



CZP In Tank Fuel Pressure Regulator Elimination Kit - Nissan 350Z & Infiniti G35 Coupes

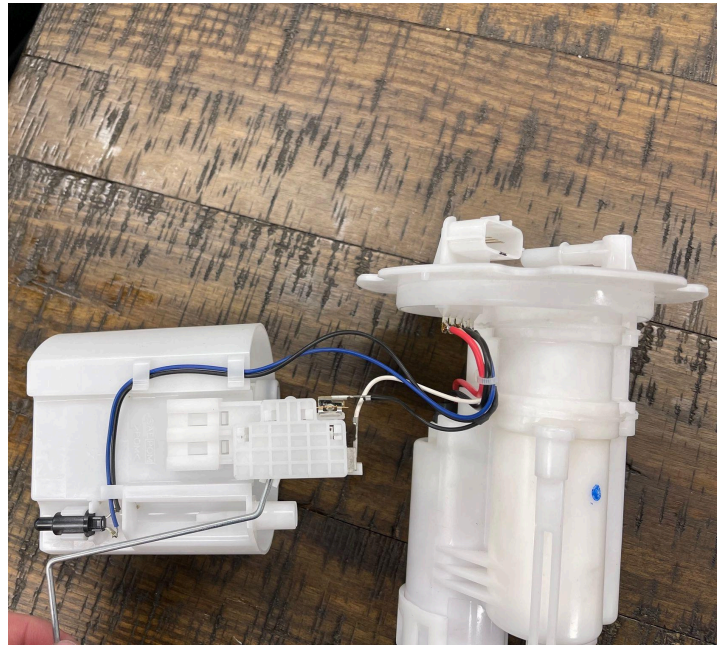
Installation Guide



Thank you for your purchase of the CZP In Tank Fuel Pressure Regulator Elimination Kit. Please make sure your kit came with all of the necessary components listed below:

- 1x CZP Fuel Damper Replacement Fitting/Line
- 1x -4AN Bulkhead Fitting
- 1x -4AN Bulkhead Nut
- 2x -4AN Dowty Sealing Washer
- 1x -4AN female to -6AN male Adapter Fitting

1. Remove the fuel pump sending unit as instructed in the Nissan factory service manual:
https://conceptzperformance.com/items/72701/docs/FL_fm.pdf
2. Remove the basket from the pump assembly by prying out the small plastic tab as shown. Make sure not to stress any of the wires and just place the basket to the side.



3. Remove the small white cap at the base of the pump, it is quite tricky. It is easiest to get a small plastic pry tool between the clip and the cap and gently pry away from the cap. Be careful, you still want the clips left intact as they will hold the new pressure regulator delete fitting in place.



4. Now that you have the cap removed you can see the small metal OEM pressure regulator . Just pull up on the regulator, It is just held in place by its two o-rings, it may be necessary to take some pliers to it to pull it out, you won't be needing it anymore.
5. Everything is now disassembled, we now need to start removing some plastic. Take one of the sealing washers and mark a good location to place the return line bulkhead fitting. You will need to use a dremel or similar rotary tool to slowly and carefully grind down the webbing in the areas you plan to place the bulkhead fitting. Just to the side of the electrical connector is the best place we have found. Try your best to keep the area flat and not dig any deep cavities as we will be sealing against this surface.



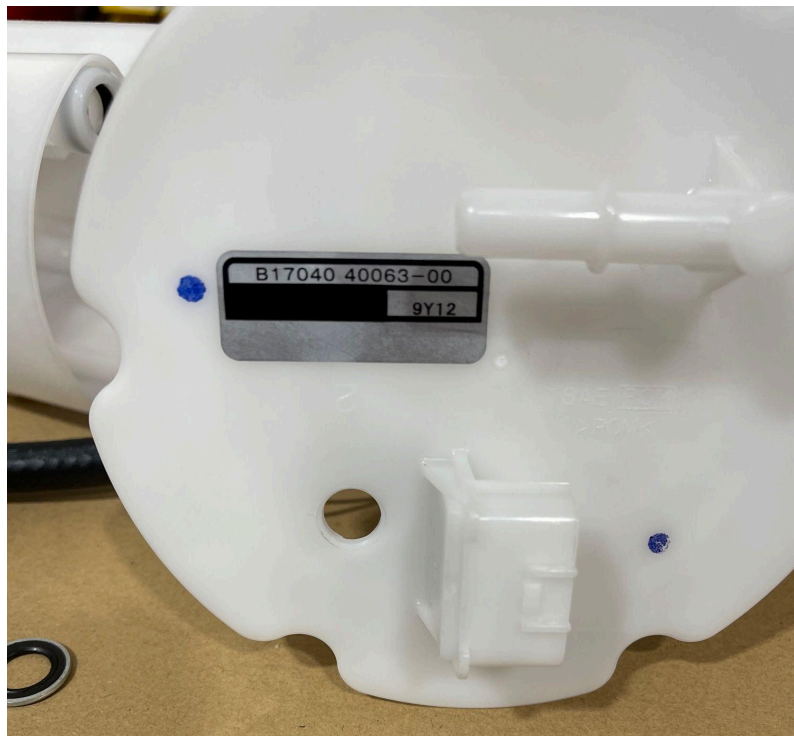
6. Besides grinding the webbing on the bottom of the hat we have to remove the majority of the three ribs on the side of the canister so our return line has room to squeeze in and not obstruct the basket from fitting and moving freely.



7. Now you can sit the sealing washer flat on the bottom of the hat, mark the center of the washer for your hole. Now transfer that mark to the top of the hat, it can help to shine a light up from the bottom so you can see where the center mark you placed is.



8. Being careful not to go too large and using a stepped drill bit, drill a 7/16 hole through the spot you just marked.



9. Make sure both surfaces are smooth and clean and place the bulkhead fitting with one of the sealing washers down through your hole oriented away from the electrical connector. Feed the other sealing washer up from the bottom and secure the fitting with the included nut.

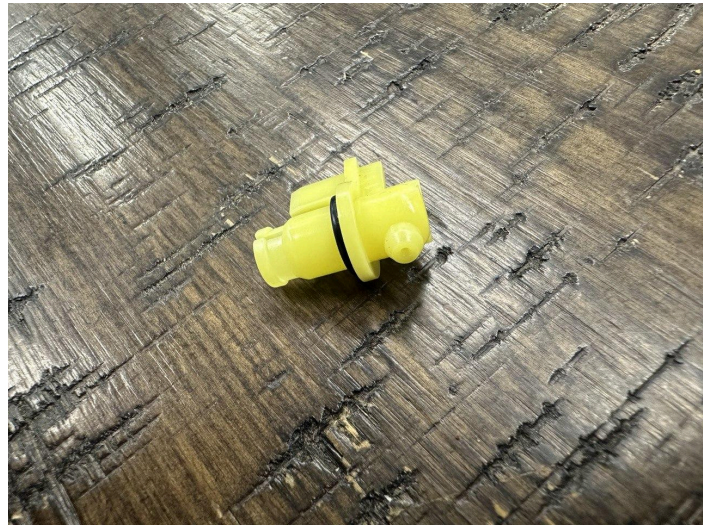


10. Now take your pressure regulator delete line and screw the -4AN female end to the bottom of the bulkhead fitting we just tightened down

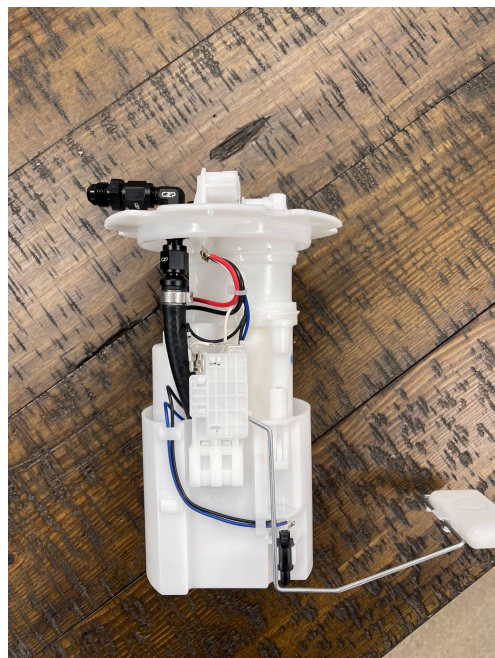


11. Make sure the o-rings are on the pressure regulator delete fitting and are well lubed. Take the delete fitting and install it into the port we took the fuel pressure regulator out of. There should be a satisfying click as the regulator clips into place.

12. **If you are using a stock flow rate fuel pump, skip this step.** If you are using a higher flow rate pump than the OEM pump you need to modify the venturi system that draws fuel from the other side of the saddle style tank. When you put a higher flow fuel pump in, at idle and lower RPMs the fuel pressure regulator works a bit harder and has to bleed off more fuel than the venturi system is expecting, leading to a build up of pressure in the system and as a result inconsistent fuel pressures. In order to fix this we need to enlarge the venturi output nozzle. The stock diameter is around 0.050 inches and for larger fuel pumps you need to increase its size accordingly. We have found a diameter of 0.075 inches work well for pumps that flow around 255 liters per hour. For even higher flow rate pumps this diameter needs to be expanded even more to around 0.100 inches or possibly even larger. In order to get access to the venturi, you need to push it out from the bottom of the basket where it is clipped in. By pressing down firmly from the top with a long screwdriver or similar tool you can pop out the yellow nozzle. Use a drill and very **carefully** bore it out to the correct diameter making sure **not** to go all the way through the backside of the plastic. Clean any plastic debris from the drilling and pop the nozzle back into the bottom of the basket.



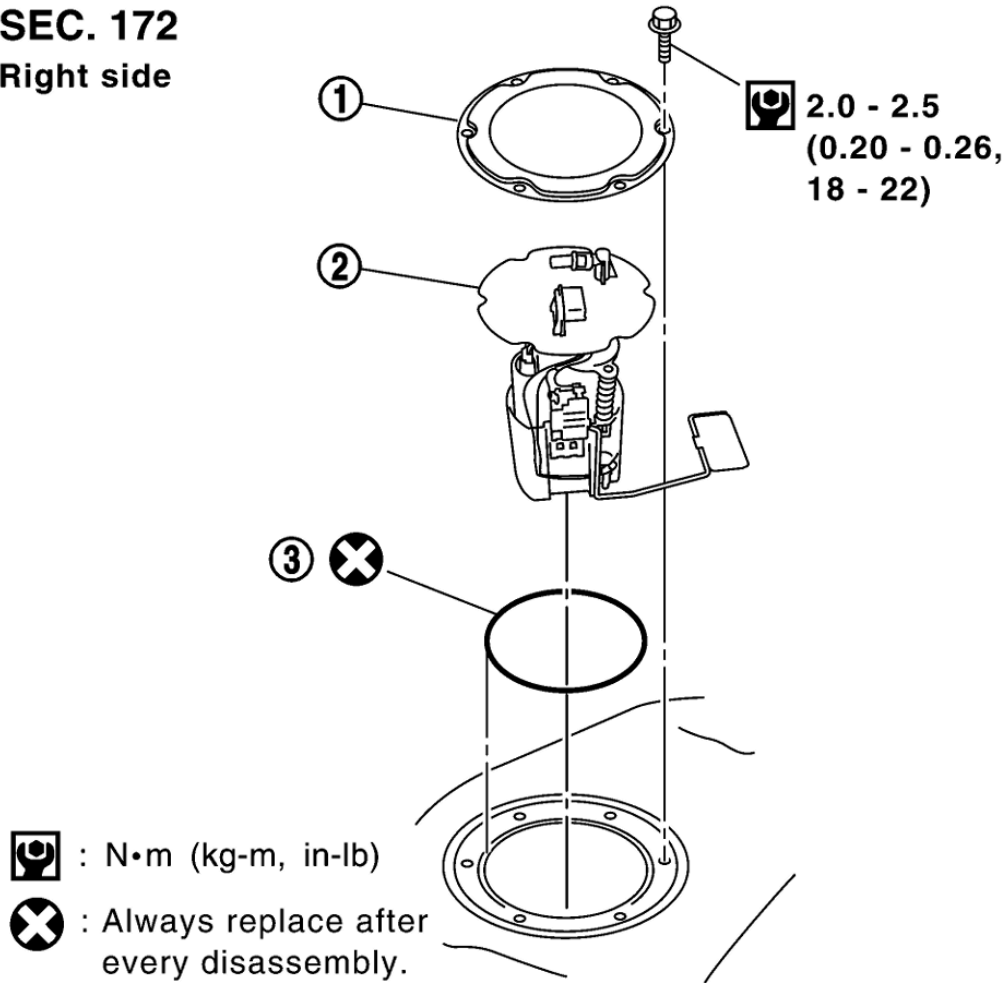
13. All of the modifications to your sending unit are done! You can carefully reinsert the main body into the basket until the small plastic tab clicks into place. It may be necessary to mess with the routing of the wires and the new return line to get everything seated and happy.



14. Reinstall the fuel pump sending unit as instructed in the Nissan factory service manual:

<https://conceptzperformance.com/items/72701/docs/FL.fm.pdf>

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