

Concept Z Performance 370Z, G37 & G35 Engine Oil Cooler Kit Installation Guide



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

- 1x Setrab Oil Cooler Core (19, 25 or 34 row core)
- 1x Mocal Sandwich Plate (thermostatic or non-thermostatic)
- 4x Setrab -10 AN to 22mm adapter fittings w/ O-ring (for cooler core & sandwich plate to AN lines)
- 1x CZP Universal Oil Cooler Lower Mount
- 1x CZP Z34/V36 Oil Cooler Upper Mount
- 1x CZP -10 AN SS Oil Cooler Line Long
- 1x CZP -10 AN SS Oil Cooler Line Short
- 8x M6x1.0x16mm Serrated-Flange Hex Head Bolts
- 2x M6x1.0 No-Slip Clip-On Barrel Nuts
- 6x M6x1.0 Nylon-Insert Flange Locknuts
- 4x M6 Weather-Resistant EPDM Rubber Washers
- 1x Rubber edging (2in)

1. Remove the front bumper cover mounting bolts (yellow circle). There is a mounting bolt under each of the corners of the bumper cover where it meets with the fender.



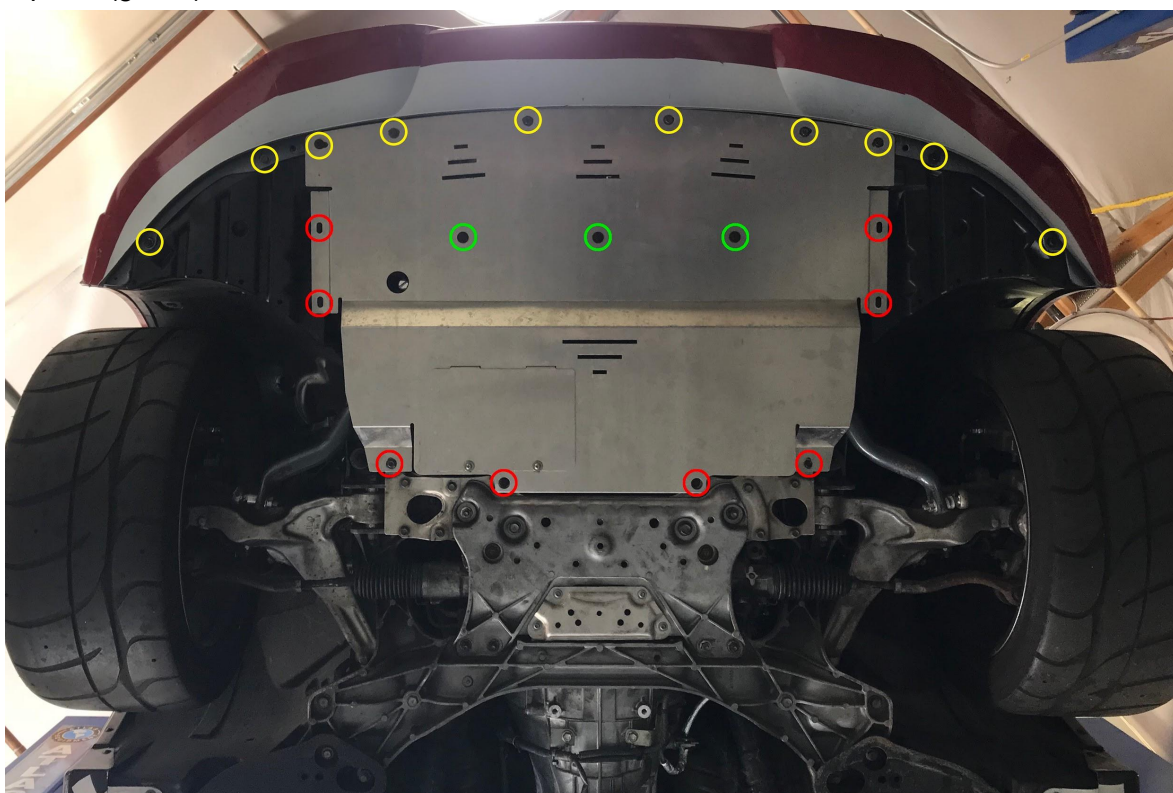
With the wheel turned in, you can push the fender liner out of the way slightly and gain access to the 10mm bolt.



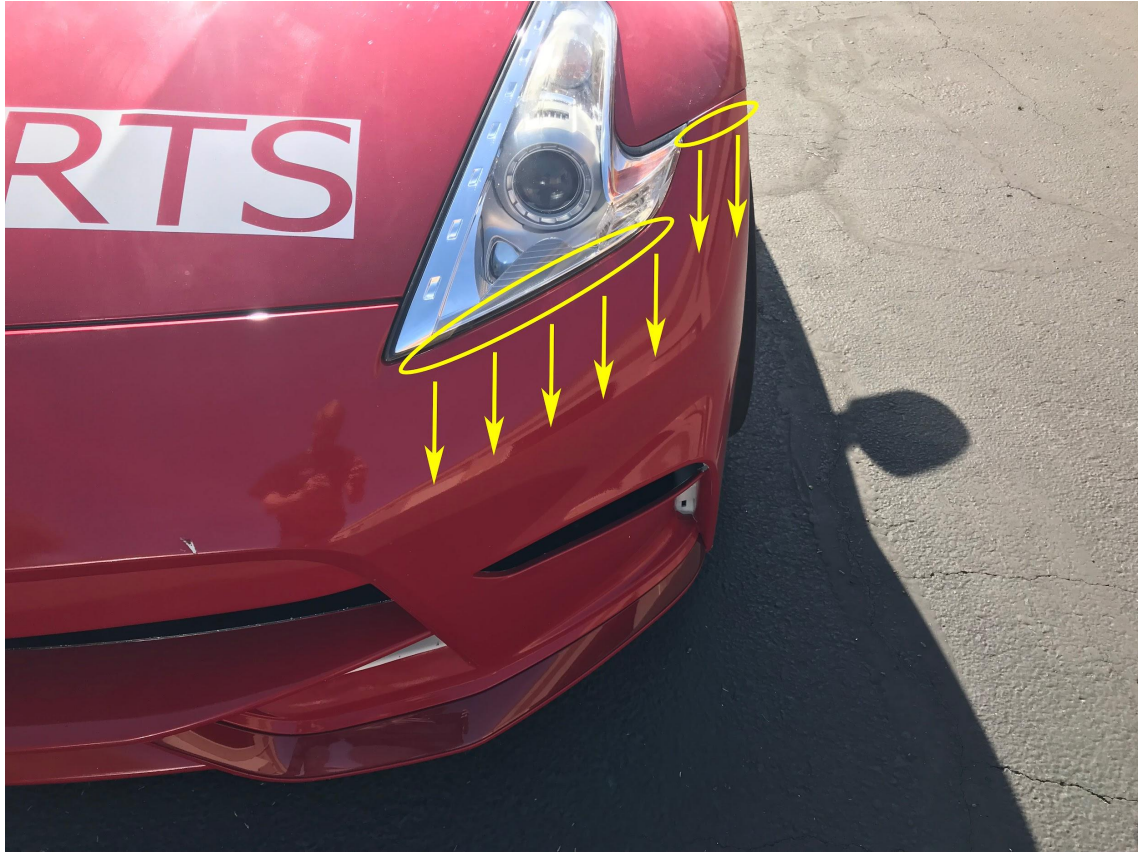
2. Open the hood and remove the 7 plastic pop clips (green circles) holding the bumper cover to the front core support with a prying tool.



3. Lift the car and remove the ten 10mm bolts along the bottom of the bumper cover (yellow circles), the eight 10mm bolts holding on the splash shield (red), as well as the three plastic pop clips also holding the splash shield in place (green).



- Carefully remove the bumper cover. There are clips located next to the where the mounting bolt was as well as below the headlight. A small tug on each side should pop the bumper loose.



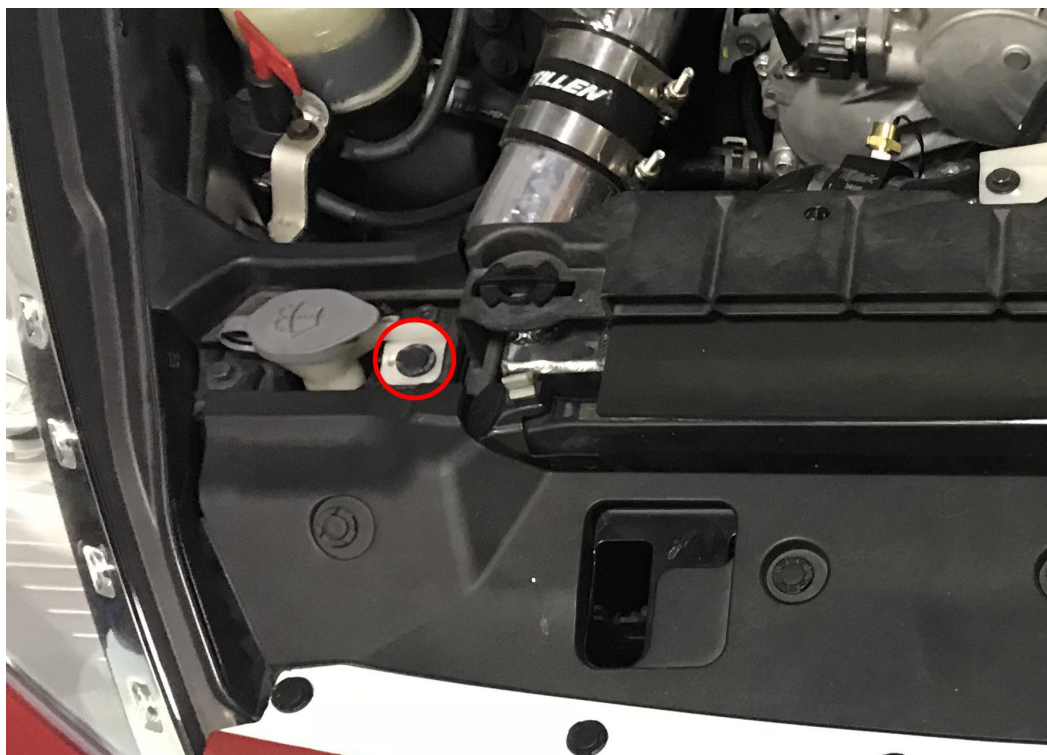
- Drain the engine oil and remove the engine oil filter from the upper oil pan.
- Attach two of the -10AN to 22mm adapter fittings to the Mocal sandwich plate making sure to use a dab of oil on the O-ring before tightening to make sure it's well lubricated and seats properly without twisting or ripping.



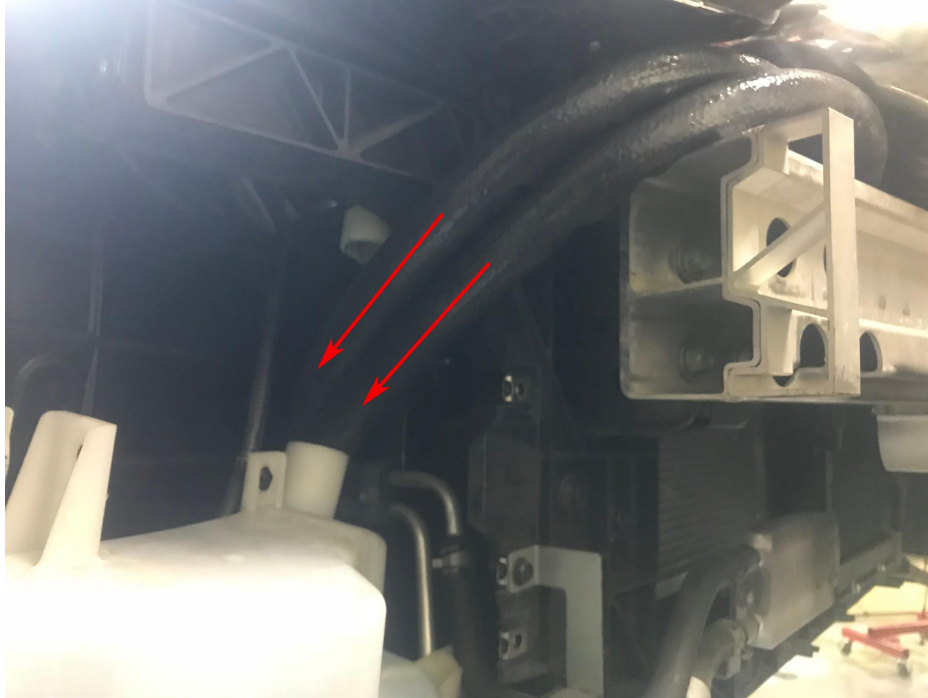
6. Apply a small amount of oil to the o-ring on the back side of the sandwich plate then attach the oil sandwich plate to the upper oil pan where the engine oil filter was removed from and tighten it down with a 1 inch socket to approximately 25 ft/lbs. **For 2009-2011** vehicles orient the sandwich plate so the fittings point toward the front of the car, between the alternator and sway bar leaving clearance between both (as pictured below). **For 2012+** models with a stock coolant to oil cooler you must clock the sandwich plate so the lines are facing left and slightly down towards the front subframe making sure to not let the lines make contact with the subframe (not pictured).



7. Remove the plastic pop clip (red circle) holding the windshield washer fluid reservoir fill neck in place. Gently pull up on the filler neck and remove it from the engine bay.



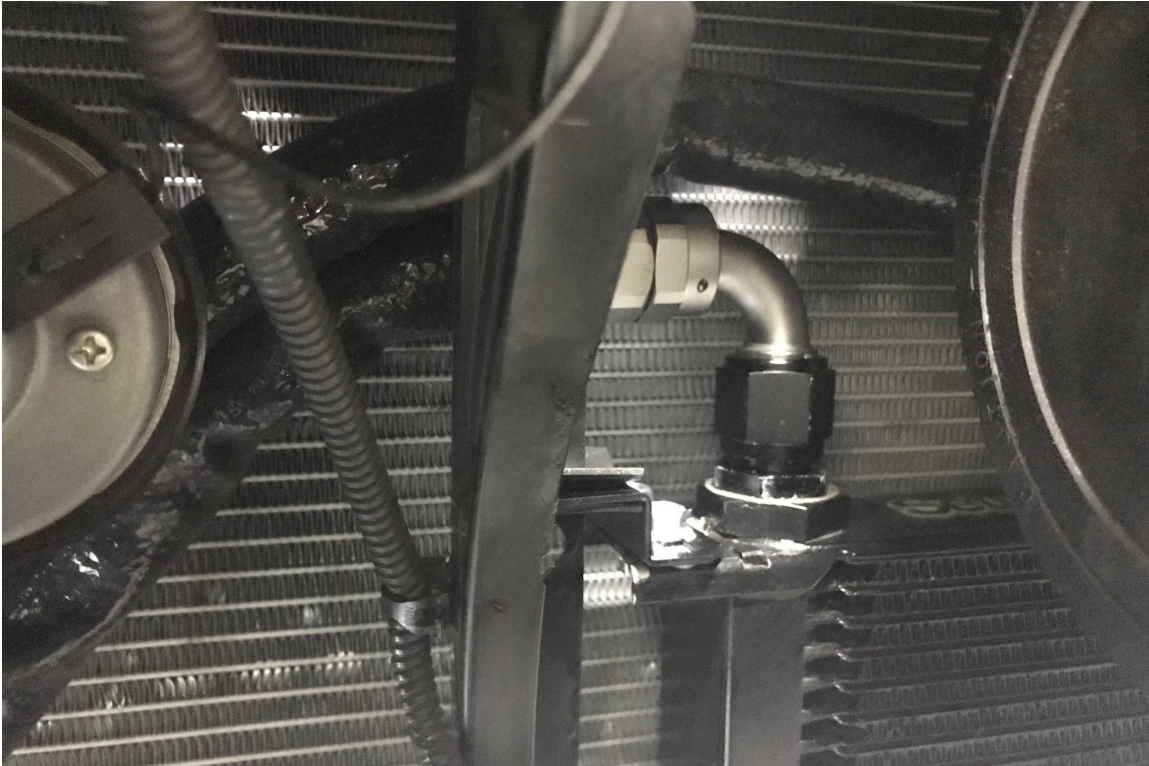
8. Remove the three 10mm bolts holding on the windshield washer fluid reservoir and pull it aside while leaving the wiring and hoses connected. You can either disconnect the harness connectors, or leave it hanging in the engine bay.
9. With the two 120 degree fittings on the AN oil lines matched up, feed the lines into the opening behind where the washer reservoir mounts in between the frame rail and front subframe, along the power steering cooler lines, towards the oil pan and oil sandwich plate.



10. Now attach one of the lines to the upper fitting on the new Mocal sandwich plate and tighten it down, then do the same with the other line. (it doesn't matter which line is which, the cooler will work in either flow direction).
11. Make sure the oil sandwich plate and both of the fittings and lines going to it are tight then go ahead and install your new oil filter. Reinstall your oil drain plug at this time if you haven't already.



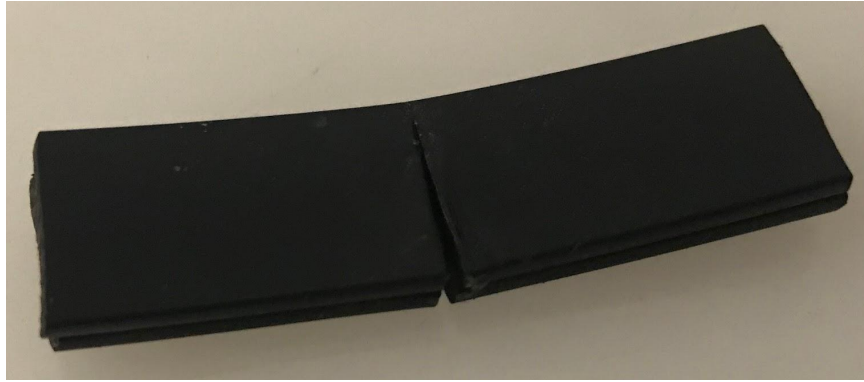
12. With one side of the lines hooked up, take the other side of the lines and wrap them over the front impact bar and in between the radiator/condenser and the vertical center brace for the front core support, where the top of the cooler core will mount.



13. Attach the lower mounting bracket to the cooler core with the four supplied 10mm bolts and lock nuts **make sure to insert the bolts from the bottom to avoid clearance issues**. Use the 4 rubber washers in between the bracket and the cooler core to insulate the assembly.



14. Attach the upper bracket to the cooler core with the two supplied 10mm bolts and lock nuts. At the same time take the small section of rubber edging and cut a slit down the middle and slot it into the small gap on the upper bracket.



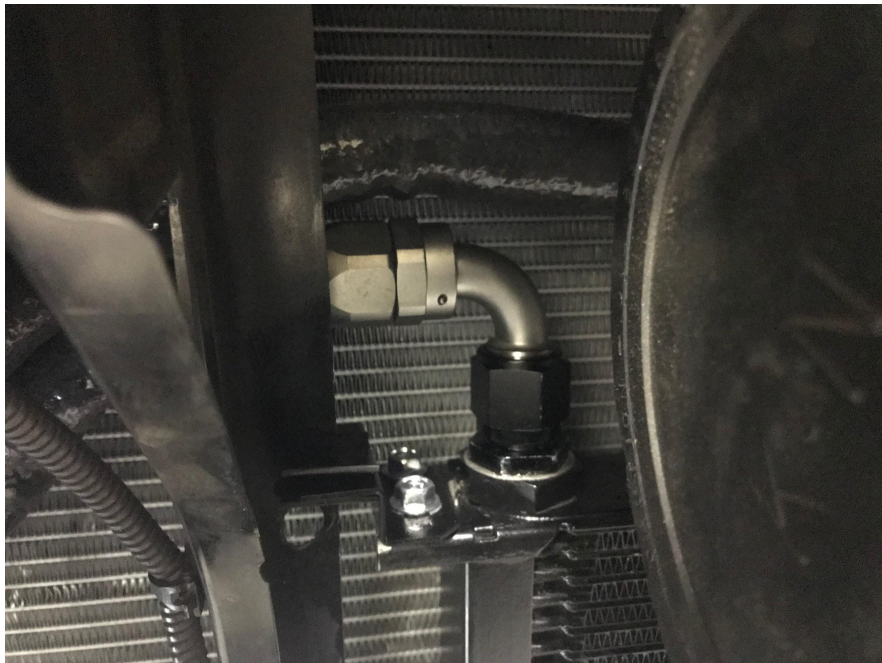
When both of the brackets have been installed, your core should look something like this:



15. Mount the supplied clip on barrel nuts to the drivers side of the front core support opposite the power steering cooler.
16. Fill up the cooler core with fresh oil to avoid a dry start situation and to help purge all of the air in the lines and cooler faster.
17. Apply a dab of fresh oil to the o-ring seal and thread the remaining two -10 AN to 22mm adapter fittings to the top of the cooler core and tighten them down.



18. Attach the 90 degree lines to the -10 AN fittings on the cooler core and tighten them down.
19. Slide the cooler into place on the front core support and slot the upper bracket onto the center vertical brace of the core support.



20. Now with the cooler in position, screw the two 10mm bottom mounting bolts into the barrel nuts installed in step #17.



21. Now that the oil cooler kit is fully installed, fill the car up with the manufacturer recommended amount of oil. We recommend filling the car with an extra half quart of engine oil since the lines and cooler most likely still have some air trapped inside them.

22. 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 #22 until no oil leaks are present.

23. Let the car sit for a minute or two, check the engine oil level and top it off if necessary.

24. Remount the windshield washer reservoir using the three 10mm bolts that were removed earlier.



25. Slide the windshield washer reservoir neck back into place and apply a bit of pressure for it to “pop” back into the reservoir. Secure with the original pop clip.
26. Reinstall the front bumper cover and splash shield 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 engine oil!



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370Z Nismo Models Only:

When mounting the oil cooler core, it may be necessary to remove the Yamaha/Autech damper and reinstall it flipped horizontally as shown below.



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