



370Z Oil Cooler Fitting Instructions

WARNING FOR INSTALLER OF THIS PRODUCT

*** Product(s) are designed for off-road / competition use only ***

This AAM product requires average mechanical ability to install properly. This product ideally requires the use of a car lift so that clear access can be obtained to the underside of the vehicle. Installation requires the appropriate tools for tightening and loosening nuts and bolts involved for the installation of this kit. As with all mechanical projects, take appropriate precautions for your personal safety and for the proper care and treatment of the vehicle being serviced.

Please read through all directions before attempting installation.

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1. Components

Oil cooler Banjo assemblies Oil fittings Drill bit Zip-ties
Oil lines Installation hardware Sandwich plate Tap

2. Tools Required

1", 10mm and 14mm socket's
Silicone or *Lock-Tight*
1", 1 1/16" and 14mm wrench's
Razor blade

3. Removal of OE Parts

Remove all M6 bolts under the car on the center belly pan except for the four front and center that connect it to the bumper. Carefully remove the 7 push pins along the top of the bumper by prying the center up with a flat bladed screwdriver and gently lifting the pin out.



To remove the outer 2 bolts, you must pull the inner fender away from the bumper to access them. Carefully remove the front bumper and set in a safe place. Place the bolts and push pins in a safe place taking note where they came from. Then remove side panel and oil filter.



4. Fitment of AAM Parts

1. After cleaning and then oiling the surfaces, install the sandwich plate onto the engine using the adapter stem only finger tight. Rubber side goes to the engine. With a 1" socket, make sure the two black fittings are tight in the sandwich plate. Attach the two oil lines to the plate using the 90 degree ends, putting the shorter hose on top. (It is a good idea to put a dab of clean motor oil on the threads of the oil fittings before tightening. This will help with thread life and sealing) When certain of line placement along the front of the engine, tighten sandwich plate down with 1" socket. Tighten the oil lines then feed them through the slot in front of the driver side wheel, behind radiator hose. You can install the oil filter now too.



2. Remove the 14mm nut on top of the front bolt holding the engine cradle to the frame. Slide the P-clamp over the bottom hose and then onto the bolt, following with the nut, and tighten.



3. Hold the new oil cooler up to the cross member with fittings facing down. Lining up the end of the cooler to the end of the cross member on the driver side. Mark the slots with a felt tip pen after adjusting cooler so all four holes are on the cross member, pushed up against the frame on the back side. Remove cooler and drill holes in cross member centered in your marks with the 5mm drill bit supplied. Then carefully tap the holes with the 6x1 tap supplied.



4. When mounting the cooler, line up hardware like the picture shows with a flat washer on the bolt and a lock washer going between the cooler and cross member. Use a slight amount of *Lock-Tight* or silicone on these bolts before tightening up. **Do not over tighten!** On the two outside bolts that you can reach, thread on the two extra nuts and washers supplied and tighten down while holding the bolt tight by the allen head. Adding a slight amount of *Lock-Tight* or silicone to the visible threads here would be a good idea too.



5. Cut a hole with a razor blade into the side panel for the oil lines to feed through like the one in the picture and reinstall onto car.

6. Install banjo fittings into cooler finger tight once you have applied oil to seals and threads. Feed oil lines through the hole you just cut in the side panel and fit them to the cooler. Once all is aligned, tighten down.



7. Install oil line separators with one at the end of the engine block, one just past the P-clamp and one where the two lines come together at the cooler.
8. Make sure all oil lines are secure and won't be able to fall into danger under hard braking or acceleration. Make sure they are away from moving belts, hot water lines/hoses and any sharp edges that might cut them. Secure with zip-ties.



9. Refill the engine with oil. (should take 6 qts. with oil and filter change) Start engine and check for leaks and make sure everything is in good running order.
10. Remove the insert in the bumper on the driver side with the two 10mm bolts.
11. Reinstall the front bumper just like it came off. Remember to push the inner wheel fenders up inside the bumper for ease of installation. There are many bolts, so don't tighten any until ALL are in there place.

