

Q50 Q60 RED ALPHA

FULL DOWNPIPES

Introduction

The goal of AMS Performance is to provide the highest quality, best performing products available. By utilizing research and development, and rigorous testing programs AMS Performance will never compromise the quality or performance of our products. In addition, AMS Performance will only provide the finest customer service offering only parts and advice that are in the best interests of the customer. AMS Performance was built on a foundation of integrity. This is who we are; this is what you can count on.

A vehicle modified by the use of performance parts may not meet the legal requirements for use on public roads. Federal and state laws prohibit the removal, modification, or rendering inoperative of any part or element of design affecting emissions or safety on motor vehicles used for transporting persons or property on public streets or highways. Use or installation of performance parts may adversely affect the drivability and reliability of your vehicle, and may also affect or eliminate your insurance coverage, factory warranty, and/or new OEM part warranty. Performance parts are sold as-is without any warranty of any type. There is no warranty stated or implied due to the stresses placed on your vehicle by performance parts and our inability to monitor their use, tuning, or modification.

These instructions are provided as a guide only as there are many variables that cannot be accounted for concerning your particular vehicle, including but not limited to model year differences, model differences, the presence of non-OEM parts, and modifications that may already be or were previously installed. A basic knowledge of automotive parts and systems is helpful but a better understanding of the parts and systems on your particular vehicle may be required.

If you have any questions or issues at any time during the installation of your AMS Performance product(s) please call us for technical assistance. The AMS Performance tech line can be reached during business hours at 847-709-0530 for AMS Performance products only.

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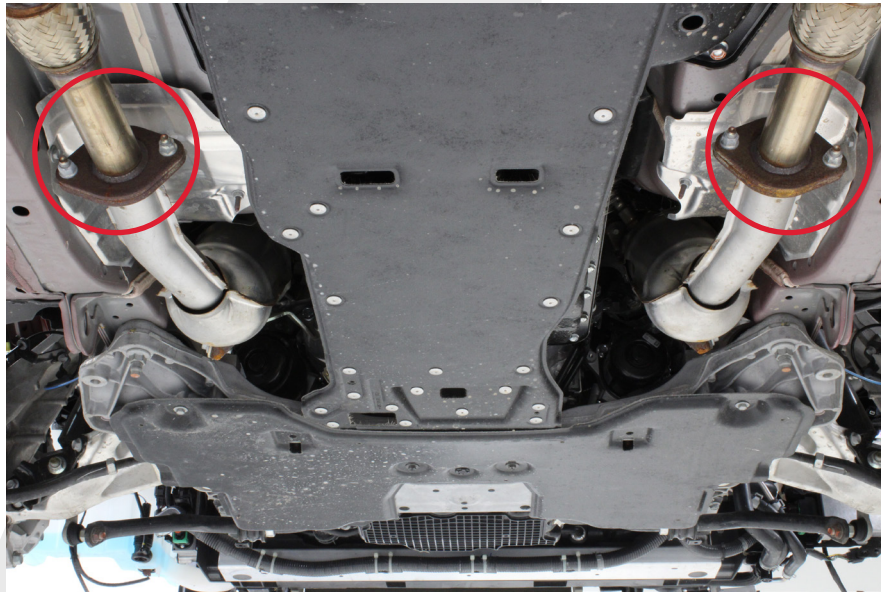
04 Removal

09 Installation

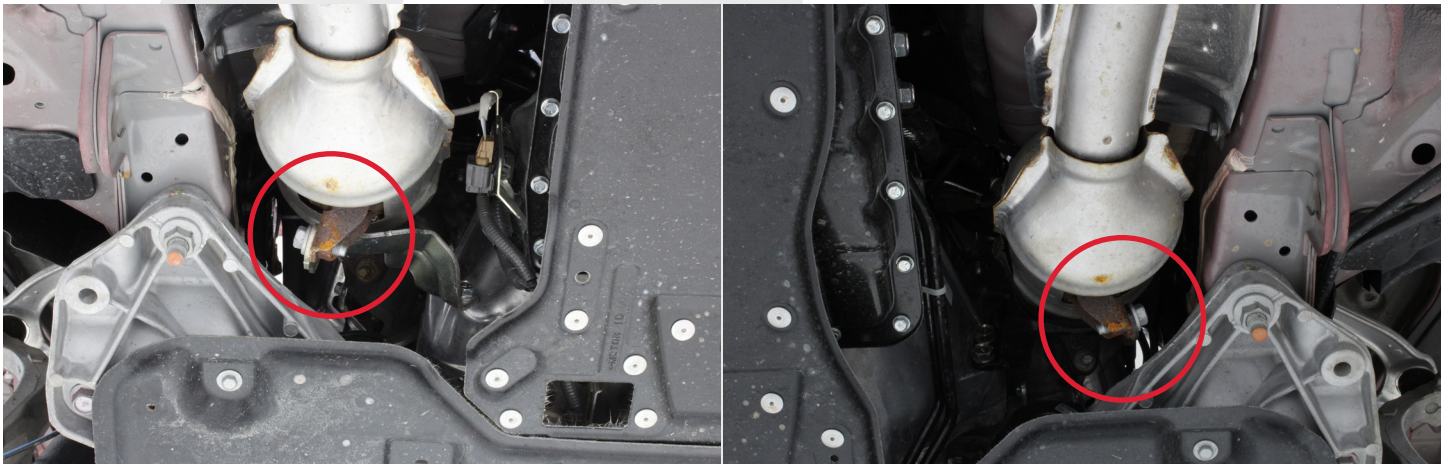
10 Enjoy!

Note: Before beginning, please read step 5.

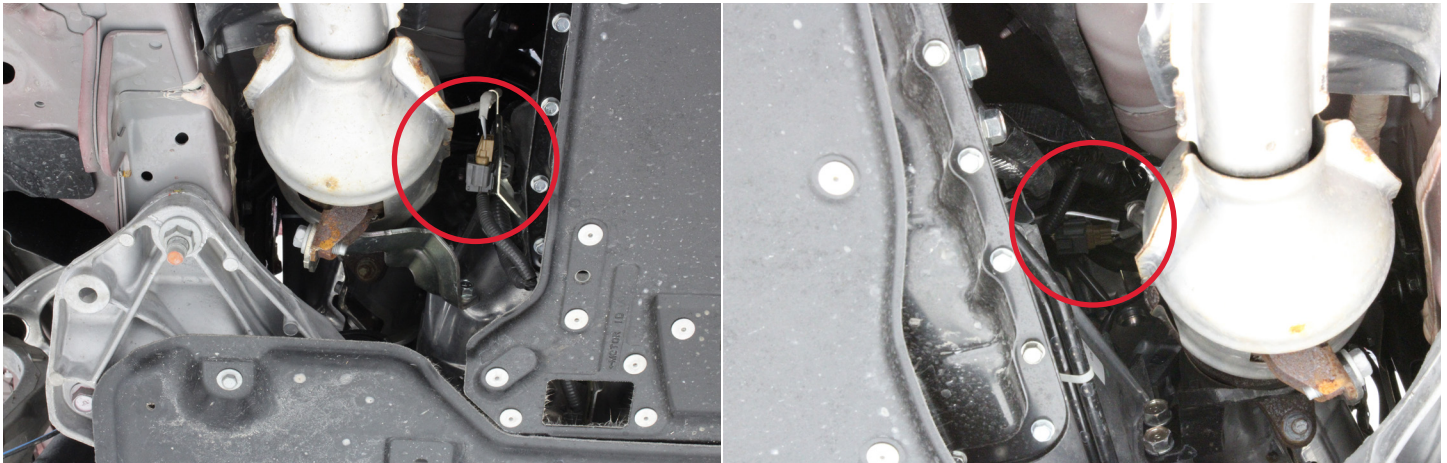
1. Raise the vehicle in a safe manner.
2. Remove the hardware connecting the exhaust to the lower downpipes.



3. Loosen, but do not completely remove the lower downpipe mounting bolts. These will be completely removed when the downpipe is fully unbolted. Leaving the bolt in place will support the downpipe when it is fully unbolted.



4. Disconnect the secondary O2 sensors. On the left side, the connector is located on the side of the transmission. On the right, it is located on the main engine harness just above the bell housing of the transmission. This connector is a little difficult to get to on AWD vehicles due to the forward shaft. You may need to completely unbolt the OEM downpipe first and move it to the side to gain access to the area. The picture below shows the connector on a RWD vehicle.



5. Next steps will be to disconnect the lower downpipe from the upper.

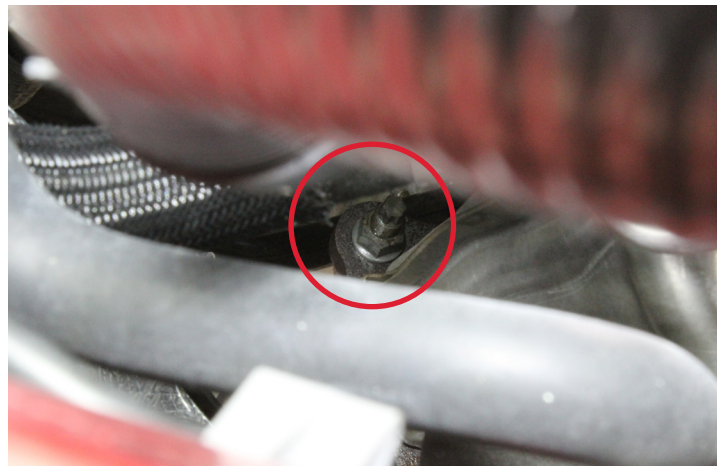
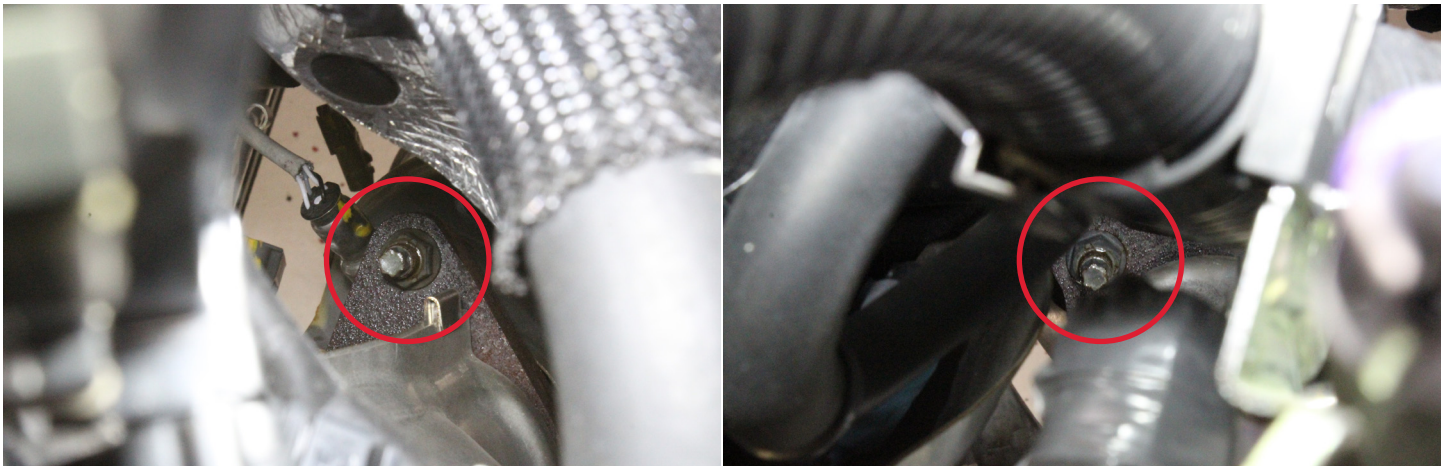
Note: This step is optional, however it gives you a lot more room to work

The hardware used by Infiniti and Nissan can be a little troublesome. It is common for the nuts to seize on the studs and break at times. Below is some information and a tip on how to prevent this from happening. Remember, patience is key.

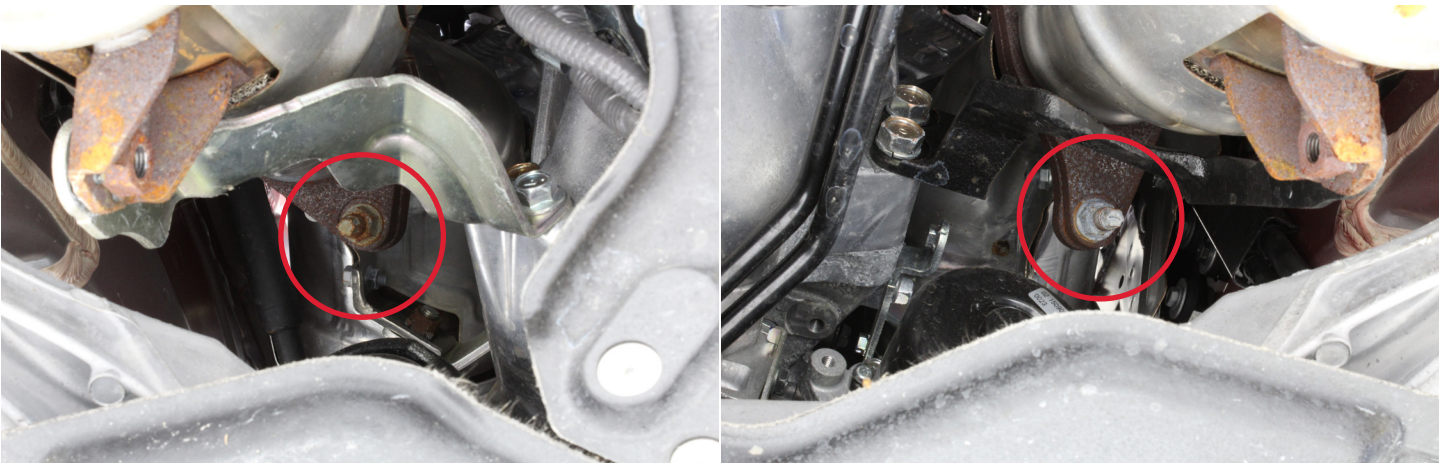
a. **Cause** – The nuts used are a type of lock nut called a distorted thread. It is where the top thread of the nut are crimped inwards. This created pressure on the stud's threads holding the nut in place. The issue is when you unscrew the nut off the stud, the distorted thread section creates a lot of heat due to friction. This will cause the nut to basically friction weld itself to the stud. This is where the stud breaks or the threads give out and it just spins. The stud material is also really soft and does not help the situation.

b. **Prevention** – This is where patience is key. First, use PB Blaster or similar rust penetrant on all the studs and nuts. Let this soak in and sit. Start to loosen one of the nuts but only move the nut a half or one full turn and move on to the next. Reapply rust penetrant if needed. Repeat this process until everything is completely unbolted. This process will help keep the nuts cool and prevent friction welding. It is not advised to use an impact gun as this will likely result in snapped studs. Only use hand tools to remove the nuts. This process has a very high success rate for removing difficult hardware such as this.

6. Start from the top of the engine bay. The downpipes have studs facing downwards and upwards into the engine bay. The right side downpipe has two studs facing upwards and one down while the left side downpipe has one stud facing upwards and one facing downwards. Remove the upwards facing studs on the left and right downpipe. You will need a long extension with a swivel and deep socket to get to the nuts.

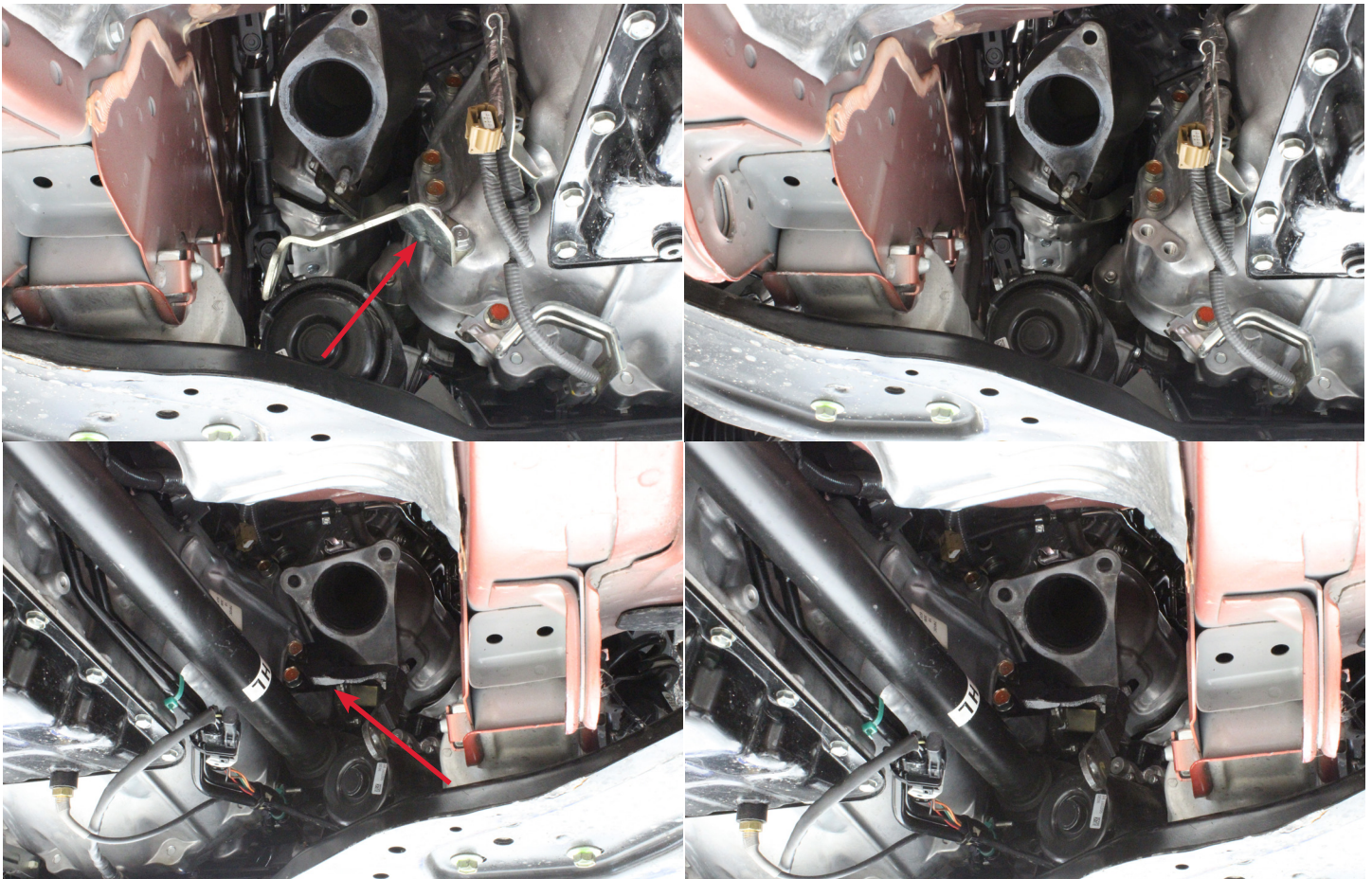


7. From under the vehicle, remove the last two nuts from the downpipes, one from each side. Last, make sure the O2 sensors have been disconnected, completely remove the bolt left in the support brackets in step #3. Carefully remove the downpipes.



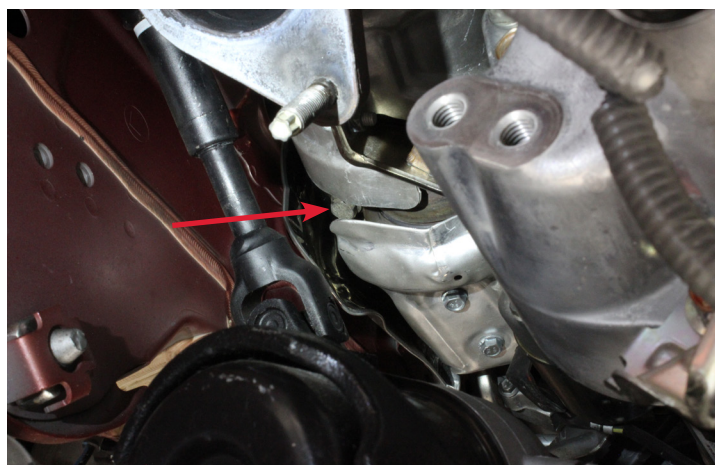
8. Transfer over the secondary O2 sensors to the new downpipes.

9. Remove the lower downpipe support bracket from both sides. These will be reinstalled in a later step.

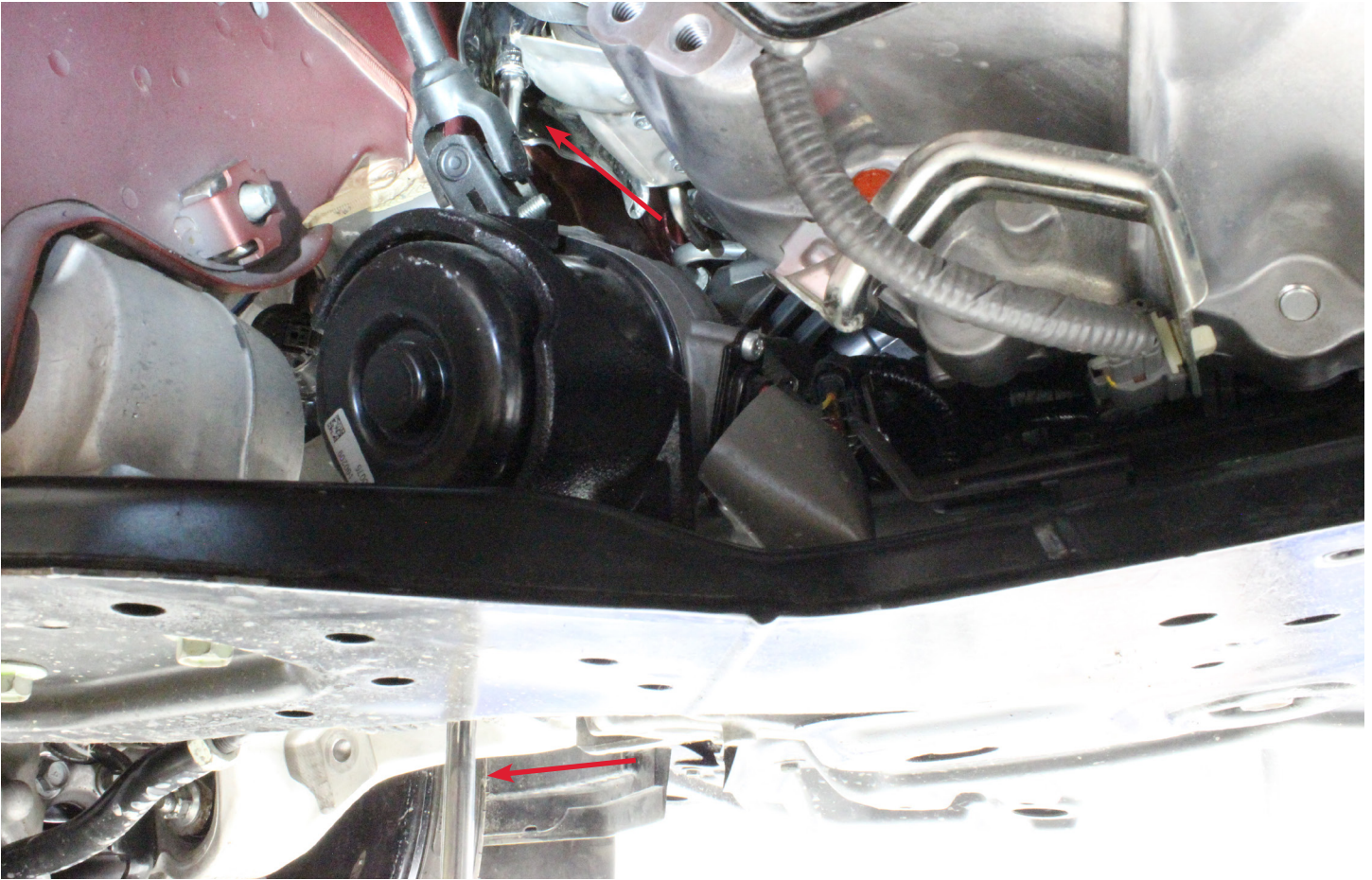


10) In order to get to the OEM band clamp, you need to loosen or possibly remove some of the heat shield bolts in order to move it out of the way. This is for gaining access to the V-band clamp. Repeat on opposite side.

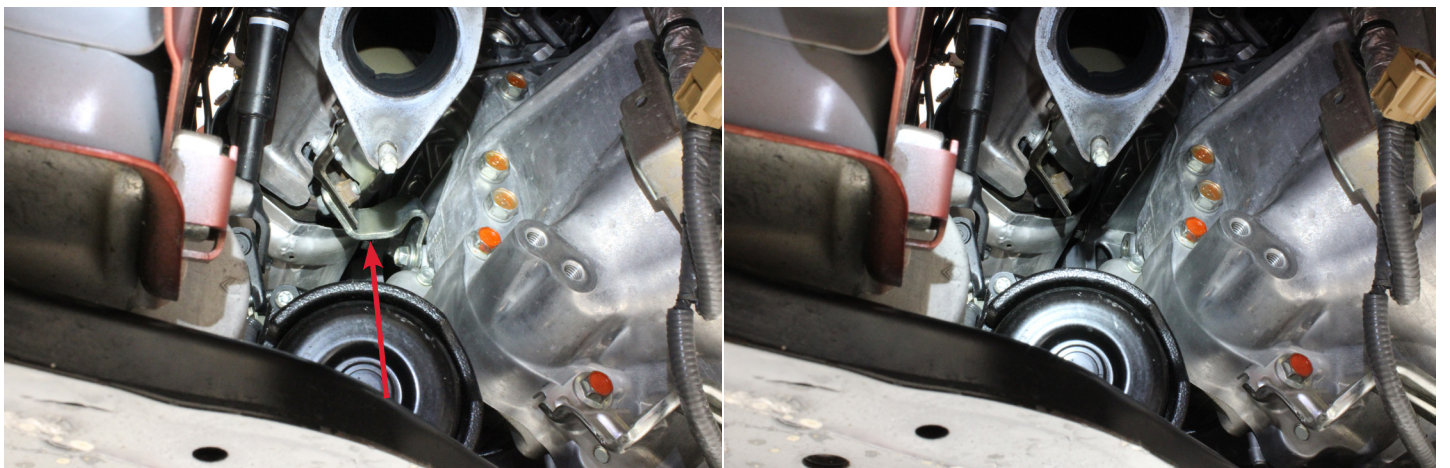
Note: You may find these small 10mm bolts hard to get out on vehicles with higher miles or not have accessibility to low profile tools. The alternative is slightly bending the heatshield out of the way to gain access to the V-band clamp bolt.



11. With a long extension and a swivel socket, completely remove the clamp bolt. Passenger side is similar.

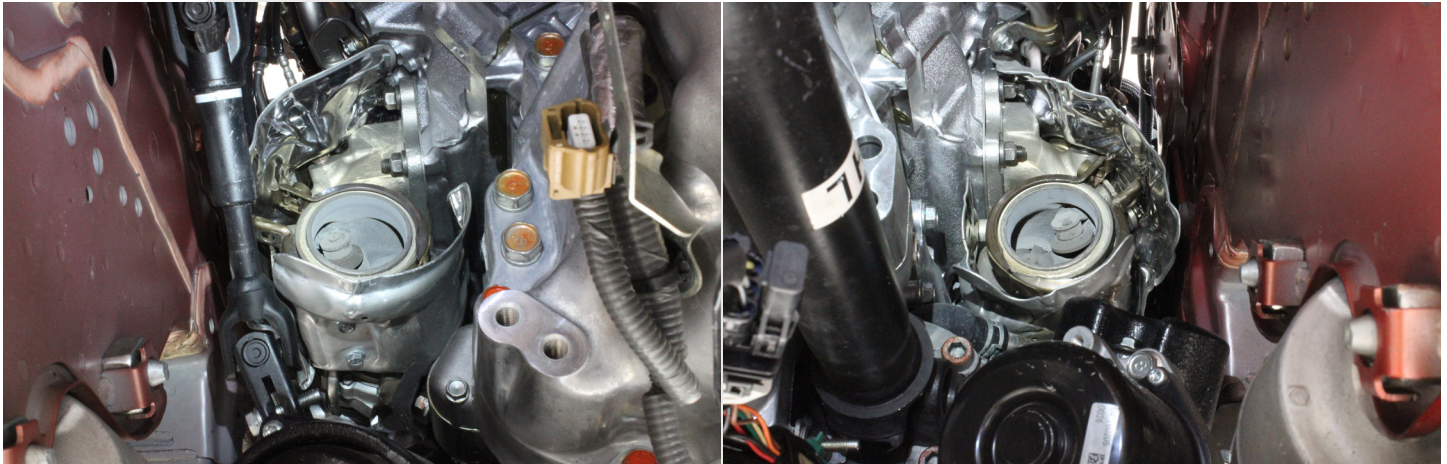


12. Completely remove the upper pipe support bracket. This will not be reinstalled. Passenger side is similar. There is also a slight difference between AWD and RWD vehicles on the passenger side.



13. Remove upper downpipes.

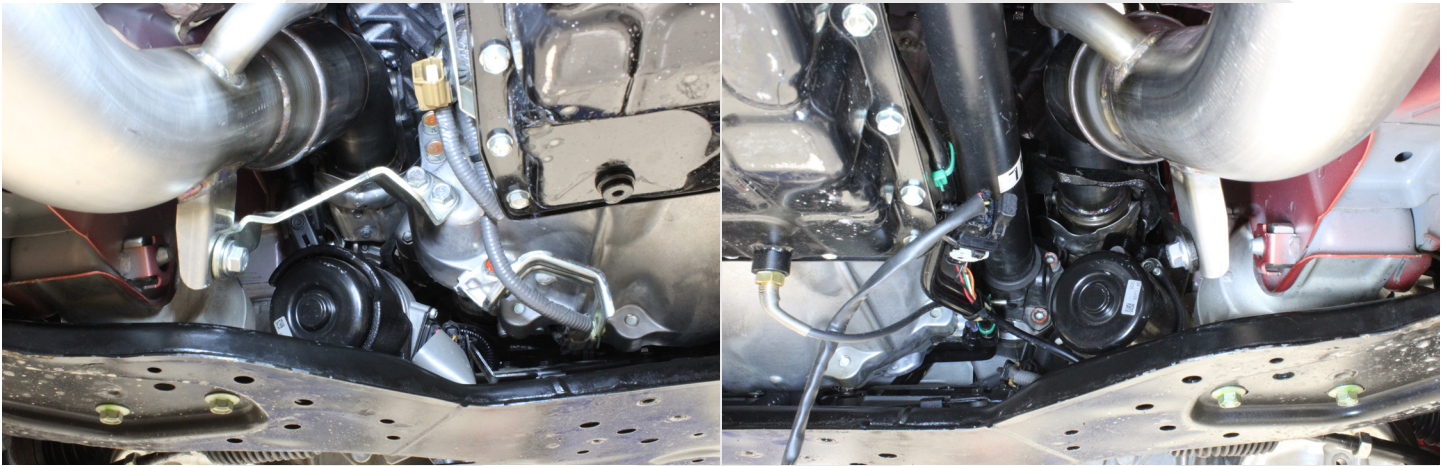
Tech Tip - The V-bands can be a little tricky to remove with heat shield surrounding them. The trick is to use a block of wood and rubber mallet. Place the block of wood against the lower flange and shock the upper downpipe. This should rattle the clamp loose without the need to pry.



14. Install the new full downpipes using the same OEM clamp. It is recommended to use a little anti seize on the V-band bolt before reinstalling.



Tech Tip: It may be easier to loosely reinstall the lower downpipe support brackets before installing the clamp to help hold the downpipe in place as the clamp can be tricky to install. If you were able to remove the heat shields in the earlier step this may not be an issue for you. You will have to try what works best for you.



15. Connect the downpipes to the rest of the exhaust system with supplied hardware.

Note: If using an exhaust other than a 3" system, an adapter plate is supplied to aid in sealing the connection. The plate will install between the downpipe flange and the exhaust flange. The bolt pattern of the Alpha Downpipe matches the OEM pattern. The plate is there to provide additional sealing area.

16. Reinstall your secondary O2 sensors.

17. Enjoy!