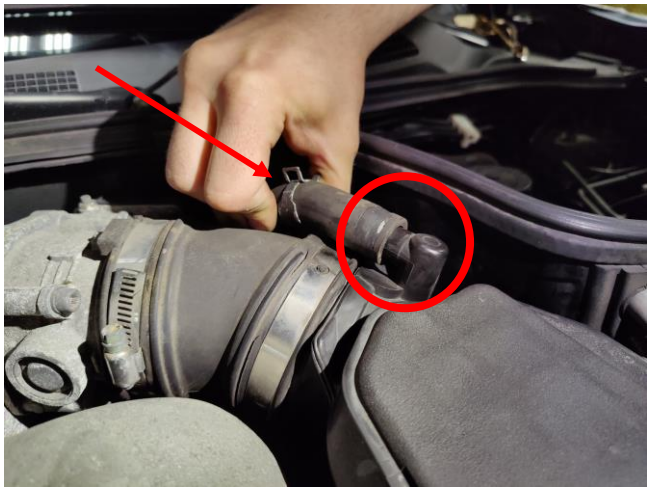

Figure 4

5. Remove throttle body connector.

Figure 5

6. Remove throttle body bolts using an Allen 5 socket. Loosen bolts in a diagonal pattern before removing. Make sure the Allen bit is completely seated in the bolt before removing to avoid stripping the bolt. (Torque Spec: 8 Nm)

Figure 6

7. Remove throttle body vacuum hose by pulling the hose clamp down off its fitting with pliers or equivalent tool.

Figure 7

8. Remove evap throttle body hose with channel locks by pulling the hose clamp down off the fitting. Pull hose off the fitting.

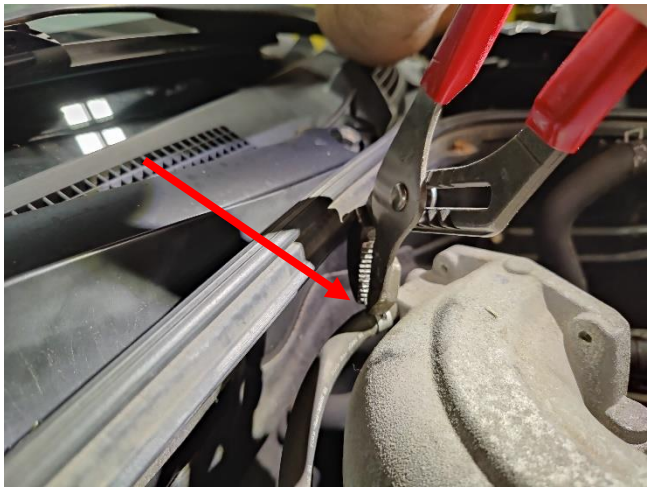

Figure 8

9. Remove the evap hose and connector to the manifold at the rear of the manifold towards to the cabin using a 10mm socket. (Torque Spec: 7 Nm)

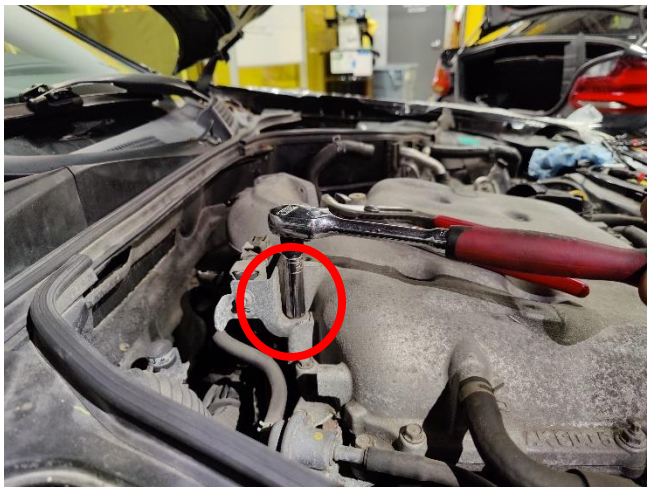

Figure 9

10. Remove evap hose from the manifold on the passenger side of the vehicle use channel locks or equivalent to pull the hose clamp down off the fitting and then pull to hose off.

Figure 10

11. Remove all bolts holding the intake manifold in place. Follow the order of removal shown in the image below. Make sure to reinstall in reverse order. Use a 10mm socket to remove bolts make sure to replace correct length bolts in their original location also shown below. (Torque Spec: 12 Nm)

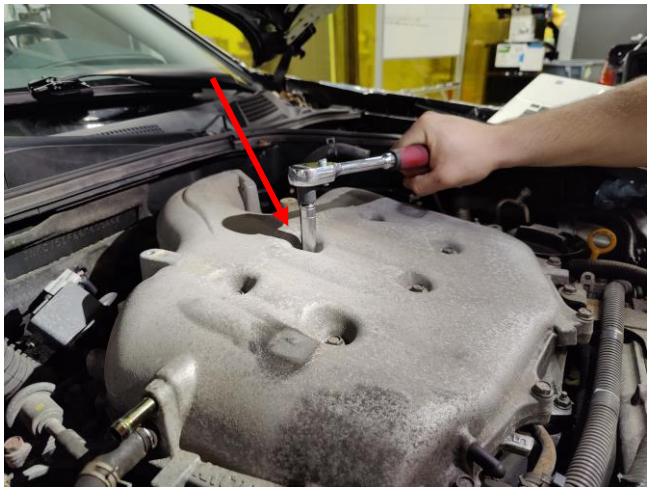

Figure 11

M6 25mm (0.98 inch): 7,8,10,11,13,14,15,16,18
M6 45mm (1.77 inch): 2,4,5
M6 60mm (2.36 inch): 1,3,6,9
M6 Nut: 12,17

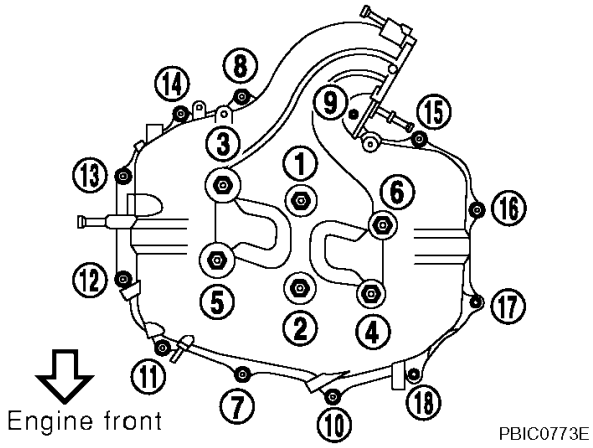

Figure 12

12. Remove bolts that hold the lower portion of the intake manifold in place using a 10mm socket. Remove in specific order listed Below. Reinstall in reverse order. (Torque Spec: 12 Nm)

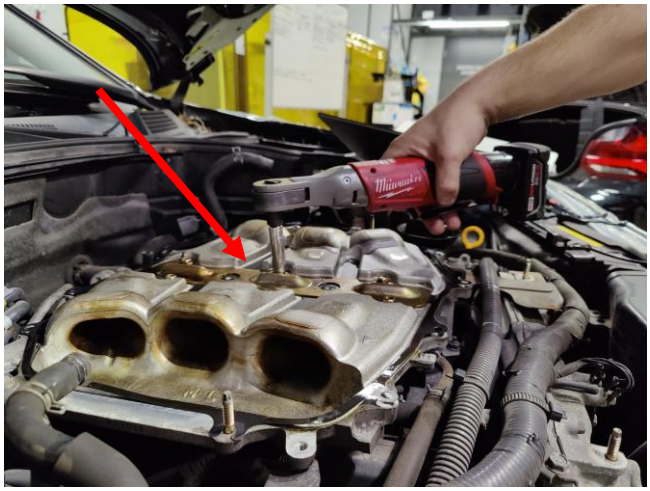

Figure 13

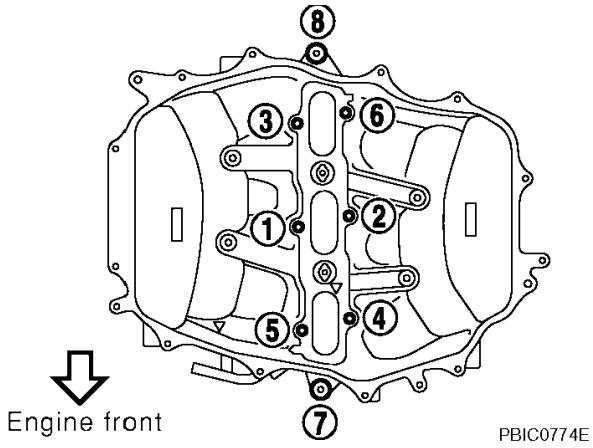

Figure 14

15. Remove hose by pulling hose clamp off the fitting then pull hose off fitting.

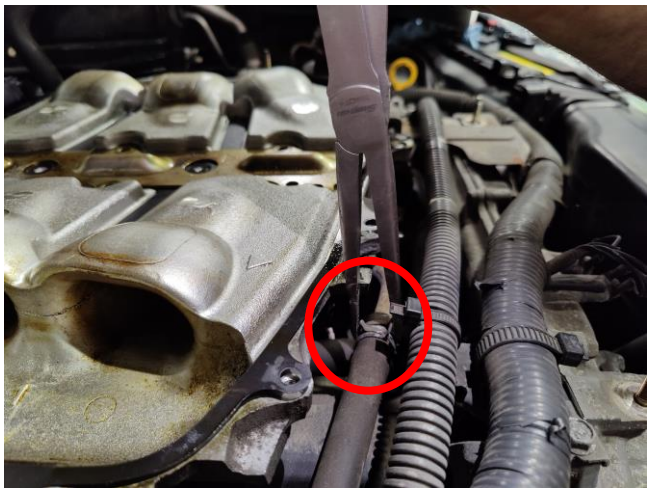

Figure 15

16. Remove bolts that hold the bracket for the coolant line to the lower intake manifold with a 10mm socket.

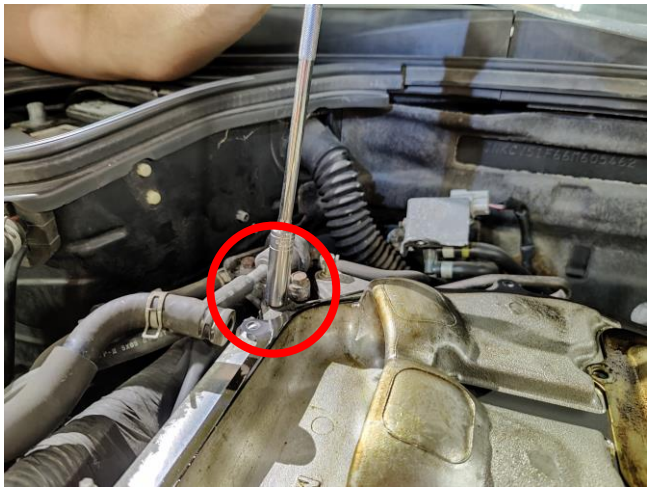

Figure 16

17. Remove high pressure line from the fuel rail by removing bolts using 10mm socket.

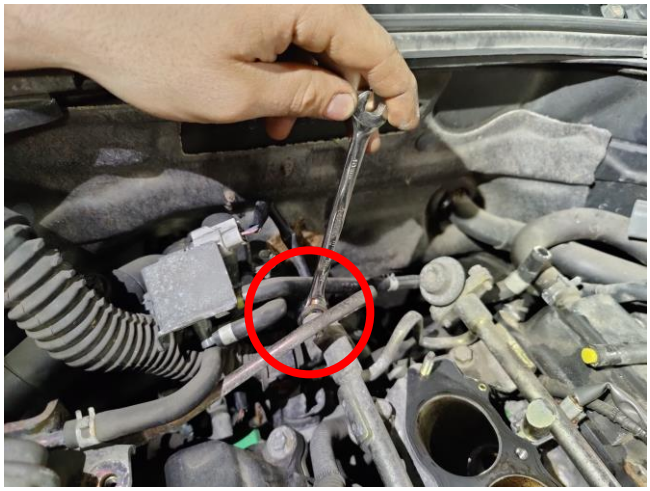

Figure 17

18. Remove Injector connectors on all 6 injectors.

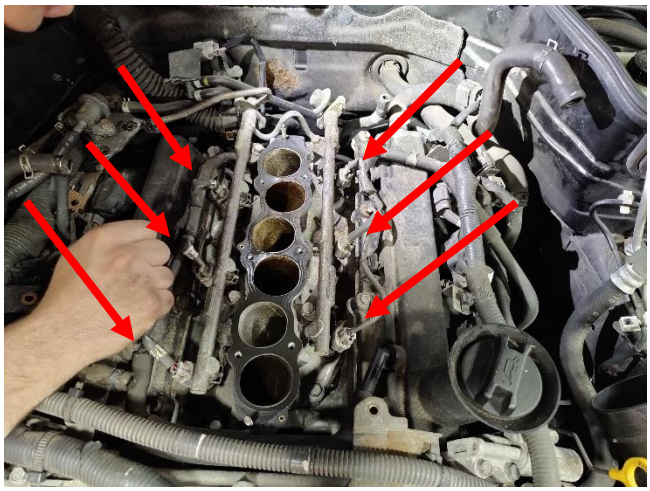

Figure 18

19. Remove bolts holding fuel rail in place using a 12mm socket. Remove in order shown in the image provided below. Reinstall in reverse order. (Torque Spec: 10.8 Nm then 26.5 Nm)

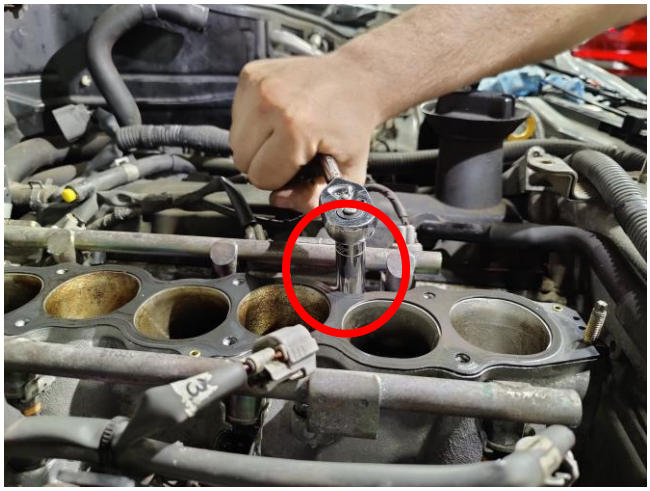

Figure 19

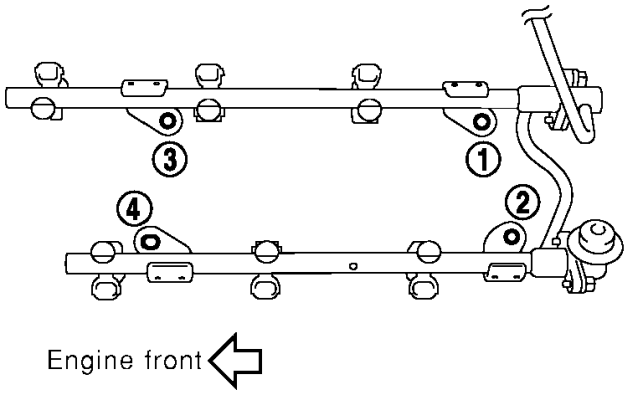

Figure 20

20. You should replace all the intake gaskets with new ones before reinstalling the intake manifold.
21. Place fuel rial onto an absorbent mat in a clean area.

Figure 21

22. To remove injectors, remove retainer holding the injector in place by placing thumbs behind the retainer and pulling away and out.

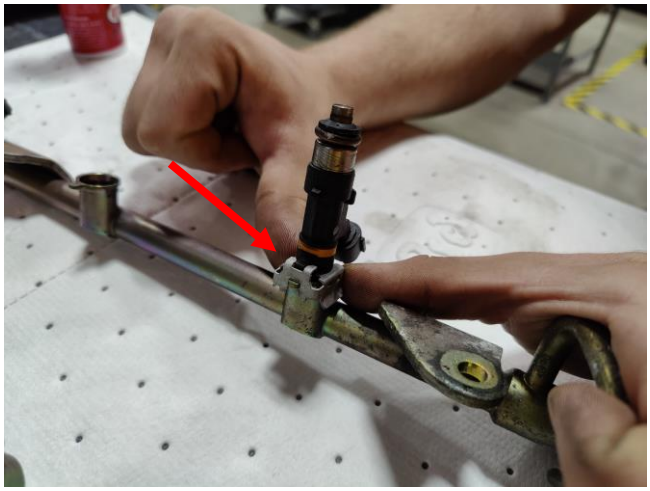

Figure 22

23. Grab injector out and use a rocking side to side motion to jar the O-ring loose of its seat.
24. Remove all 6 injectors in this way.
25. Make sure all the O-rings have been removed from the fuel rail seats before installing new ones.

Figure 23

26. For installation of new injectors coat the O-rings in Dielectric grease or engine oil on both ends of the injector.

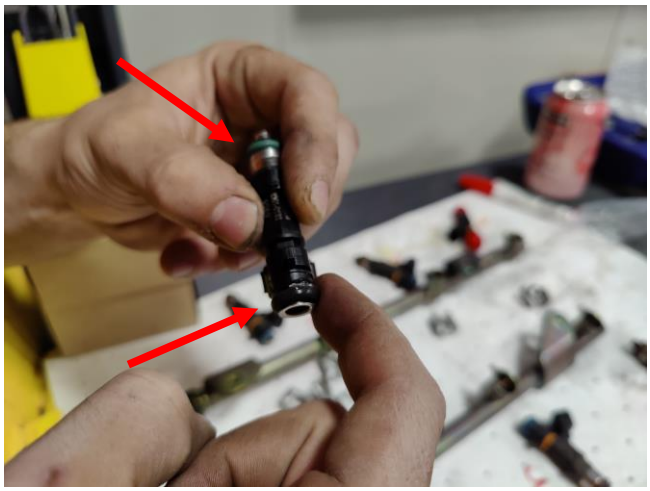

Figure 24

27. Pressure injector into the fuel rail seating position. Make sure the connectors are facing out when pressing the injectors into place. Line the tab on the injector with the on seen on the fuel rail seat.

Figure 25

28. Install the retainer back into place by lining of the prongs of the retainer with the corresponding tab on the injector
29. Repeat this for all the injectors.
30. Once the injectors have been installed on the fuel rail, reinstallation of all remaining components can begin. Follow the steps of disassembly listed above in reverse to re-install components. Follow all Torque specs that are included in each step where applicable. If torque spec is not included in a step where it seems applicable assume hand tightness of the bolt.

Figure 26

Hardware installation is complete.

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 maintenance manual.

2. Key cycle the vehicle into the "Accessory On" position (do not go to Ignition position). The low- pressure fuel pump with activate and the low-pressure side of the pump will pressurize. Check the high-pressure fuel pump and the low-pressure side for leaks. If OK, proceed to step 3.

3. Key cycle to ignition and let the car 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, OK. 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 OK, proceed to step 4.

4. Key cycle one more time all the way to ignition. Engine should start-up and idle. If not, proceed with steps 2-4 again.

5. Let the car idle for a few minutes. Check for leaks on low and high-pressure portions again.

6. Installation is complete! **Time for a Tune!!**

NOTE: a fault code may appear at the first key cycle due to the long ignition 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: After driving the car and letting it cool, next day, check for fuel leaks again (from thermal expansion and contraction). Retighten fittings if needed.

For additional technical & software support please contact:

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