



N O S T R U M

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



INFINITI - NISSAN - VQ37 - INSTALLATION GUIDE

PART SKU#: L071-0497

WARNING! PLEASE FOLLOW ALL WARNINGS AND INSTRUCTIONS FOUND IN YOUR VEHICLE OWNER'S 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.

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INFINITI - NISSAN VQ37:
KINETIC DIRECT INJECTORS SET(6)
INSTALLATION GUIDE
PART #: L071-0497

- TOOLS REQUIRED**
- 10MM WRENCH
 - 14MM SOCKET
 - 10MM DEEP SOCKET
 - 8MM DEEP SOCKET
 - PLIERS
 - SIZE 5 ALLEN BIT
 - 12MM DEEP SOCKET

- EXPENDABLES NEEDED**
- 4-6X SHEETS OF PIG MATS (47131901) OR COMPARABLE

1. Disconnect Battery terminal by unscrewing positive side bolt with a 10mm wrench.



2. Remove rubber weather strip that is retained by plastic clips.



3. Unclip Strut cross brace plastic cover that is on wind shield wiper cowl.



4. Remove bolts that lay underneath the strut cross brace plastic cover above the engine closest to the cabin with a 14mm socket.



5. Remove bolts from driver and passenger side of the strut cross brace with 14mm socket. Remove strut cross brace.

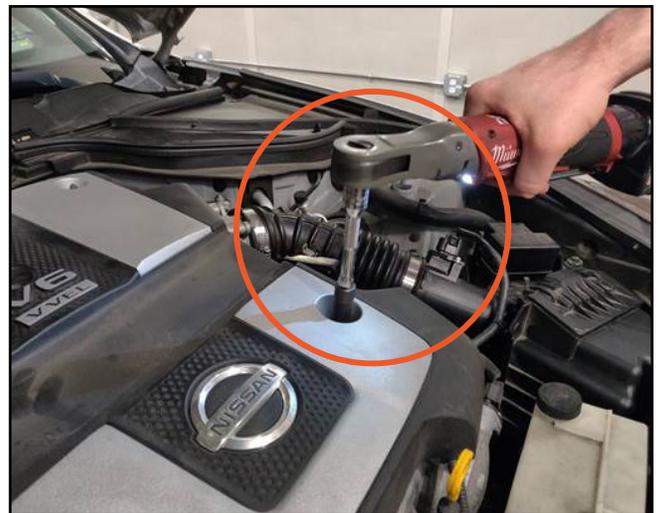


6. Remove appearance cover by removing all 5 bolts that hold it in place with a 10mm socket.





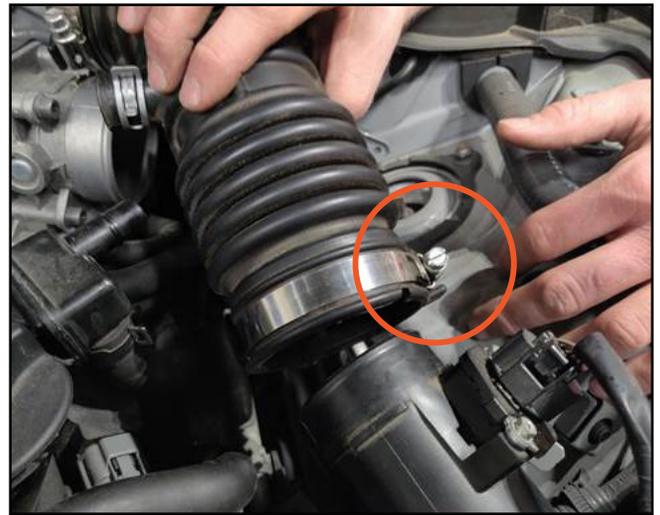
7. Loosen hose clamp on fresh air intake on either side of the intake manifold with 8mm deep socket.



8. Remove clamp from PCV system that goes into fresh air intake with a pair of pliers. This feature is to be removed from both sides.



9. Loosen hose clamp from the non-manifold end of flexible air intake tube and remove from engine bay do this for both the air intake on passenger and driver side of the vehicle.



10. Remove the throttle body from the intake by unscrewing 4 bolts using a size 5 Allen bit that connects it. Disconnect the throttle body connector that faces the cabin. Repeat for both the driver side and passenger.



11. Remove Spring clamps for both PCV inlet tubes with a pair of pliers. Pull to disconnect tubes from intake manifold. This feature is located at the front of the intake manifold facing the bumper of the vehicle.



12. Remove spring clamps from vacuum hose reference for brake booster at the back of the intake manifold facing the cabin of the vehicle. Remove clamp with pliers and pull line off of manifold.



13. Disconnect EVAP solenoid. Unbolt solenoid with 10mm wrench. These features are located at the back of the manifold on the passenger side, facing the cabin.





14. Unscrew PCV silencers retaining bolt with 10mm socket. This feature is located on the front passenger side of the manifold.



15. Disconnect Map sensor located at the back of the manifold facing the cabin on the driver's side.



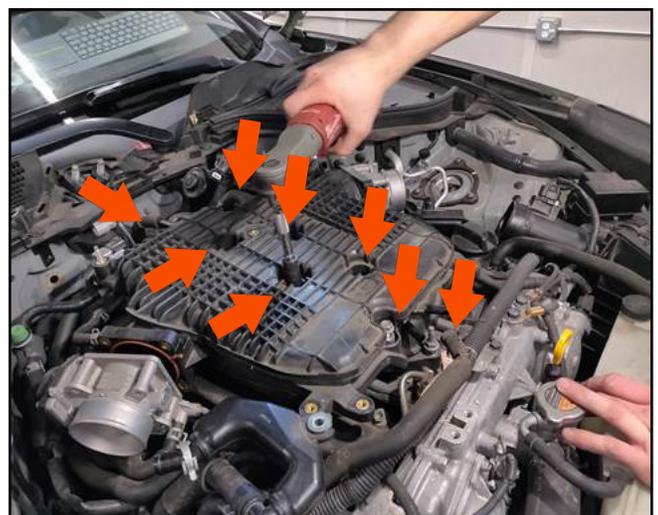
16. Unbolt coolant crossover tube bracket on the back of the manifold driver side with 10mm socket. This feature is located at the back of the manifold on the driver side.

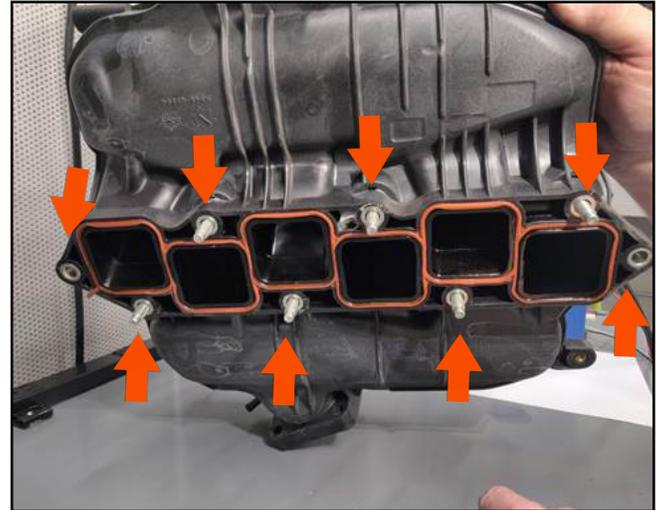


17. Unclip PCV tube from both throttle body intake horn from both driver side and passenger side.



18. Remove all 8 bolts that hold the intake manifold to the engine block with a 12mm deep socket. (Torque Spec for Reassembly: Tighten all bolts to 7ft*lb first, then tighten all to 17ft*lbs)





19. Remove low pressure fuel line from fuel rail with a 10mm deep socket. Remove the 2 bolts from either side of the line on the rail. Use pig mats to capture any fuel that may leave the line once the connection has been broken. This feature is located at the front of the fuel rail facing the bumper of the vehicle on the passenger side of the fuel rail.



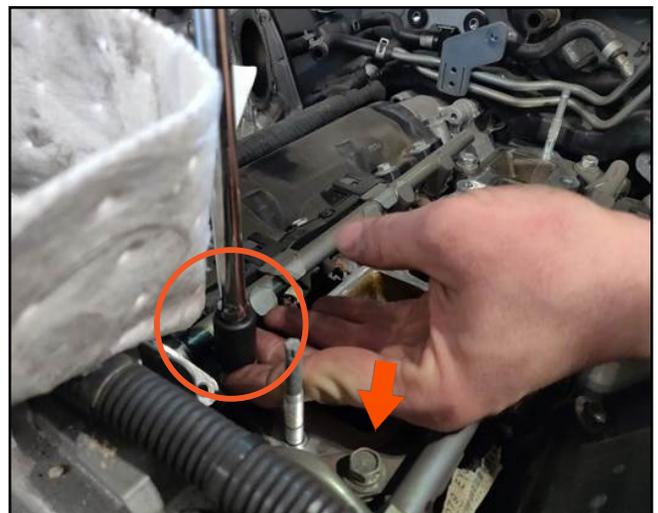
20. Remove bolt on passenger side front wire harness retainment bracket with 12mm deep socket.



21. Remove bolt on low pressure fuel line supply support bracket with 12mm deep socket. Then move the low-pressure line and brackets out of the way of the fuel rail using a pig mat minimize fuel leakage. The feature is located at the front of the manifold on the passenger side.



22. Remove the 4 Bolts that secure the fuel rail in place with 12mm deep socket. (Torque Spec for reassembly: Tighten all bolts to 7.4 N*m first, then tighten all to 25.5 N*m)





23. Disconnect fuel rail connector located at the back of the fuel rail on the driver's side.



24. Pull Fuel rail out of the engine block, may require some force.



25. Place the fuel rail onto a table with pig mats laid down.

26. Disconnect each fuel injector's connector.



27. Pull off the retainer clip for each fuel injector.



28. Grab injector and pull straight up with some force to remove injector from fuel rail.



29. Before installing new injectors, in fuel rail, it is recommended that you clean out the O-ring seats for each injector, with a Q-tip or compressed air. This allows for a correct seal of the new O-rings on the Nostrum injectors.



30. Coat the O-rings on the injectors with clean engine oils to help seat the injectors.



31. To install the injector on the fuel rail, place the injector into the O-ring seat with the connect plug facing down. Make sure the pin on the injector that sticks out near the bottom of the injector lines up with the adjacent pin of the O-ring seat on the fuel rail. Then press the injector in the fuel rail O-ring seat. **Its important to note that the Injectors are color coded. The 2 injectors with the purple band near the tip of the injector are to be placed on the Drives side front cylinder position and Passenger side rear cylinder position that corresponds on the rail. All of the slots will be filled by the green banded injectors.**



32. Press the retainer onto the injector and fuel rail seat from the locating pin side.



33. Once all the injectors have been installed onto the rail reinstallation of all components can now 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.



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 doesn't, 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:

Email: support@nostrumshop.com

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