



## Concept Z Performance 350Z & G35 Power Steering Cooler Upgrade Installation Guide

Thank you for your purchase of the CZP power steering cooler upgrade kit. Please make sure your kit came with all of the necessary components listed below:

- 1x Setrab Series 6 Cooler Core (10 & 13 row cores available)
- 2x Setrab -6 AN to 22mm Port adapter fittings (for cooler core to AN fittings)
- 1x Setrab 90 degree -6 AN Push on Fitting (for the power steering line to AN fitting)
- 1x Setrab Straight -6 AN Push on Fitting (for the power steering line to AN fitting)
- 1x CZP Universal Lower Bracket
- 1x CZP 3/8" Power Steering Oil Line
- 1x CZP 350Z/G35 Power Steering Cooler Upgrade Install Hardware Kit
- 1x CZP M6 Rivnut Tool (G35 Only)
- 2x M6 Rivnuts for Fiberglass/Plastic (G35 Only)

1. Remove the front bumper cover to fender mounting bolts (upper circles) as well as the bolt that holds the L-shaped bumper cover bracket to the headlight (lower circle). There are three total bolts holding each of the corners of the bumper cover where it meets with the fender.



With the wheel turned inwards slightly, you can push the fender liner out of the way slightly and gain access to the two bolts going up into the fender and the one bolt going upward, mounting the bumper bracket to the headlight. All three are 10mm and may require the use of an extension.(Repeat for both sides)

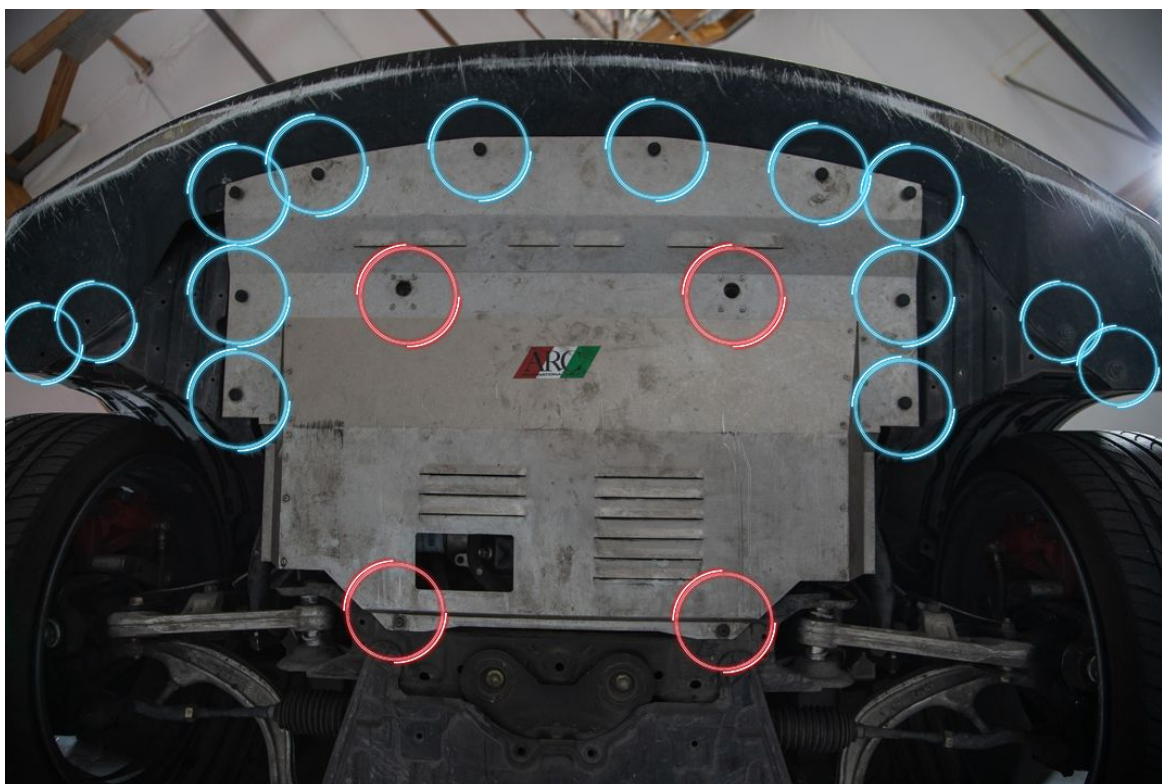




2. Open the hood and remove the six plastic pop-clips holding the bumper cover to the front core support with a prying tool.



3. Lift the car and remove the 10mm bolts (Red: Bolts) and plastic pop-in clips (Blue: Pop Clips) along the bottom of the bumper cover and fender splash shields that hold the under tray in place.

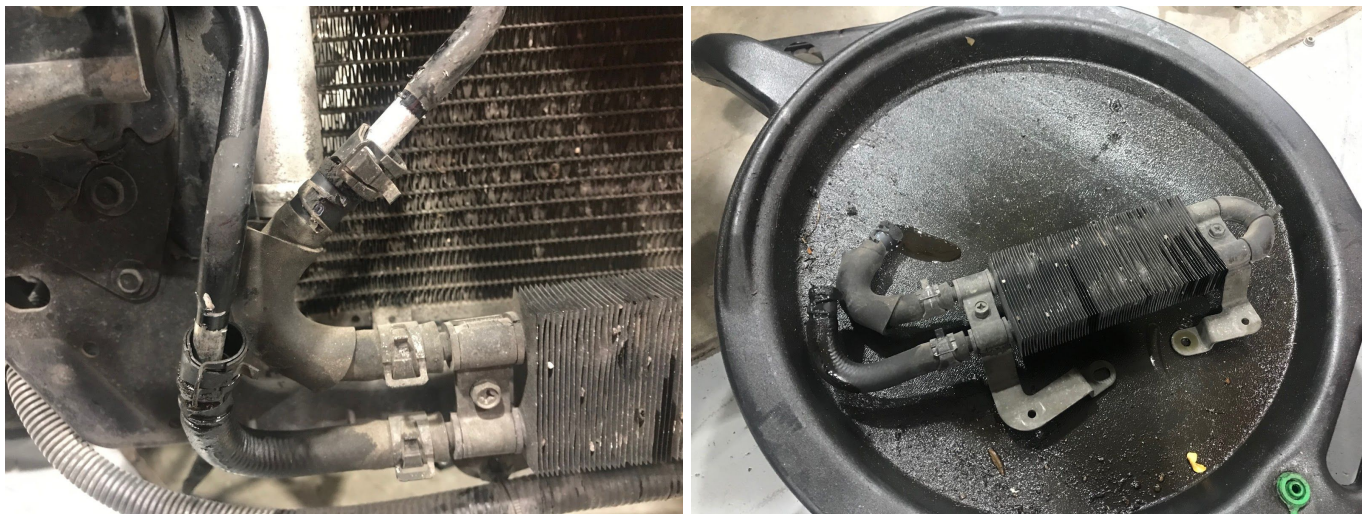




- Carefully remove the bumper cover. With two people, gently pull the bumper cover forward and away from the body of the car. Removing the aluminum crash bar is not necessary but does free up space and makes the install easier.



- Disconnect the stock power steering cooler and drain the old power steering fluid.



- For 350Z/G35's with the VQ35DE:** Remove the coolant overflow tank if it's in the way of your power steering lines, as we are removing the last section of the stock power steering cooler hard tubes that go through the core support  
**For 350Z/G35's with the VQ35HR:** Remove the passenger side intake airbox if it's in the way of your power steering lines, as we are removing the last section of the stock power steering cooler hard tubes that go through the core support

7. Remove the spring clamps and hose from the hard lines located on the outside of the frame rail (blue circles).



8. Remove the 10mm bolt securing the bracket that is holding the lines to the front core support, snip the zip tie holding it together and remove the bracket and rubber grommet as well as the two hard lines it was used to secure.





9. Attach the lower mounting bracket to the cooler core with the four of the supplied 10mm bolts, rubber washers and lock nuts. Use the 4 rubber washers in between the bracket and the cooler core to insulate the assembly.



10. Fill up the cooler core all the way with fresh Nissan power steering fluid to avoid a dry start situation and to help purge all of the the air in the lines and cooler faster. Do not use store-brand power steering fluid; you can use Dexron ATF III or higher, if Nissan fluid is not available to you.



11. Apply a dab of fresh oil to the o-ring seal and thread the -6 AN to 22mm adapter fittings to the top of the cooler core and tighten them down.

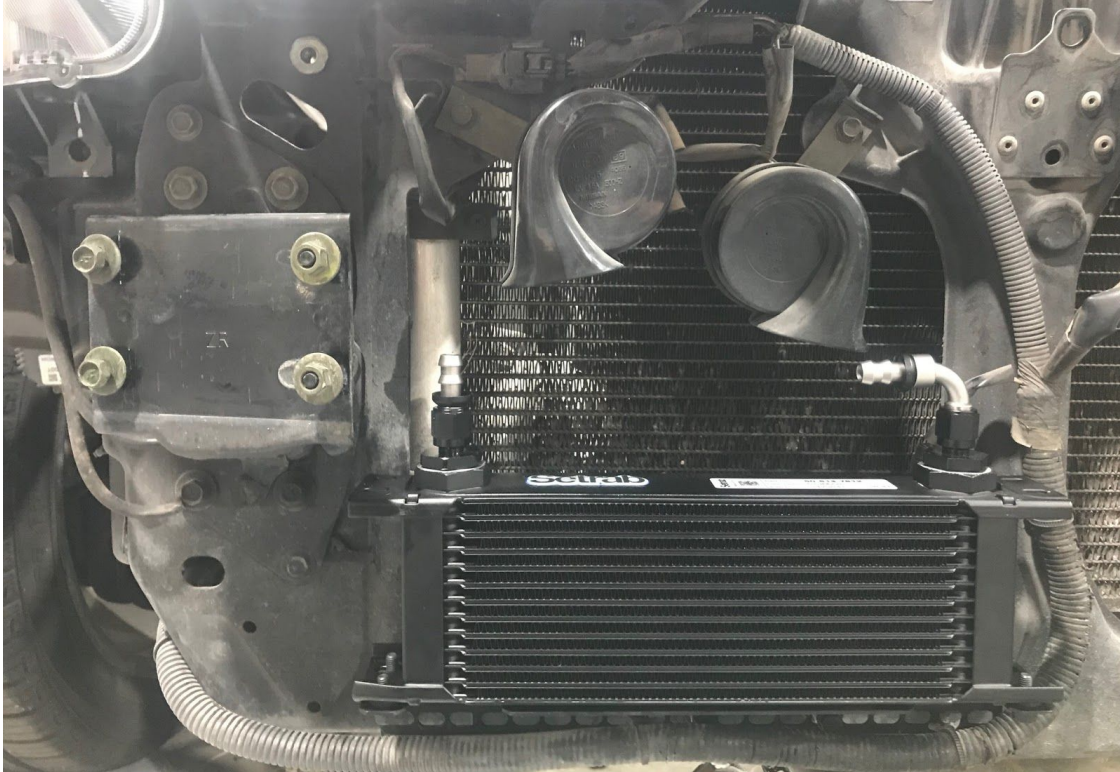


12. **For 350Z:** Mount the cooler to the 2 factory oil cooler M6 mounting holes using the two longer M6 bolts making sure to place the aluminum M6 spacers between the core support and the bracket to space it out from the factory bulge that is molded into the core support for the receiver dryer tank.
- For G35:** Drill two holes in the lower core support with a 5/16" drill bit. You are only drilling through a thin layer of FRP so you don't need to press hard or drill far at all. In fact, if you go 2 or 3 inches too far you can hit the radiator end tank which is not good so **be careful**. Install the M6 Rivnuts in the holes with the supplied tool. Mount the cooler to the two M6 rivnuts you just installed, using the two longer M6 bolts making sure to place the aluminum M6 spacers between the core support and the bracket to space it out from the factory bulge that is molded into the core support for the receiver dryer tank.

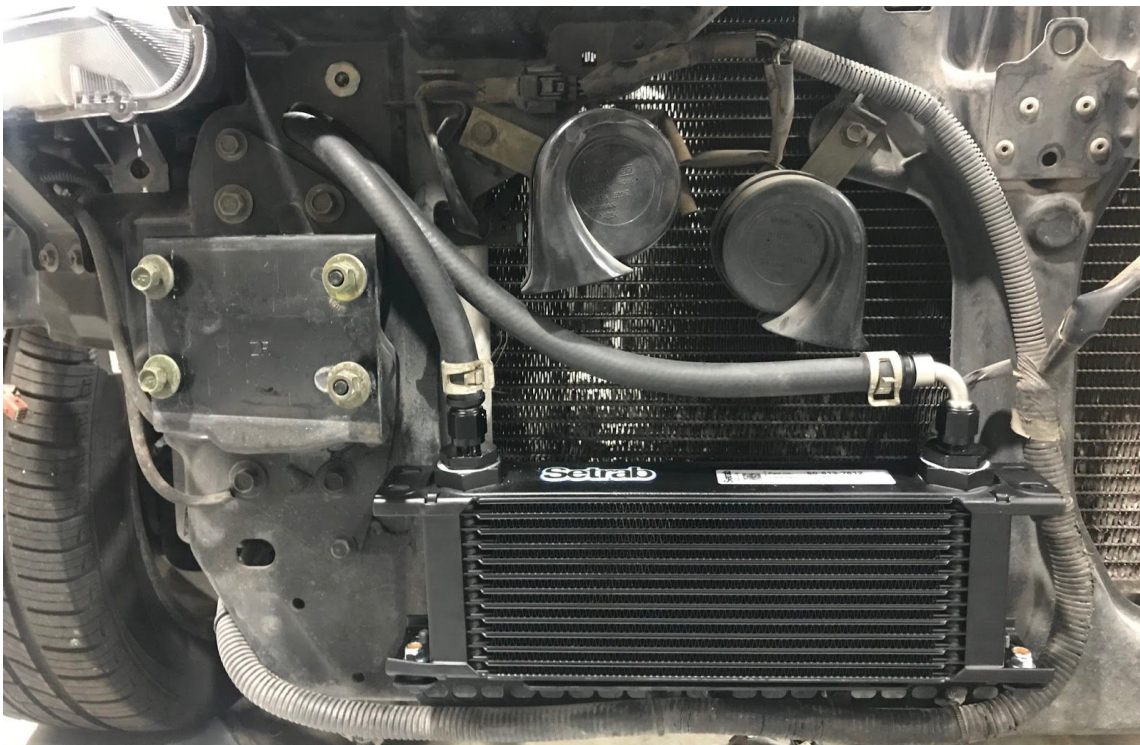




13. Attach the -6AN push-on fittings with the straight fitting on the outer side and the 90 degree fitting on the inner side pointed towards the other fitting and tighten them both down.



14. Attach the 3/8" oil hose to one of the stock oil cooler hard lines that we removed the clamps from in step # 7 and run it through the core support to the straight -6AN push-on fitting on the cooler core and cut it to length. Install it fully onto both sides reusing the stock clamps on each end. Route the remaining line from the 90 degree fitting to the other stock power steering hardline and trim it down to the correct length if necessary, making sure to use the stock clamps on both sides.





15. Refill the reservoir with fresh Nissan power steering fluid or a compatible replacement. Do not use store-brand power steering fluid; you can use Dexron ATF III or higher, if Nissan fluid is not available to you.
16. Start the car and check for oil leaks from the lines or cooler. If any leaks are found, shut the car off immediately and tighten the loose fitting. Repeat step #16 until no oil leaks are present.
17. Slowly turn the steering wheel from side to side multiple times (5-10 at least) making sure to reach full lock in each direction to bleed out air caught in the system.
18. Top off the power steering reservoir one last time.
19. Remount the front impact bar if removed in step #4.
20. Reinstall the coolant overflow tank or passenger side intake airbox if removed in step #6.
21. Secure the oil cooler lines up and out of the way with some zip ties or other fasteners of your choice.
22. Reinstall the front bumper cover and splash-shield/under-tray with the 10mm bolts and plastic pop clips from earlier.

Now you're ready to push your car to its limits without fear of overheating your power steering system!

