



## FS Performance Engineering

### Nissan 370Z (2009-2019) Front Splitter V1 & V2 Installation Instructions

#### **Tools Needed:**

- 10mm wrenches/sockets
- 3/16" allen wrench (smaller wrench preferred)
- Cordless drill
- 5/16" drill bit
- smaller drill bit (optional)
- A friend (hopefully not a tool)

#### **Included in Kit:**

- (1) 370Z Splitter
- (1) Pair of connecting support rods with stainless steel hardware
- (1) Threadlocker
- (2) 15mm spacers
- (2) 25mm spacers
- (2) 40mm spacers
- (4) 35mm spacers
- (4) M6-1.0 x 30mm bolts
- (2) M6-1.0 x 40mm bolts
- (4) M6-1.0 x 55mm bolts
- (2) M6-1.0 x 60mm bolts
- (4) M6-1.0 nuts
- (4) M6 small washers
- (12) M6 1" OD fender washers
- (4) 5/16" ID fender washers



### Steps:

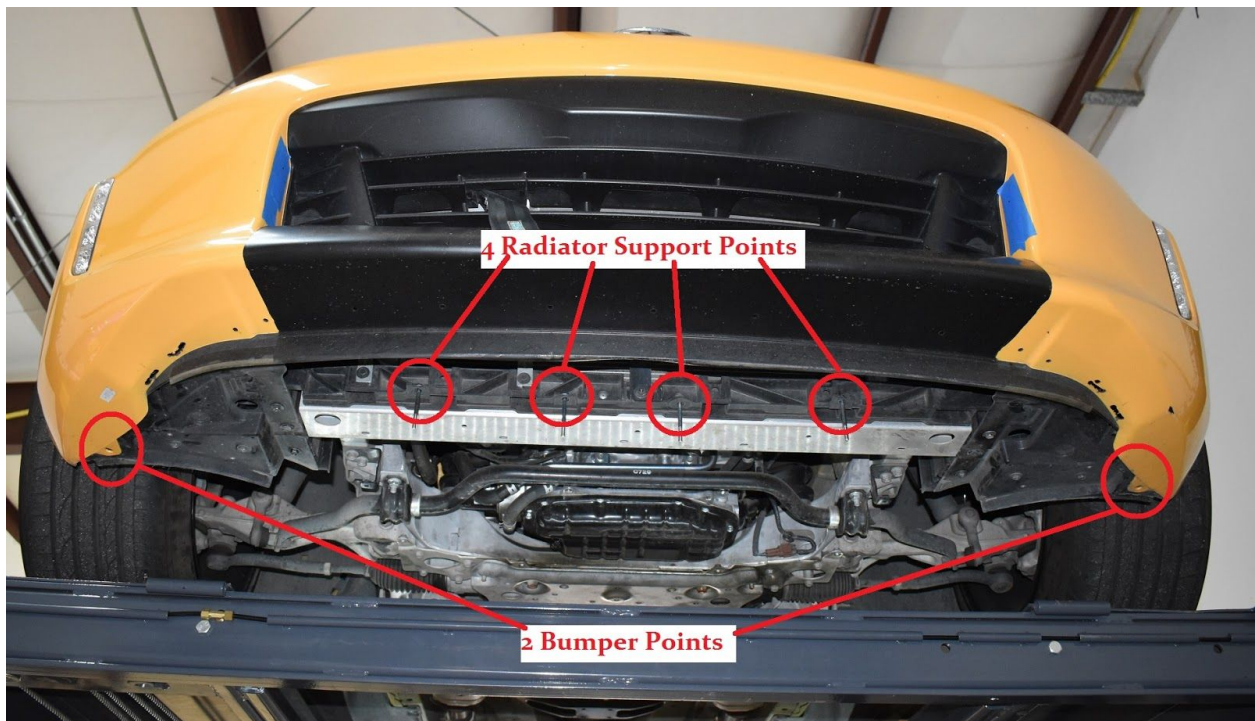
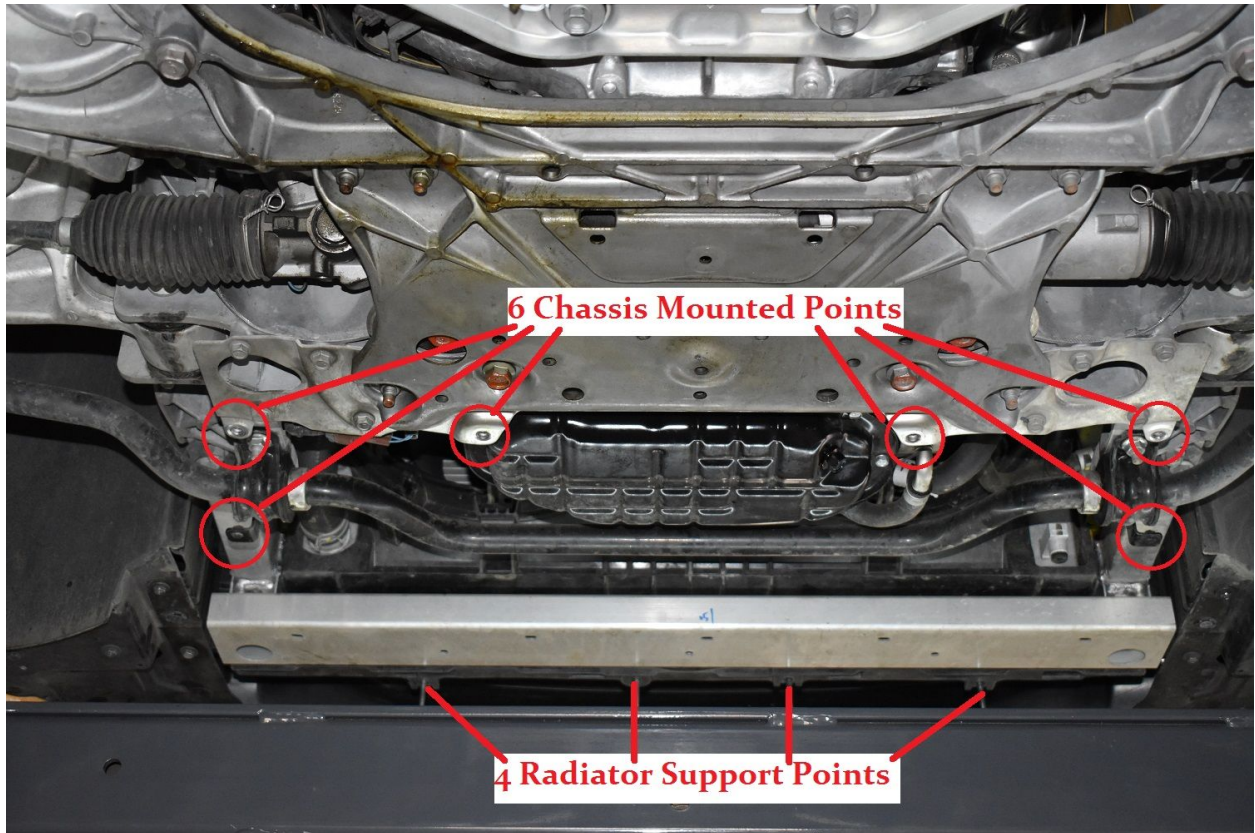
1. Raise car and secure with jack stands.
2. Remove the OEM plastic splash tray / underbody engine shield. There should be several bolts with 10mm heads holding it up.

Also remove the two bolts at the outer edges of the bumper (see second picture in step 4.).

3. Identify where you will be using the support rods on the car. We installed our splitter first, figured out where we wanted to place the rods, then took it down to install the rods on the car. You will need to drill holes in the splitter where you want the rods positioned. Whenever we drill holes we always start with a smaller bit, then move onto the bigger bit.

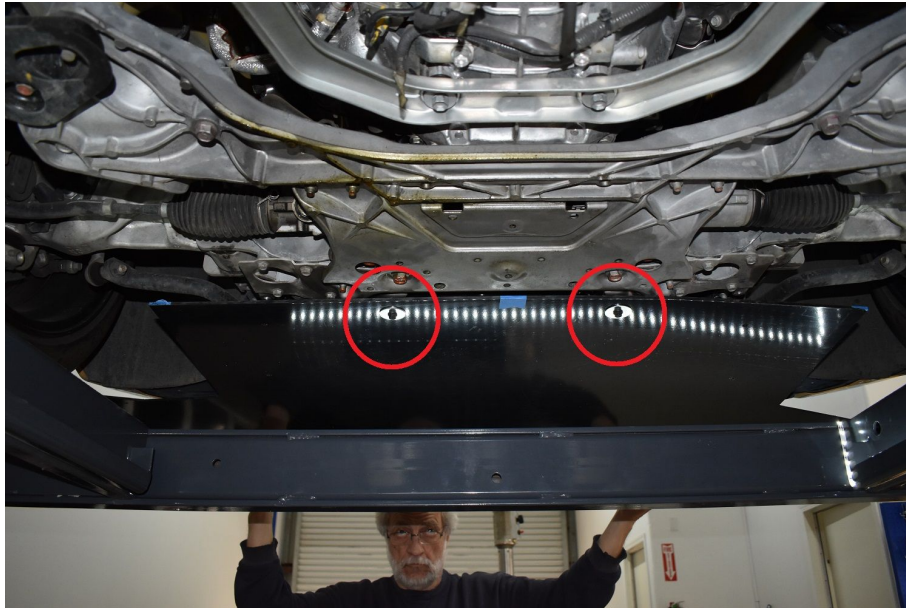
Rods need to be installed with a flat 5/16" ID (inner diameter) washer underneath the thick tapered washer because the threads on the bolt are usually too long. You also need to use threadlocker on the bolts upon final installation.

4. Identify the holes in the car that you will be using for this job. There are 6 points in the chassis, 4 points at the radiator support, and 2 at the out edges of the bumper.

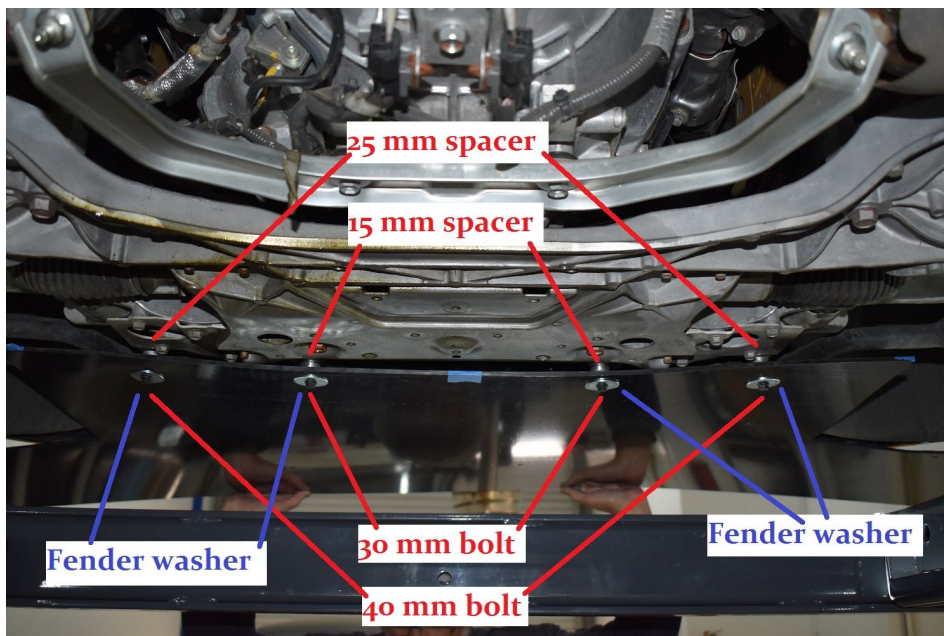


5. Drop four M6-1.0 x 55mm bolts with four M6 small washers down through the 4 radiator support mounting points like shown in the pictures from step 4.

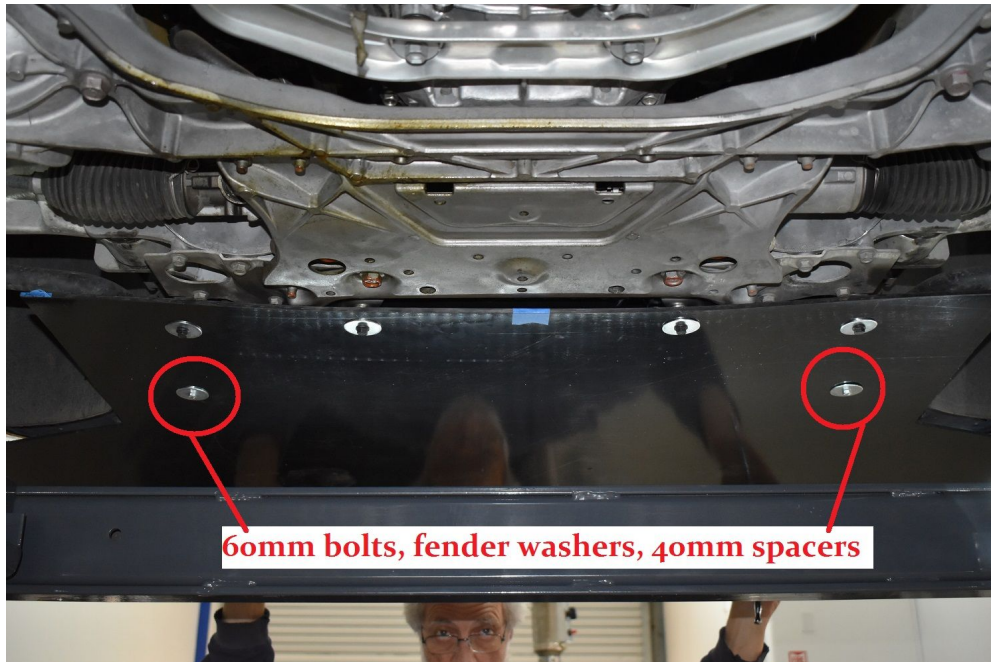
6. Install the splitter into the threaded chassis points. With help from a friend, hold the splitter up to the bottom of the car with the textured side of the ABS upward. Starting at the two rear holes insert and mount two M6-1.0 x 30mm bolts upward with fender washers on the bolts. Place 15mm spacers between the splitter and threaded mounting points. Hand tighten.



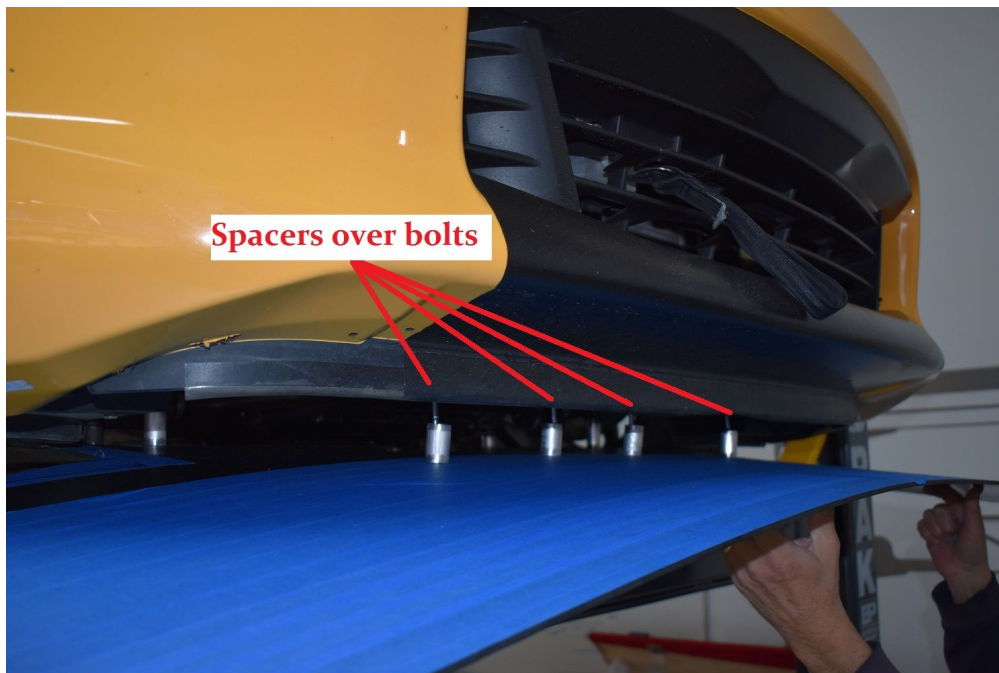
7. Moving forward to the next two holes insert and mount two M6-1.0 x 40mm bolts upward with fender washers on the bolts. Place 25mm spacers between the splitter and threaded mounting points. Hand tighten.



8. Moving forward again to the next two holes insert and mount two M6-1.0 x 60mm bolts upward with fender washers on the bolts. Place 40mm spacers between the splitter and threaded mounting points. Hand tighten.



9. Slip four 35mm spacers over the M6-1.0 x 55mm bolts in the radiator support. Slowly push the splitter upward until the bolts slip through the splitter. Install the splitter at these points using four fender washers and four M6 nuts. Hold the threads with your finger and hand tighten the nuts. You should not need to hold the bolt at the top, or bolt at the bottom, when tightening later.



10. Install two M6-1.0 x 30 mm bolts with fender washers into the outer two holes in the bumper. The actual bumper doesn't have a threaded hole. The plastic support inside the bumper has the threaded hole. We made the holes in the splitter here into slots because we have found that each bumper is slightly different. Hand tighten.



11. If you haven't already, identify where you want the support rods in the car and drill 5/16" diameter holes into the car and splitter at these points. As mentioned above, we installed the splitter, identified each point at which we wanted the rods, removed the splitter, and installed the rods into the car. Then we installed the splitter and finally the rods into the splitter. REMEMBER TO USE THE SUPPLIED 5/16" ID WASHER UNDER THE TAPERED WASHER, AND USE THREADLOCKER. See pictures in the last step to see where we installed our rods.

12. Tighten securely each and every bolt/nut. There is no torque spec, just tight. If you are tracking feel free to us threadlocker on every bolt except maybe at the outer bumper edges.



13. Enjoy your new FS Performance Engineering front splitter! Remember to send us pictures once it is installed.



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