

KINETIX

Racing

NEW V+

PERFORMANCE PLENUM

350Z / G35

2003-2006

**** DO NOT OVERTIGHTEN BOLTS****

DO NOT RETIGHTEN BOLTS AFTER INITIAL INSTALLATION
DO NOT "RE TORQUE BOLTS" AFTER INITIAL INSTALL
WASHERS SHOULD NOT BE COMPRESSED INTO PLASTIC

Use RTV Silicone Gasket Sealant when installing

INSTALLATION MANUAL

KINETIX

Racing

1026 Fuller St.
Santa Ana, CA 92701
KINETIXRACING.com

CONGRATULATIONS ON YOUR PURCHASE OF KINETIX RACING'S PERFORMANCE PLENUM. INCLUDED YOU WILL FIND INSTALLATION INSTRUCTIONS AND A FEW LISTED KEY TIPS TO LOOK FOR. IF YOU HAVE ANY QUESTIONS AT ALL, PLEASE FEEL FREE TO CONTACT US. THIS INSTALL MANUAL IS ASSUMING YOUR STRUT BAR IS ALREADY REMOVED AND IT IS ALWAYS BEST TO LET THE CAR COOL DOWN FOR AT LEAST AN HOUR BEFORE WORKING UNDER THE HOOD.

TOOLS NEEDED

- FLAT HEAD SCREWDRIVER
- 1/4" DRIVE RATCHET
- TORQUE WRENCH (INCH/LBS)
- 5MM HEX KEY
- PLIERS (NEEDLE NOSE PREFERRED)

HARDWARE INCLUDED

- 5MM HEX KEY
- TUBE OF THREADLOCK
- 12 WASHERS
- 2 LONG HEX HEAD BLACK SCREWS
- 2 WHITE PLASTIC SPACERS
- STAINLESS COOLANT BYPASS WITH BRASS FITTINGS
- 6 SHORT BLACK ALLEN/BUTTON HEAD SCREWS
- (8) strut bar spacer washers
- Bag of throttle body hardware (4) screws and washers
- (1) Black 10mm hex head screw - 25mm long

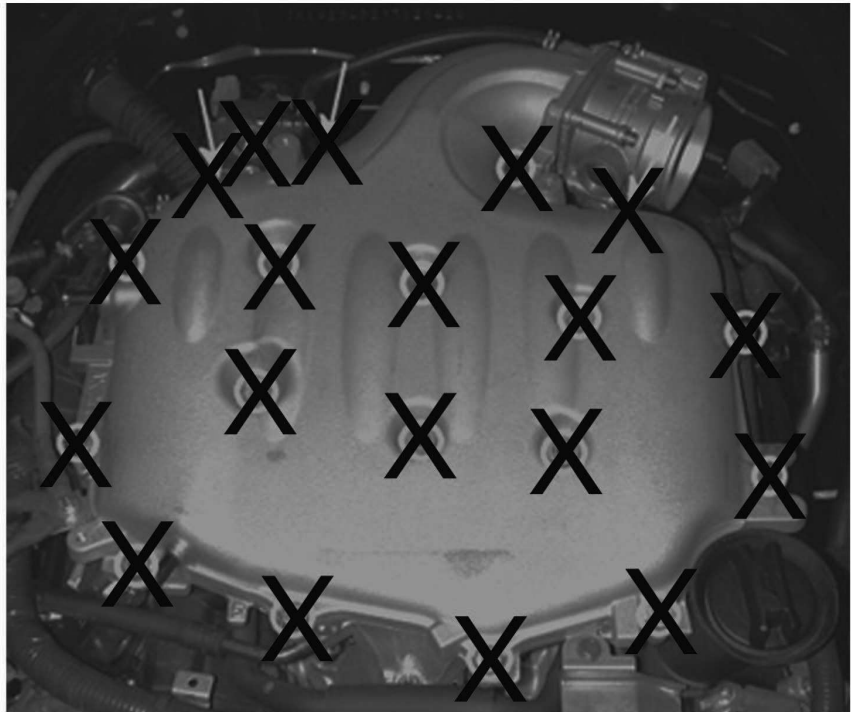
**** DO NOT OVERTIGHTEN BOLTS****

DO NOT RETIGHTEN BOLTS AFTER INITIAL INSTALLATION

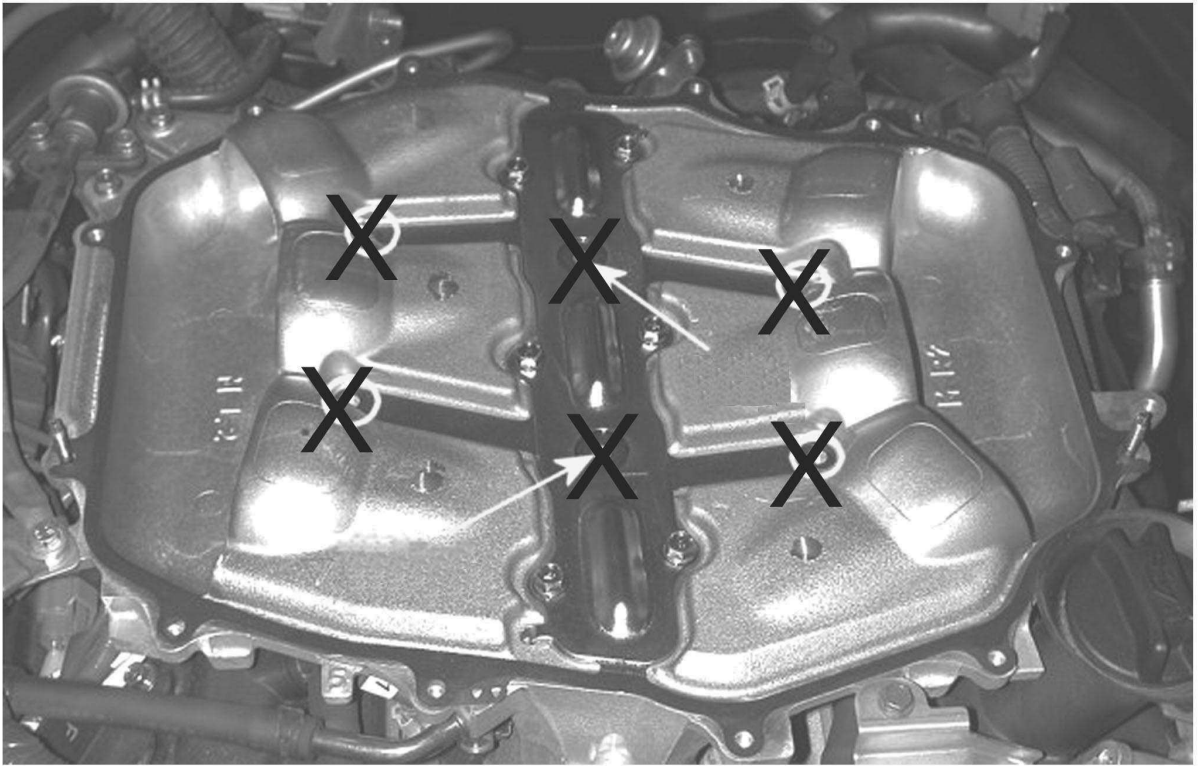
DO NOT "RE TORQUE BOLTS" AFTER INITIAL INSTALL

WASHERS SHOULD NOT BE COMPRESSED INTO PLASTIC

- 1) REMOVE THE ENGINE COVER ATTACHED BY 4 - 10MM BOLTS
- 2) REMOVE THE 16 - 10MM BOLTS AND 2- 10MM NUTS HOLDING THE FACTORY PLENUM (REFER TO PIC BELOW)
- 3) REMOVE THE 2 HOSES CONNECTED TO THE FACTORY PLENUM
1 HOSE ON THE LEFT SIDE AND A SMALLER HOSE BEHIND THE THROTTLE BODY , USE THE PLIERS TO REMOVE THE CLAMPS



- 4) USING THE FLAT HEAD SCREWDRIVER, LOOSEN THE HOSE CLAMP ATTACHING THE INTAKE TUBE TO THE THROTTLE BODY, THEN SLIDE THE INTAKE TUBE OFF THE THROTTLE BODY
- 5) UNPLUG THE GRAY PLUG FROM THE THROTTLE BODY (BEHIND THE THROTTLE BODY)
- 6) LIFT THE PLENUM UP OFF THE LOWER HALF, EXPOSING THE 2 HOSES CONNECTED UNDERNEATH THE THROTTLE BODY
- 7) USING THE PLIERS, REMOVE THE 2 HOSES



8) USING THE ABOVE PICTURE, INSTALL THE 6 SHORT BUTTON/ALLEN HEAD SCREWS TO CAP OFF THE 6 BOLT HOLES MARKED "X" USE THE SUPPLIED 4MM HEX KEY WRENCH AND TIGHTEN THEM DOWN FIRMLY. USE THE TUBE OF THREADLOCK AND APPLY 1 SMALL DROP TO EACH OF THE 6 BOLTS THREADS

9) USE ONLY ONE DROP OF THREAD LOCK PER BOLT. PLACE THE DROP ON THE THREADS NEAR THE TIP OF THE BOLT, NOT UP TOWARDS THE HEAD OF THE BOLT.

10) MAKE SURE TO CLEAN OFF ANY OIL DEPOSITS AROUND THE FACTORY BLACK GASKET.

11) THE FACTORY PLENUM GASKET AND THROTTLE BODY GASKET ARE USED WITH THE NEW PLENUM AND ARE NOT REMOVED.

12) REMOVE THE FACTORY THROTTLE BODY FROM THE FACTORY PLENUM USING A 5MM HEX KEY WRENCH

13) INSTALL THE THROTTLE BODY ONTO THE KINETIX PLENUM USING THE (4) LONG BLACK SCREWS AND LOCK WASHERS SUPPLIED, BE SURE TO NOTE THE THROTTLE BODY'S ORIENTATION WHEN REMOVING AND INSTALL ACCORDINGLY, THE ELECTRONIC PLUG SHOULD BE ON THE OUTSIDE. MAKE SURE TO USE THE FACTORY GASKET. USING THE 5MM HEX KEY WRENCH, TIGHTEN THESE BOLTS DOWN FIRMLY.

14) CONNECT THE (2) FACTORY COOLANT HOSES THAT WERE LOCATED UNDER THE THROTTLE BODY WITH THE SUPPLIED STAINLESS COOLANT BYPASS. NOTE THE ORIENTATION OF THE LINES AND INSTALL THE BYPASS ACCORDINGLY. THE BYPASS SHOULD HAVE ONE FITTING TOWARDS THE REAR OF THE CAR AND POINTING TOWARDS THE GROUND, AND THE OTHER FITTING SHOULD BE POINTED OUT TOWARDS THE DRIVER'S SIDE HEADLIGHT.

15) USE THE FACTORY COOLANT HOSE CLAMPS TO SECURE THE FITTINGS.



16) PLACE THE PLENUM DOWN ONTO THE LOWER HALF OF THE MANIFOLD. MAKE SURE THE RUBBER SEAL AROUND THE OIL CAP CLEARS THE PLENUM.

17) HAND THREAD THE SUPPLIED 10MM BLACK HEX HEAD SCREW INTO THE HOLE MARKED "X" CLOSEST TO THE THROTTLE BODY OPENING. MAKE SURE TO USE A SUPPLIED WASHER UNDERNEATH THE SCREW HEAD. PROCEED TO HAND THREAD THE REMAINING (9) FACTORY SCREWS AND (2) NUTS IN THE HOLES MARKED "X". MAKE SURE TO USE A SINGLE WASHER UNDERNEATH EACH MOUNTING POINT AND ALSO A SINGLE DROP OF THREADLOCK.

18) ONCE ALL THE BOLTS/NUTS HAVE BEEN THREADED YOU CAN BEGIN TO TIGHTEN THEM DOWN.

19) GO AROUND AND TIGHTEN THE 10MM HEX BOLTS DOWN WITH A LIGHT AMOUNT OF TORQUE, ONE BY ONE.

20) GO AROUND AGAIN AND TIGHTEN THE BOLTS DOWN USING A TORQUE WRENCH IF AVAILABLE. TORQUE THE BOLTS TO 6 FT/LBS OF TORQUE OR AN EQUIVALENT 72 INCH/LBS OF TORQUE.

*** DO NOT OVERTIGHTEN. If you do not have a torque wrench, tighten bolts with a SINGLE hand grasping the head AND handle of the ratchet.

21) CONNECT THE 2 FACTORY HOSES TO THE BRASS FITTINGS ON THE KINETIX PLENUM, 1 ON THE LEFT SIDE AND 1 ON THE REAR.

22) RECONNECT THE INTAKE TUBE TO THE THROTTLE BODY AND TIGHTEN DOWN THE HOSE CLAMP WITH THE FLAT HEAD SCREWDRIVER.

23) PLUG IN THE THROTTLE BODY TO THE GREY ELECTRICAL PLUG

24) USING THE FACTORY BOLTS, REMOUNT THE FACTORY BRACKETS INCLUDING THE INTAKE TUBE AND THE SMALL EMISSIONS CONTROL BRACKET TOWARDS THE REAR OF THE PLENUM.

25) USE THE 2 WHITE PLASTIC SPACERS BENEATH THE 2 REAR ENGINE COVER MOUNTING POINTS AND ABOVE THE 2 BRASS INSERTS TOWARDS THE FRONT OF THE PLENUM. INSTALL THE ENGINE COVER USING THE 2 FACTORY NUTS FOR THE FRONT MOUNTING POINTS, AND THE LONGER HEX HEAD BLACK SCREWS FOR THE REAR ENGINE COVER MOUNTING POINTS, GOING THROUGH THE SPACERS AND INTO THE INSERTS.

26) REINSTALL THE STRUT BAR USING THE (8) SUPPLIED BLACK SPACERS. (1) SPACER UNDERNEATH EACH MOUNTING POINT. DO NOT START THE CAR FOR AT LEAST 2 HOURS, SO THE THREADLOCK HAS TIME TO CURE.

THE INSTALLATION IS NOW COMPLETE