



# N O S T R U M

H I G H P E R F O R M A N C E



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## 1000cc 3.8L Nissan GTR VQ37 Port Fuel Injectors Installation Guide

Part Sku#: L071-0497

**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:** Channel locks, 10mm Socket, 11mm Socket, 12mm Socket, Torque Wrench

**Expendables:** Clean engine oil

1. Disconnect negative battery terminal.

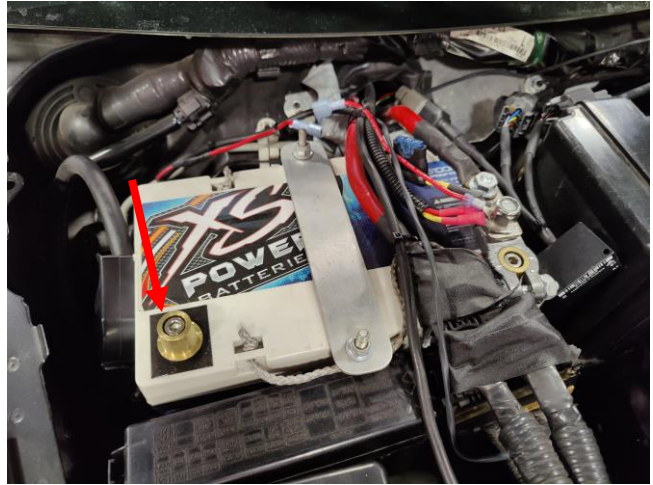


Figure 1

2. Loosen charge pipe hose clamps on both driver and passenger sides with 11mm socket.
3. Clip the clamps off the Throttle body to disconnect the charge pipes from the throttle on both sides.



Figure 2

4. Remove blow off valve vacuum hose by removing clamp with a pair of pliers.



Figure 3

5. Remove hose clamp on break booster reservoir hose with pliers.



Figure 4

6. Disconnect Throttle body connector and all connectors that fasten to the intake manifold one is located on each side of the manifold behind the throttle body towards the cabin.



Figure 5



7. Unclip harshness that runs along the back of the manifold to disconnect it.



Figure 6

8. Remove 8 10mm socket bolts that mount the manifold to the engine block.



Figure 7

9. 10mm socket to remove bracket the hold the fuel regulator to the fuel rail.

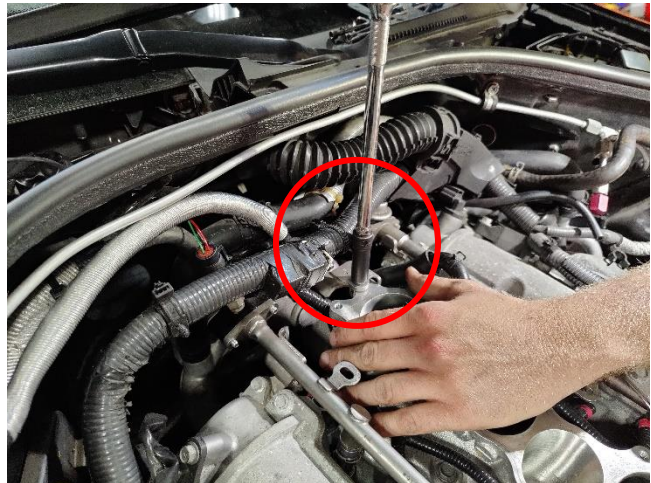


Figure 8

10. Use 12mm socket to remove bolts holding in the fuel rail. 3 drivers' side 2 passenger.



Figure 9

11. Slight tug upward to disconnect the fuel rail from the engine and expose the injectors.

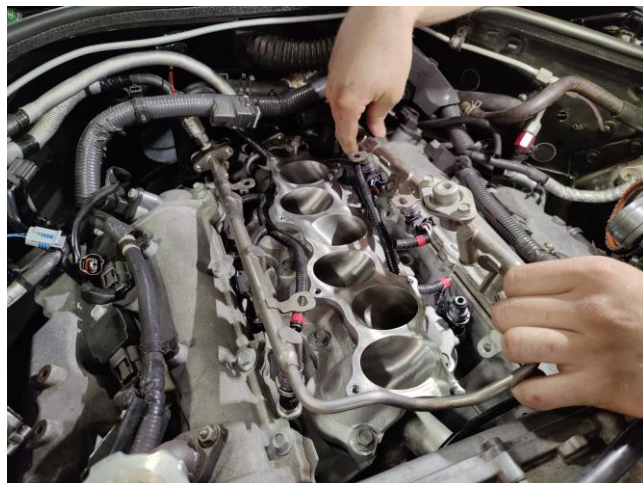


Figure 10

12. Lubricate the side of the injectors that mates to the fuel rail by applying engine oil along the O-ring.
13. **For installation of Nostrum injectors make sure to correctly place the 2 purple band injectors into the front side of the engine (closer to the front bumper) cylinder 2 and rear of the engine (towards the cabin) cylinder 5. The blue banded injectors go into the remaining 4 positions on the fuel rail.**

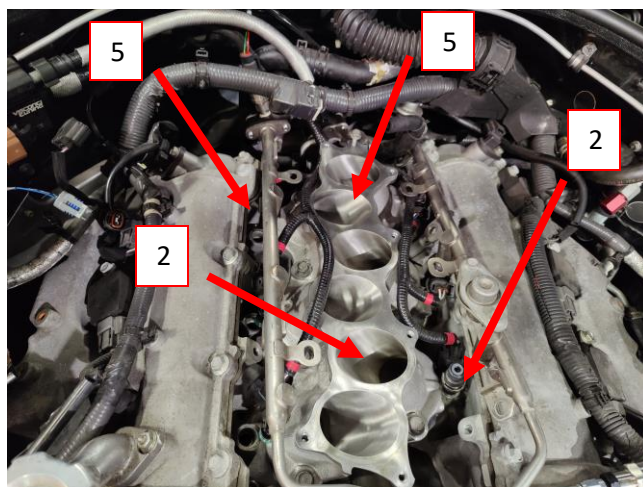


Figure 11



14. The fuel rail labeled with cylinder numbers can be seen in Figure 12.

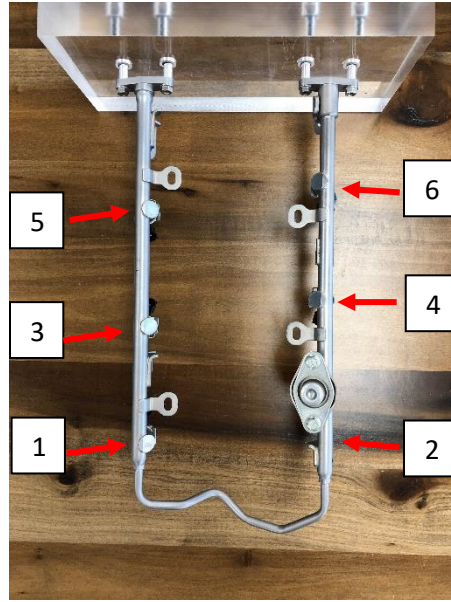


Figure 12

15. The driver's side injector orientation can be seen in Figure 13.

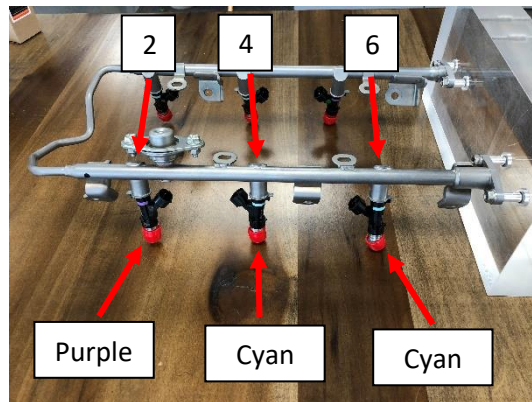


Figure 13

16. The passenger side injector orientation can be seen in Figure 14.

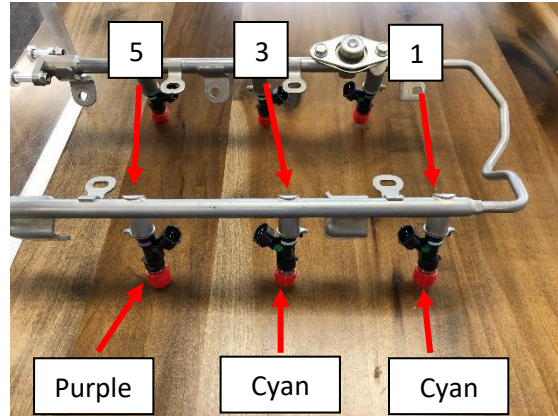


Figure 14

17. Reinstall in reverse order starting from step 10. Torque specs for bolts are included in the relevant steps. Steps where bolts are present, but no torque specs are included assume hand tight with a ratchet or equivalent tool.



**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 will 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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