



480 E. Easy St. Unit #4
Simi Valley, Ca.
93065

**Instruction Guide:
2009+ Nissan 370Z / 2008+ Infiniti G37 Coupe
"Long Tube Header"**

Technical support:
(805) 522-3278
Monday- Friday 9a.m.- 3 p.m. PST



WARNING – Before proceeding, understand this installation is extremely in-depth. If you do not have automotive knowledge and access to the proper hand tools **DO NOT** attempt to perform this installation yourself. Have a trained technician perform the install.

Installation Time: Recommended installation time is 6 to 7 hours.

WARRANTY DISCLAIMER - Fast Intentions, Inc. offers a Limited Lifetime Warranty on all welds and craftsmanship with our Long Tube Headers. We will only ensure proper fit with either the stock Cat-Back Exhaust system or the FI TDX CBE. If you have a different aftermarket exhaust system other than the Fast Intentions system, and it does not fit up correctly, **DO NOT** force it to fit. Doing so will void the warranty on your headers and can cause the entire system to be in a bind, potentially resulting in severe damage to the headers.

PARTS INCLUDED:

Driver side long tube header
Passenger side long tube header

INSTALLATION ACCESSORIES INCLUDED:

2 - 2 bolt gaskets
4 - 3/8" bolts
4 - 3/8" nuts
4 - Black wires
2 - Blue wires
2 - White wires
16 - Pieces of heat shrink tube
3 - Zip ties
2 - Pieces of plastic loom
1 - Clamp
1 - 6mm nut

1) Completely cool down the engine compartment of the car. You may accelerate this process with the aid of a fan. **(Failure to do this can cause serious burns to your hands and arms.)**

2) With a 10mm wrench remove the ground terminal on the battery.

*****Infiniti G37 Coupe SKIP TO STEP 4!!!*****

3) **2009+ 370Z ONLY:** Remove the strut tower brace. In order to do this, you will need a 14mm socket and ratchet.

4) Disconnect both mass air meter plugs and completely remove both stock air boxes along with both intake arms.

5) At this point you can see the top heat shields that are bolted to the top of the stock exhaust manifolds. There are 3, 10mm bolts per side holding the heat shields on. With PB blaster or WD-40 soak all six bolts. Let them soak and proceed to Step 6. You will remove the bolts and heat shields later.

6) If you have a stock cat back exhaust system you will need to remove the front Y-Pipe. To do so you will need a 14mm wrench.

7) Remove the stock catalytic converters. To do so, you will need a 14mm deep well swivel socket, 2-foot extension, ratchet, 7/8" wrench and 12mm wrench. Draw a line from the bushing on the steering rack up the steering knuckle of the steering shaft. What this line will do is ensure that, once it is time to re-install the steering knuckle, it will go back on with the correct alignment. With the 12mm wrench you will remove the bolt holding the steering shaft to the steering knuckle. About halfway up the steering shaft there is a "C" clip. Pull the "C" clip off. Now you can slide the steering shaft up out of the way.

8) Remove the stock brace underneath the catalytic converters. You will not re-use this brace. Unplug both rear O2 sensors. With a 7/8" wrench unscrew both rear O2 sensors. DO NOT touch or get any oils on the O2 sensor probe itself. Mark both O2 sensors accordingly, driver and passenger. Set them aside, you will re-install them later.

9) The top flange of the stock catalytic converters is a 3-bolt configuration. You will need to remove the 2 bolts from top side of the engine compartment. Start with the driver side by feeding the 14mm swivel socket along with the two-foot extension and ratchet down to the upper outer bolt. Once the bolt is removed, remove the lower nut from the stud. Repeat this same process for the passenger side. Once this process is completed go back underneath the car and remove the upper, inner nut from the stud. Repeat this process on the other side and, at this point, both catalytic converters should be removed.

10) Remove the bolts holding on the top heat shields of the stock exhaust manifolds. You will need a 10mm wrench for this. Once all three bolts are out on each side, go back underneath the car.

11) Starting with the driver side, pull the heat shield out. This may require some thinking and finagling to get out. Once it is out, remove the passenger side heat shield. You will need to reach up clock the heat shield upside down. Once you do this, it should come out. Again, it may require some thinking and finagling.

12) Remove the driver side stock exhaust manifold. This will require a 14mm wrench. Some nuts are easier to get with a 14mm swivel socket and extension. Once all 6 nuts are removed you may slide driver side manifold out from the bottom of the car. If any of the studs come out with the nuts, you will need to remove the nuts from the studs. Once the nuts are removed from the studs re install the studs using a torque tip socket. Make sure the stock metal manifold gasket stays on the studs. You will re-use this gasket with the FI Long Tube Header.

13) Remove the passenger side stock exhaust manifold. This process is nearly identical to Step 12, with one exception. There is an engine ground bolted to one of the studs on the exhaust manifold. The other end of the ground is bolted to the chassis of the car. Loosen the chassis-side bolt and flip the ground 180 degrees and re-tighten. If done correctly it should now be facing the front of the car, as shown in the picture below.



(Step 13 Continued...)

Install other end of ground to the bracket located on the timing chain cover of the engine. This will require a 10mm wrench. Demonstration is shown in the picture below.



14) Install the driver-side FI Long Tube Header. Feed the header up from underneath the car.

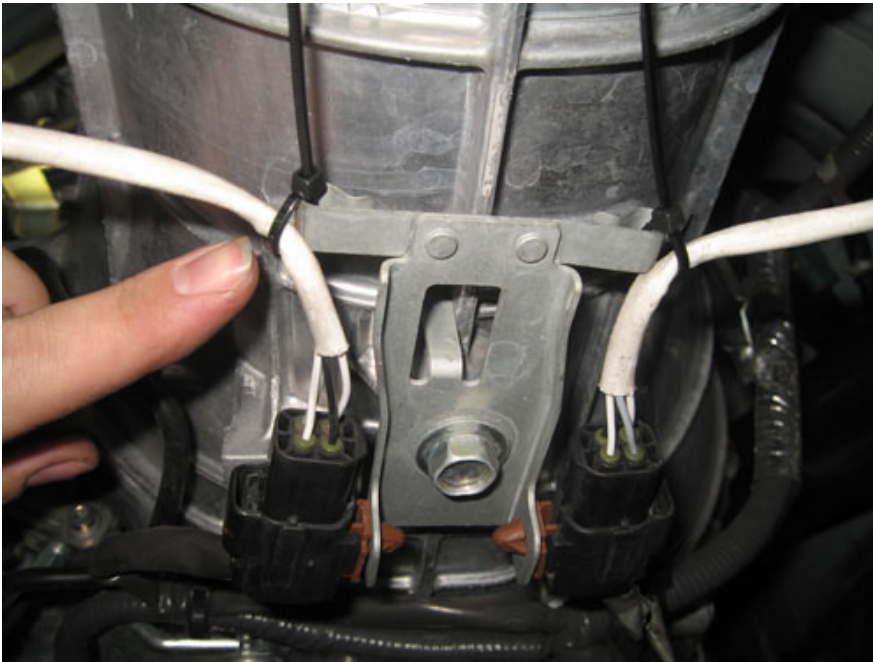
Ensure the stock metal manifold gasket is installed between the header and the head of the engine. Failure to do so will cause a massive exhaust leak.

You will re-use the 6 stock 14mm nuts that came off the stock manifolds. Snug up all 6 nuts and then tighten them down starting from the inside towards the outside. It is imperative that you tighten in this method to ensure a good seal.

15) Install the passenger-side FI Long Tube Header. This process is identical to Step 14.

16) Re-install the stock Y-Pipe to your cat back exhaust system to the 2-bolt flanges located on the bottom of the headers. This will require 2, 9/16" wrenches. You will use all 4, 3/8" bolts and nuts supplied along with both 2-bolt gaskets supplied. Align and completely tighten down the exhaust system.

17) Install the rear O2 sensors into the J-Bend on the headers. Earlier you marked each O2 sensor to its corresponding side. Make sure you install them in their proper sides and location. Tighten them completely down and plug them back into the wiring harness. Use 2 of the zip ties supplied as shown in the picture below.



18) Re-install the steering shaft to the steering knuckle. First, slide the shaft back down and re-install the “C” clip. The shaft can be clocked one of four ways. Make sure it gets clocked back the way it came off or the steering wheel will not line back up correctly. Once this is done, slide the steering knuckle back onto the steering rack and make sure the line you drew earlier is lined up. If it is not lined up, the steering wheel will not be straight. Once it is confirmed that this is all correct, re-install the 12mm bolt and tighten it down. (DO NOT FORGET TO TIGHTEN IT BACK DOWN).

19) Go back up (top side) and re-install both stock air boxes and intake arms. Remember to plug the mass air meters back in.

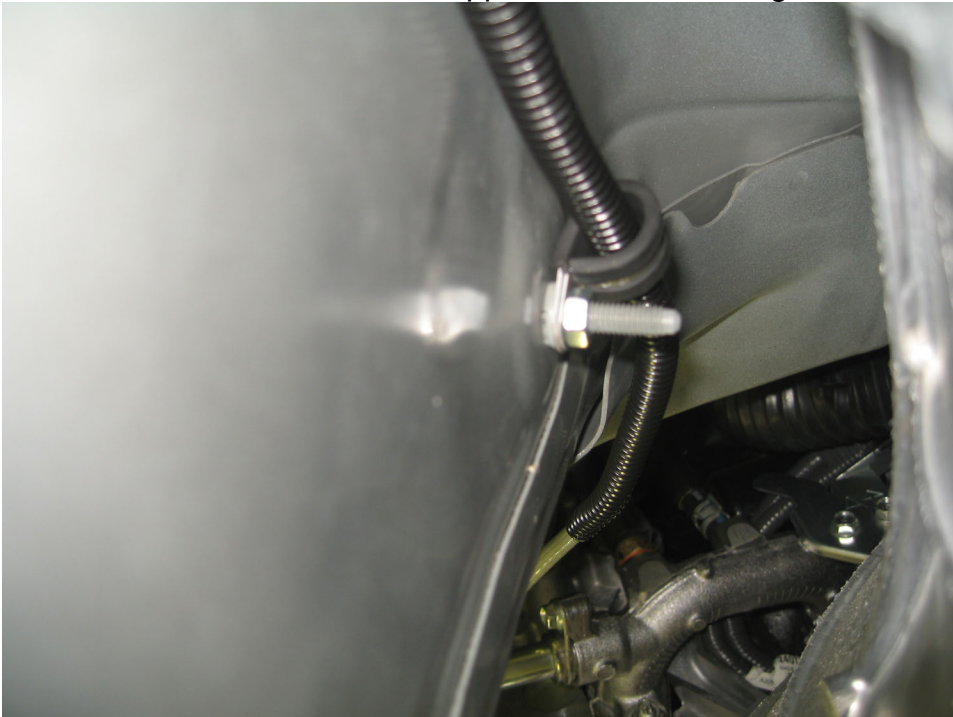
20) It is time to lengthen your front O2 sensors. You will use the 8 wires and 16 pieces of pre-cut heat shrink wrap supplied. Everything is already pre-cut to the proper length. You will first need to strip the ends of the wires. **DO NOT SHORTEN THE WIRES OR YOUR O2 SENSORS WILL BE TOO SHORT.** Start with the driver side by cutting one wire at a time. All the wires are color coded. Use the same color wire we supplied with its same color of the existing O2 sensor.

(Step 20 Continued...)

- a) Slide the stock heat sleeve all the way to the top of the O2 sensor. You will retain this stock heat sleeve. Everything is supplied except the solder and soldering iron. If you cannot complete this task take the O2 sensors to someone who can. You will need to solder the wires we supplied in line to lengthen your O2 sensors. Make sure you slide two pieces of heat shrink wrap over the wire before you solder both sides. Make sure that you do not cross the two black wires. If you accidentally cross these two, the O2 sensors will not function properly. To avoid this, lengthen one wire at a time from start to finish. This will minimize the possibility of a mishap.
- b) Once all 4 wires are lengthened and the heat shrink is shrunk down, double check to make sure you did everything correctly. Upon verification, take one piece of the supplied plastic loom and install it over the O2 sensor, starting at the bottom and working your way up. It should end just past where the bottom of the stock heat sleeve sits, so the two overlap. Remember, the stock heat sleeve needs to be all the way up at the top of the O2 sensor by the plug.

21) Repeat the identical process from Step 20 for the passenger side O2 sensor.

22) Install the O2 sensors starting with the driver side. The easiest way is to install it from the (top side) by plugging it back into the wiring harness and then letting it hang down behind the engine. Go back underneath the car and slide the wire back into the factory clips. Halfway down the transmission tunnel on the driver side there is a factory stud sticking out. Use the clamp that we provided along with the 6mm nut. Put the O2 sensor wire through the clamp and insert the clamp over the stud and tighten it down. (As shown in the picture below). This will ensure the O2 sensor wire stays tucked up away from the transmission. Screw the O2 sensor in to the supplied O2 sensor bung of the header.



23) Repeat the identical process for the passenger side O2 sensor as step 22 with one exception. There is no clamp to tie the O2 sensor up in the passenger side of the transmission tunnel. Instead use the last zip tie we provided to secure it up to the transmission wiring harness as shown in the picture below.



24) Go back (top side) and re-install the strut tower brace.

25) Re-install the negative terminal on the battery.

26) Perform the window reset test. To do so, perform the following steps:

- a) Push the ignition to the ON position.
- b) Close the driver door.
- c) Open the window completely by operating the power window switch.
- d) Pull the power window switch and hold it to close the window, and then hold the switch more than 3 seconds after the window is closed completely.
- e) Release the power window switch. Operate the window by the automatic function to confirm the initialization is complete.
- f) Perform steps (b) through (e) above for the passenger window.

You are now completed, and we suggest you do perform a thorough post inspection to ensure you re installed everything and did not miss any steps. Once you are confident that everything is correct you may start the car. Once you start it, you will notice smoke and it will smell. Mileage will cause the smell to go away and after letting the car idol for 10 minutes the smoke will go away. Check for exhaust leaks both (top and bottom side).

DISCLAIMER: The Fast Intentions, Inc. Long Tube Headers are intended FOR OFF-ROAD USE ONLY. They are not street legal and, in most cases, will not pass smog checks/tests. If you choose to install and run these on the street, Fast Intentions, Inc. assumes no liability for your actions!