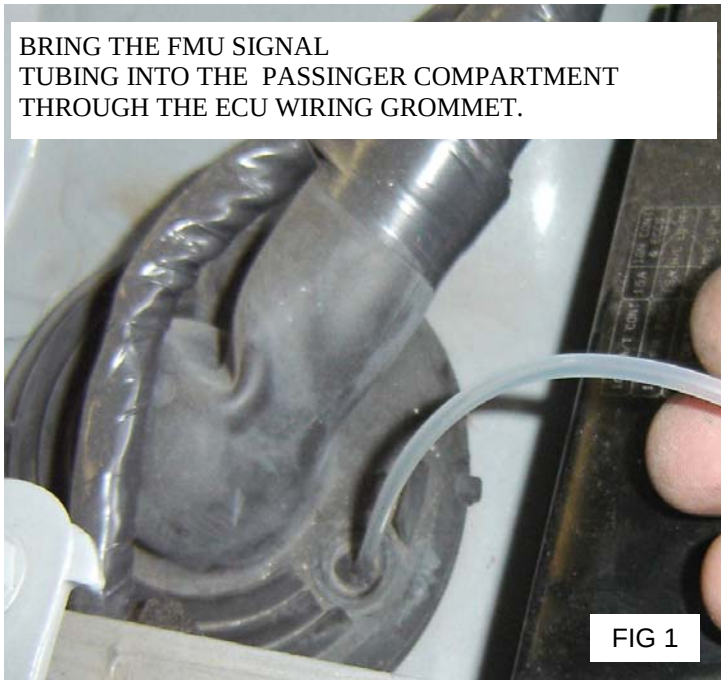
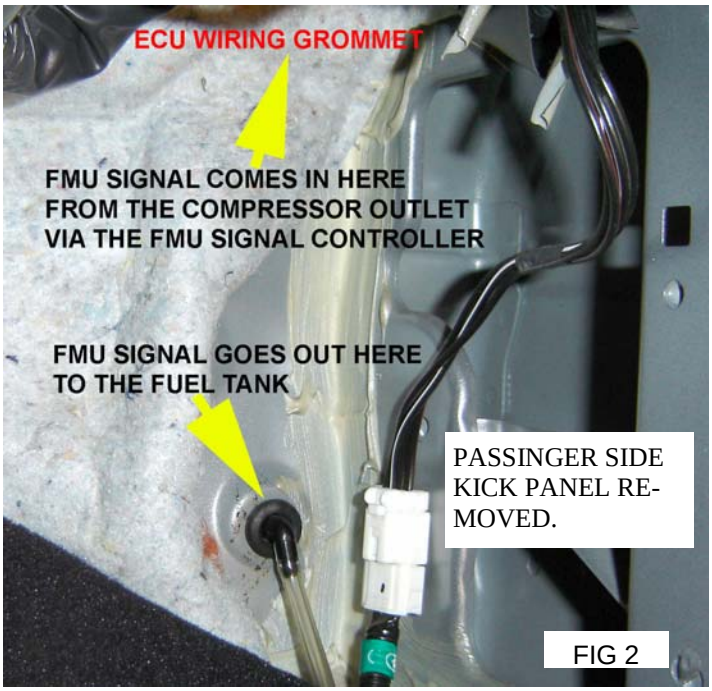
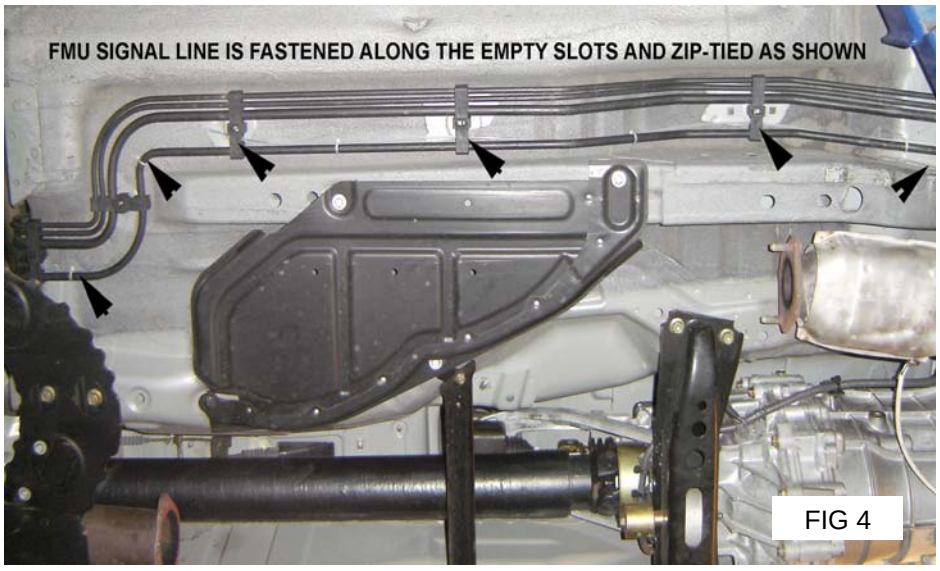
JWT G35 / 350Z TWIN TURBO
FUEL MANAGEMENT UNIT (FMU)
INSTALLATION GUIDE ADDENDUM

1. **Installing the new fuel pump and FMU. Wear eye protection and insure that you are working in a well-ventilated area without open flames, static electricity or spark potentials, as gasoline fumes will be present.**
2. **Installing the 1/8" nylon FMU signal line.** Remove all of the battery compartment covers so you can see the ECU wiring grommet in the firewall. Connect the supplied 1/4" rubber hose & clamp to the nipple on the right compressor outlet pipe (if not all ready connected earlier) and route it into the battery compartment by cutting a hole in the rubber battery cable grommet next





to the battery cable. Connect the 1/4" plastic fitting on the end of the supplied 1/8" nylon tubing into the 1/4" rubber hose and use a zip tie to clamp it. Using a welding rod or coat hanger, poke a hole in the outer diameter of the grommet as shown (**fig. 1)** and carefully bush the rod into the passenger compartment. Care must be taken to avoid poking into the actual wires. Once the rod is seen in the passenger compartment, attach the nylon tubing to it's end and pull it through the grommet into the passenger compartment leaving enough tubing in the battery compartment so



it has a relaxed routing. Do not kink the tubing!. Open the rear section of the right front wheel well plastic liner and the inside kick panel and **route the remaining 1/8" tubing out though the existing body grommet (drill a small hole through the grommet)**. **(Fig. 2&3)** This grommet is for the rear window washer hose on the 350Z, if so equipped. Continue fastening the signal tube along side the fuel line mounting brackets back to the fuel tank using zip ties to secure it. **The open end will be connected later.**

3. Remove the (G35 rear seat cushion) (350Z storage compartment floor panel) and the right side (again, this is always from the drivers perspective) fuel tank access cover**.**
4. Release the fuel line using a rag to cover the connection, as residual pressure may still be present. Unplug the electrical connector and unbolt the tank unit-retaining ring. Lift the pump / sending unit assembly out of the tank just far enough to disconnect the sub tank's jet pump hose on the side of the assembly. Remove the assembly and place it in a tray to confine the

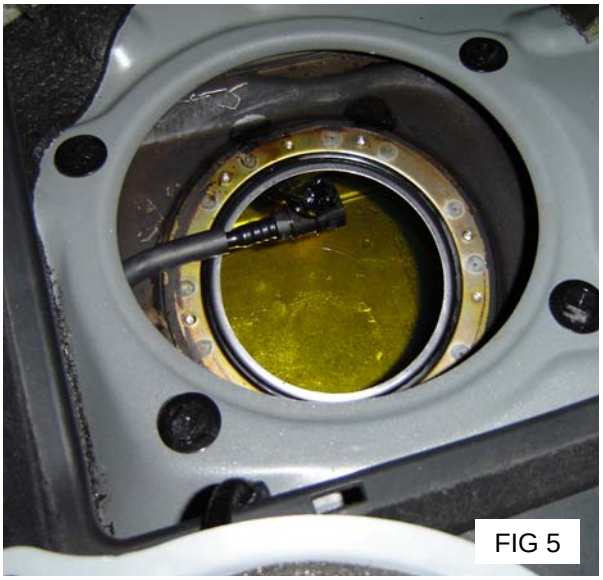


FIG 5

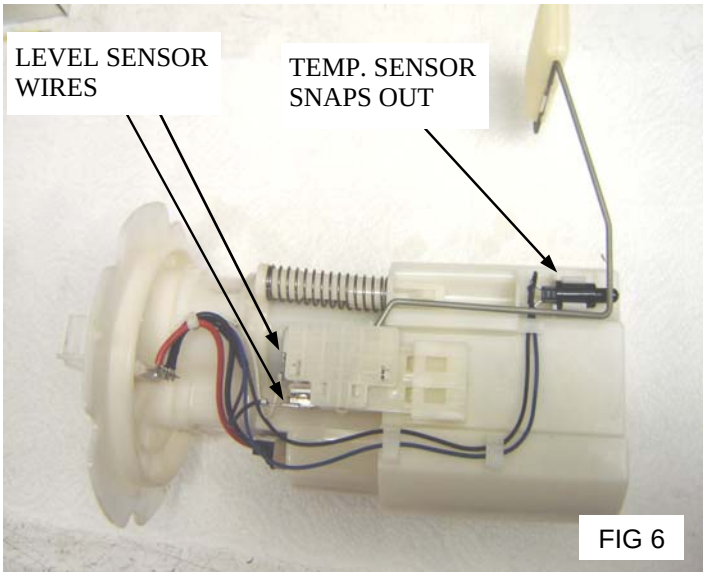


FIG 6

gasoline that will spill from it. Temporarily cover the hole in the tank. **FIGURE 5**

5. Disconnect the level sensor wires (note which pins you removed them from) and unhook the temp sensor. **FIGURE 6**
6. Pull the white plastic lock tabs away from the assembly body and release the lower half. Remove the original fuel pump by carefully removing the plastic retainer cage and the 2-wire plug on the top of the pump. **FIGURE 7**

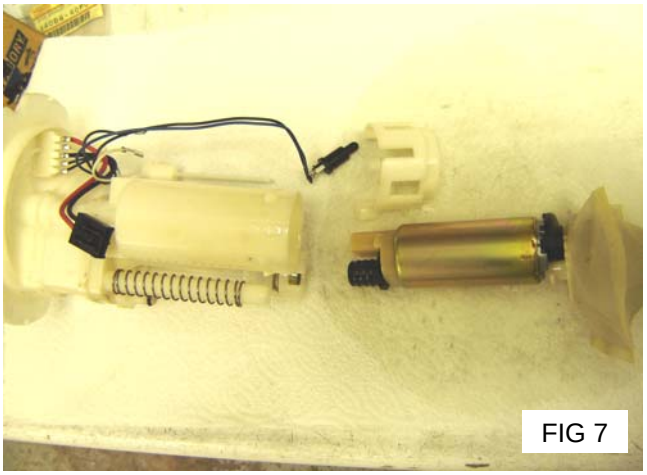


FIG 7

7. Mark the spot to drill a hole for the bulkhead fitting as shown and **cut or scrape any plastic ribs away on the underside of the assembly, so that the nut will sit flush against the surface**. Start with a smaller drill bit and step up to the final size to avoid cracking the plastic. **Using the final drill size of 25/64, drill a hole exactly as shown for the bulkhead fitting to pass through.** This fitting must be installed from the outside, with the retaining nut inside the tank to insure a proper seal (the seal is against the smooth outside surface). Install the supplied bulkhead fitting. **FIGURES 8AND 9**

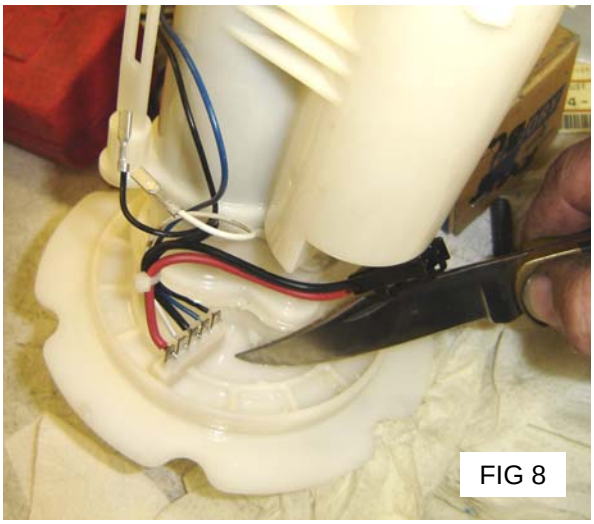


FIG 8

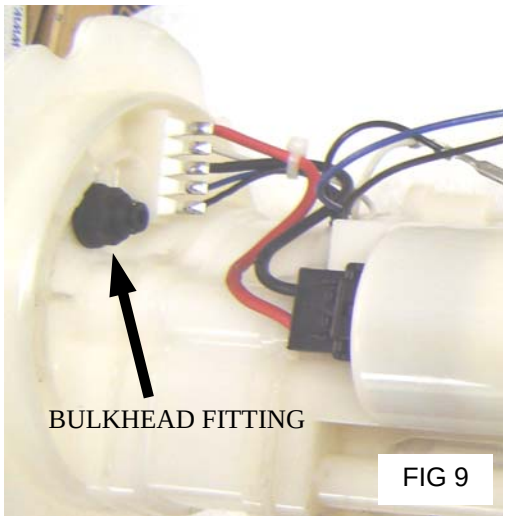


FIG 9

8. Transfer the original pump outlet seal and inlet strainer to the new pump. The strainer retaining clip can be removed by using a knife blade under it to pry up a little at a time on each side. **Because the new pump is slightly longer than the original pump, you will not reuse the black rubber pad from the old pump and you will need to cut off the plastic tabs on the bottom of the new pump with your diagonal wire cutters.** Install the new pump into the assembly and carefully reinstall the retaining cage around the end of the pump. Connect the electrical connector to the new pump. **FIGURES 10, 11, 12**


FIG 10


FIG 11


FIG 12

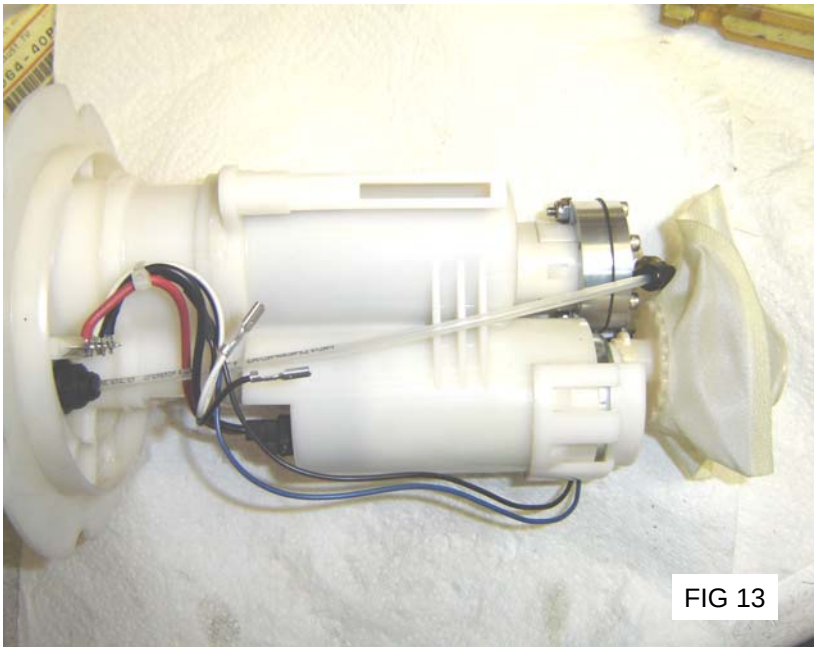


FIG 13

9. **Install the new FMU on top of the stock fuel regulator** by first sliding the 3 holed FMU support bracket through the plastic regulator retaining cap. **(Fig. 12)** Check that the direction of the FMU signal port is pointing in the direction of the bulkhead fitting. Carefully seat the FMU in place with the 2 long studs engaging the bracket. Tighten the retaining nuts a little at a time checking that the FMU remains seated correctly on the regulator. **Route a section of 1/8" nylon tubing in a smooth arc from the FMU to the bulkhead fitting** as shown. The 1/8" nylon tubing ends must be cut strait across with no burrs before inserting. (Note: If you need to release the tubing from the fitting, push down on the ring around the tube and pull it out.). **FIGURES 13**
10. **On the lower assembly section you removed earlier, cut away the inside baffle wall as shown**, so that the new FMU will clear when you reassemble it. This can be done by nibbling a **little at a time** with diagonal wire cutters. Completely remove all debris from the parts. **FIGURES 14 AND 15**


FIG 14

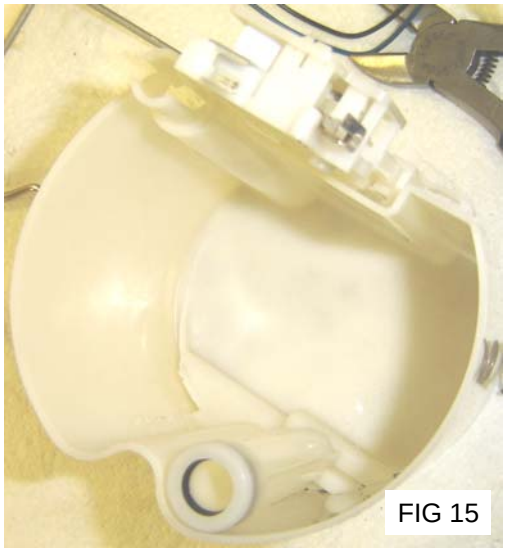


FIG 15

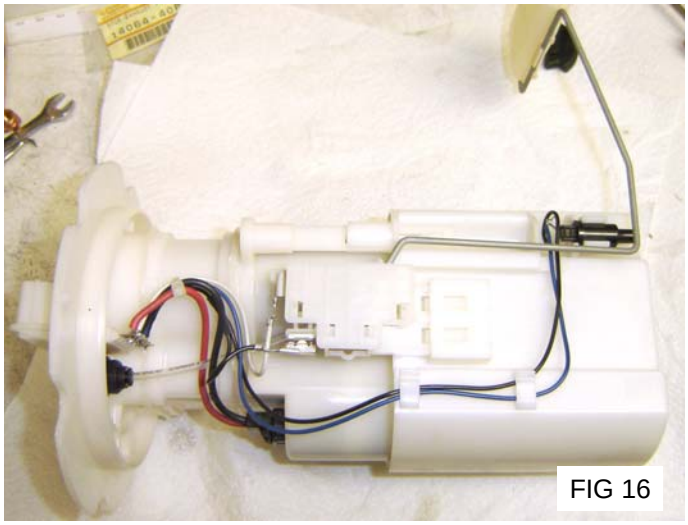


FIG 16

11. Reassemble the pump / sending unit assembly. **FIGURE 16**
12. **Look carefully for any damaged or unplugged parts before installing the assembly into the gas tank. Replace the old O-ring with a new one (Nissan # 17342-01A00 if not provided in kit). Insure that the tank O-ring seal is correctly placed in it's groove before bolting the assembly in place. If this O-ring is not correctly seated, gasoline can leak causing a fire hazard.** Install the assembly into the gas tank. **Be sure to reconnect the sub-tank tube to the assembly as it is going back in. FIGURE 5 & 17**

FIG 17

NOTE: This picture does not show a fuel pump control module signal tee'd into the 1/8" nylon tube. A Tee will be spliced in later if a fuel pump control module is used.

13. **Connect the fuel line and electrical plug. Connect the 1/8" nylon signal tube to the bulkhead fitting** with a large smooth arc that won't kink or rub against other parts. Secure the 1/8" nylon tubing with a final zip tie to the fuel line, just back of the smooth arc into the bulkhead fitting. **FIGURE 17**