

Z1 G35 DE SEDAN FUEL RETURN OE RAILS INSTALLATION MANUAL



This Installation Manual is intended for the following models:

2003-2006

Infiniti G35 (Sedan, DE)

PROLOGUE:

Study these instructions completely before proceeding to assembly. The installer must have a thorough knowledge of automotive systems operation. If unfamiliar with any of the concepts outlined in this instruction, we recommend the installation be completed by a qualified professional.

WARNING!

Extreme caution should be taken when performing maintenance or performance upgrades to your vehicle. Please observe and abide by any Warning or Caution labels placed on the various components and tools used when servicing your vehicle. If you have any questions regarding installation or the various components included with the Z1 Motorsports G35 DE Sedan Fuel Return, consult with a Professional Mechanic, or contact Z1 Motorsports for more information.

PARTS INCLUDED:

Item	Quantity	Description
1	1	VQ Fuel Port Kit
2	1	OEM Fuel Damper
3	1	5/16" Bulkhead Quick Disconnect Fitting
4	1	6AN Aluminum Bulkhead Nut
5	2	PTFE Bulkhead Washer
6	2	Fuel Tube Hose Clamp
7	1	10mm Fuel Tube
8	1	Fuel Pressure Regulator Gauge
9	1	Fuel Pressure Regulator
10	1	Fuel Pressure Regulator Mount
11	1	Fuel Filter Mount
12	2	M6 x 1.0 Hex Head Screw, 25mm
13	2	M6 x 1.0 Button Head Screw, 30mm
14	1	Fuel Filter
15	2	6AN ORB Fitting
16	2	Sealing Washer
17	2	5/16" Quick Disconnect Threaded Adapter 6AN
18	36"	4mm Vacuum Tube
19	2	Vacuum Tube Spring Clamp
20	1	Fuel Pump Grommet
21	1	Fuel Tank O-Ring
22	1	1/2" Vibration Damping Loop Clamp
23	1	6AN ORB Plug
24	1	Fuel Line Kit

TOOLS REQUIRED:

- Hydraulic Jack
- (2) 2-Ton (or greater) Jack Stands
- Ratchet
- Ratchet Extension(s)
- Assorted Metric Wrenches
- Assorted Metric Sockets
- Torque Wrench
- Pliers
- Screwdrivers
- Drill
- Drill Bits
- Files
- Wire Strippers
- Wire Crimpers
- AN Wrenches
- Allen/Hex Keys

SAFETY REQUIREMENTS:

- Always wear safety glasses and any necessary protective garments. If using any fluids, chemicals, or solvents, a respirator is recommended.
- Always turn the ignition to the OFF position and disconnect the NEGATIVE battery terminal.
- Always use properly rated jack stands when working under your vehicle.
- Always keep limbs and parts away from moving drivetrain parts.
- Only operate drivetrain in safe space and well-ventilated areas.

BEFORE YOU BEGIN:

Remove contents from the Z1 Motorsports G35 DE Sedan Fuel Return and verify that ALL necessary hardware is present.

[Ear-Type Clamp Pliers](#) are required to install the included Clamps. These Clamps permanently secure the Fuel Hose and work better than standard spring style clamps. Refer to the [INSTALLING FUEL HOSE AND CLAMPS](#) section for proper installation of the Hose and Clamps. Failure to properly install the Hose and Clamps can lead to the lines disconnecting.

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FUEL PUMP REMOVAL:

1. Place the transmission in Park position (or in Reverse gear if equipped with a manual transmission). Apply the parking brake.
2. Locate the proper jacking points on the vehicle's chassis (refer to the Vehicle's Owner's Manual). Raise and support the vehicle using a jack and jack stands.
3. It is recommended to install this kit when the Fuel Tank **IS NOT** full. If the Fuel Gauge indicates that the tank is over 3/4 full, as shown below in *Figure 1* below, drain some fuel before continuing (or drive the vehicle). The Fuel Tank does not have to be empty, but the less fuel in the tank the cleaner the installation will be.

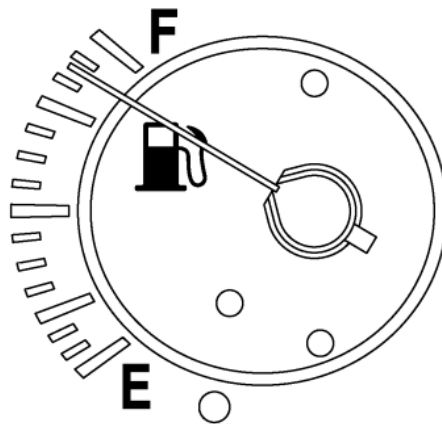


Figure 1

4. Remove the Seat Cushion from the Rear Seat of the vehicle.
5. Remove the Carpet over the Fuel Pump then remove the cover by turning the clips clockwise by 90°. *Figure 2*.

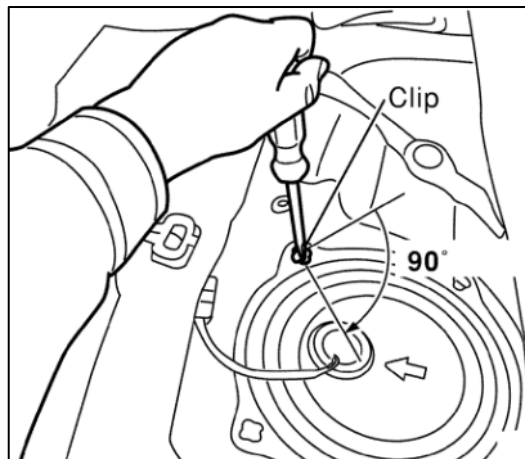


Figure 2

6. Release the Fuel System Pressure. There are (2) two ways to do this:
 - a. If you have access to CONSULT:
 - i. Turn the Ignition Switch **ON**.
 - ii. Perform "FUEL PRESSURE RELEASE" in "WORK SUPPORT" mode with CONSULT.
 - iii. Start the Engine.
 - iv. Wait for the Engine to run out of fuel and stall.
 - v. Crank the Engine over two or three times to release any remaining fuel pressure.
 - vi. Turn the Ignition Switch to **OFF**.
 - b. If you **DO NOT** have access to CONSULT:
 - i. Disconnect the Electrical Connector on the top of the Fuel Tank.
 - ii. Start the Engine.
 - iii. Wait for the Engine to run out of fuel and stall.
 - iv. Crank the Engine over two or three more times to release any remaining fuel pressure.
 - v. Turn the Ignition Switch to **OFF**.
7. Remove the Gas Fill Cap to release any pressure remaining in the Tank.
8. Make sure the Ignition is in the **OFF** position and disconnect the (-) **NEGATIVE** Battery Terminal.
9. Disconnect the Harness and Fuel Feed Tube on the Top Hat of the Fuel Sending unit. To disconnect the Quick Connector, push in the tabs on the side of the Connector then pull out the Fuel Feed Tube. *Figure 3.*

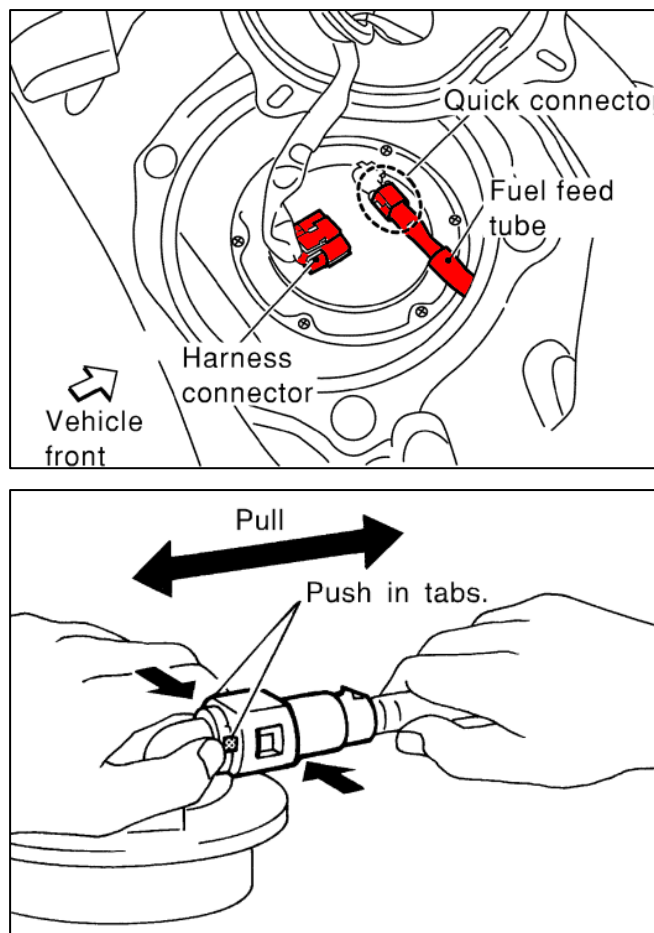


Figure 3

10. Remove the Plastic Quick Disconnect Fitting from the OE Fuel Feed Tube. Sometimes it will stay within Quick Connector and will have to be removed from it. Retain this Plastic Fitting as it must be reused. *Figure 4.*

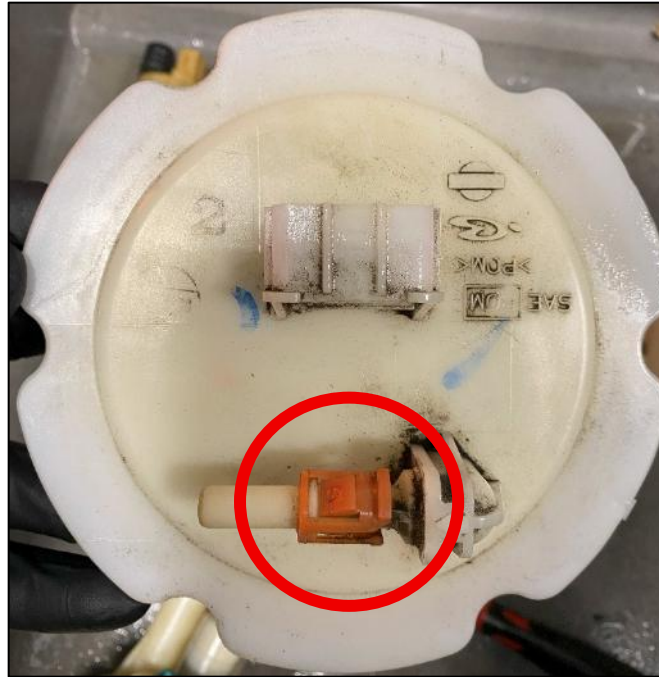


Figure 4

11. Remove the (6) six bolts securing the Fuel Pump Retainer to the Fuel Tank and remove the Retainer. *Figure 5.*

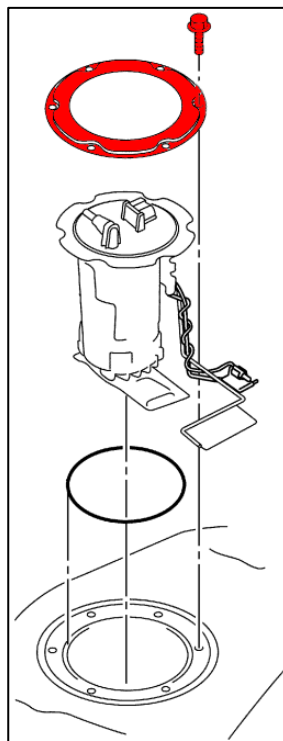


Figure 5

12. Carefully lift upwards to begin removing the Fuel Pump Basket Assembly. There is a Siphon Hose connected to the Fuel Pump securing it to the Fuel Tank. *Figure 6.*

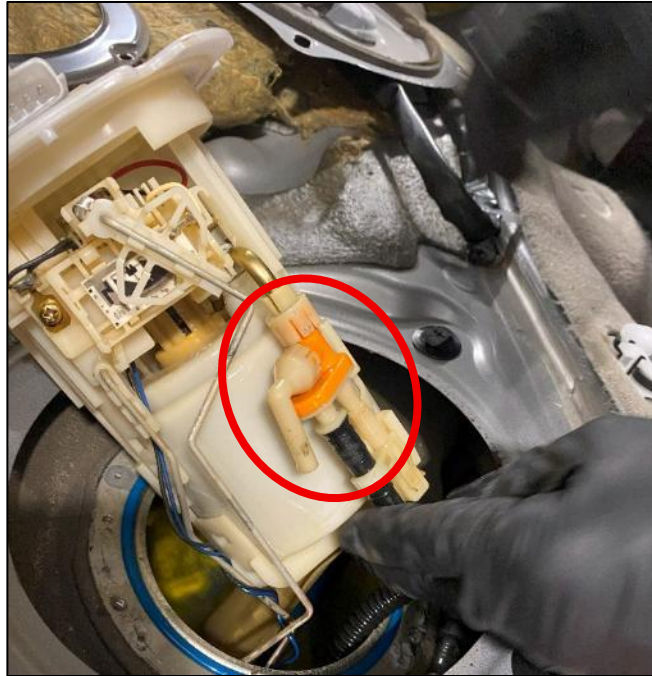


Figure 6

13. Release the (4) four tabs on each side of the Basket Assembly and pull the top half of the Assembly away from the bottom. *Figure 7.*

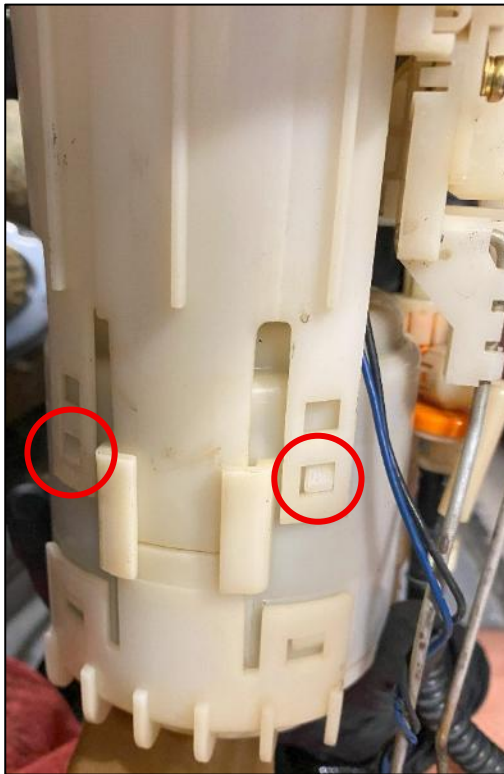


Figure 7

14. Remove the Metal Clip securing the Pressure Regulator to the lower half. Retain this Clip as it will be reused. *Figure 8.*

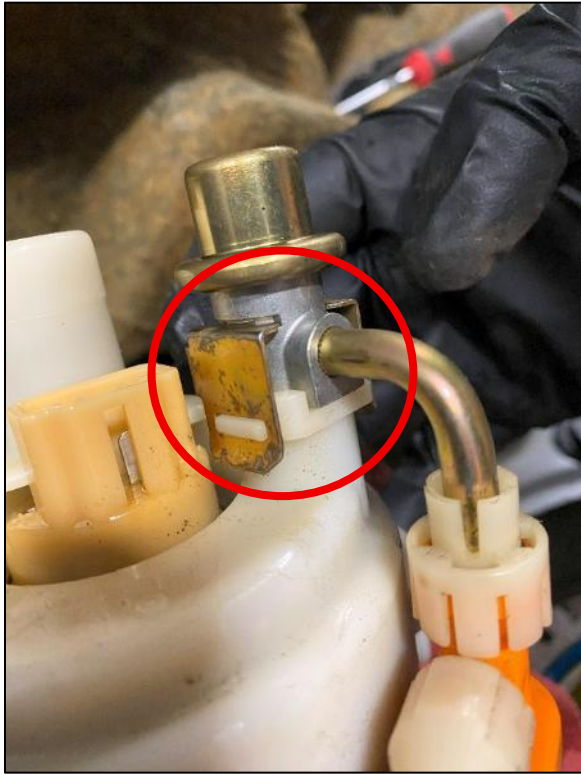


Figure 8

15. With the Metal Clip removed, disconnect the Siphon Hose Assembly from the Lower Half. The Basket assembly can now be removed from the vehicle. Depending on how much fuel was in your tank, the Basket Assembly will likely be full of fuel. Drain any remaining fuel into an appropriate container. *Figure 9.*

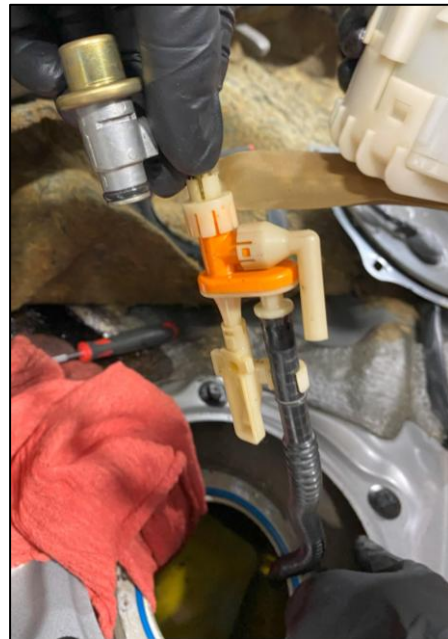


Figure 9

16. Move to a clean worktable to begin disassembly of the OE Fuel Basket.

FUEL PUMP MODIFICATION:

1. Undo the clip securing the Pressure Regulator to the Siphon Hose and separate the Regulator. *Figure 10.*
2. Using a pick, remove the O-Ring in the Orange Part of the Siphon Hose. *Figure 10.*



Figure 10

3. Release the (4) four Tabs on the bottom half of the Fuel Basket Assembly and pull the bottom piece away. The OE Fuel Pump will be contained within this piece. *Figure 11.*

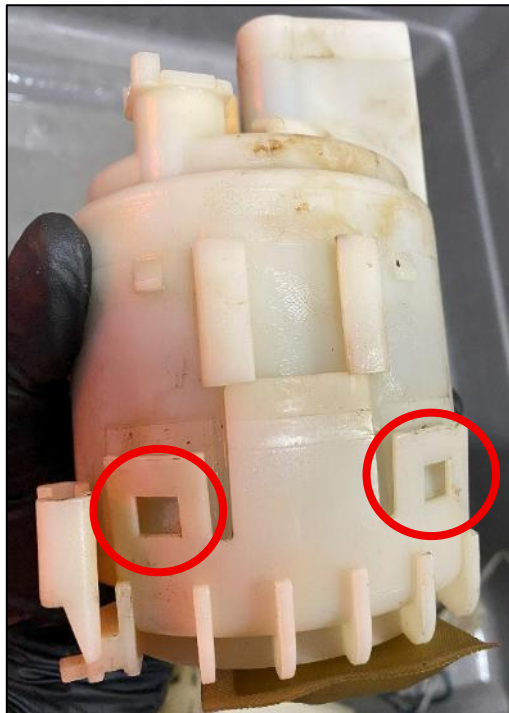


Figure 11

4. Slide the Fuel Pump and Strainer out of the Lower Basket Piece. *Figure 12.*

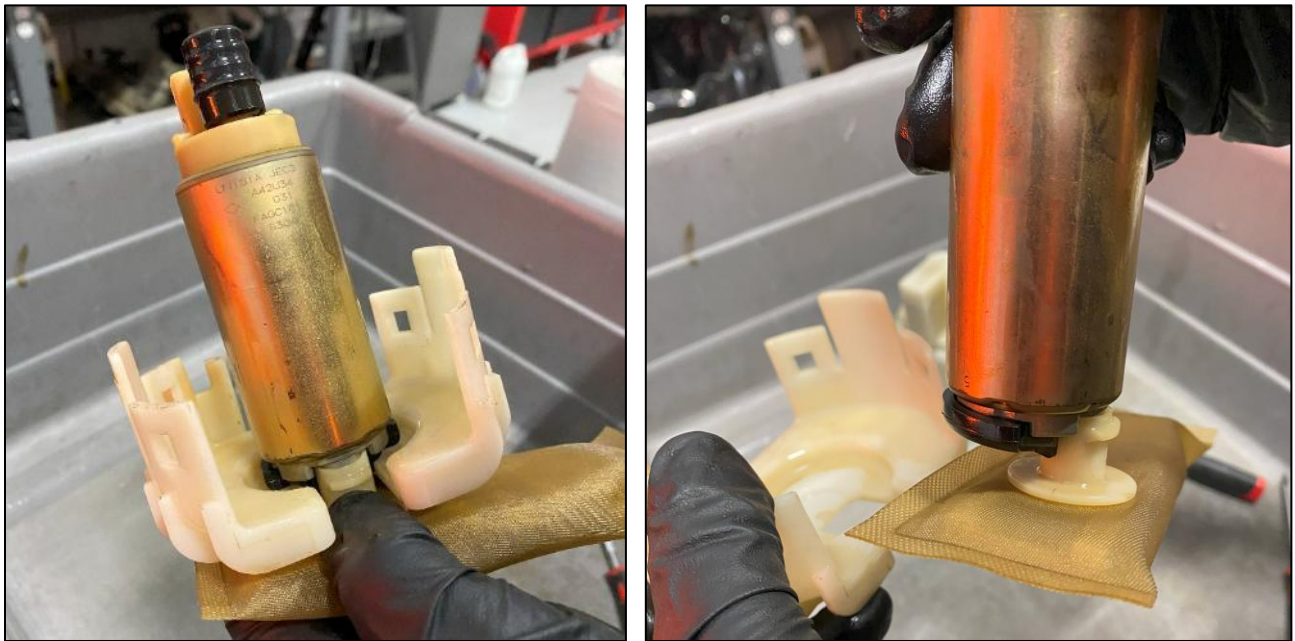


Figure 12

5. Remove the Star Washer securing the Strainer to the OE Pump and remove the Strainer. Retain the Star Washer and Strainer as they will be reused. *Figure 13.*



Figure 13

6. Locate the new Fuel Pump. Aftermarket Fuel Pumps tend to have some tabs on the bottom of the Pump; these tabs will need to be trimmed off to allow the Pump to sit properly in the Fuel Basket. Use pliers or carefully trim with a Dremel. *Figure 14.*



Figure 14

7. Locate the Fuel Pump Grommet and install it onto the Fuel Pump outlet. *Figure 15.*



Figure 15

8. Install the Fuel Pump into the Lower Half of the Basket Assembly. *Figure 16.*



Figure 16

9. Using a Dremel or similar tool, slightly elongate the Tabs on the Bottom Piece of the Fuel Basket. The new Fuel Pump is taller, and the clips won't reach if they are not elongated. Be careful not to trim too much. *Figure 17.*

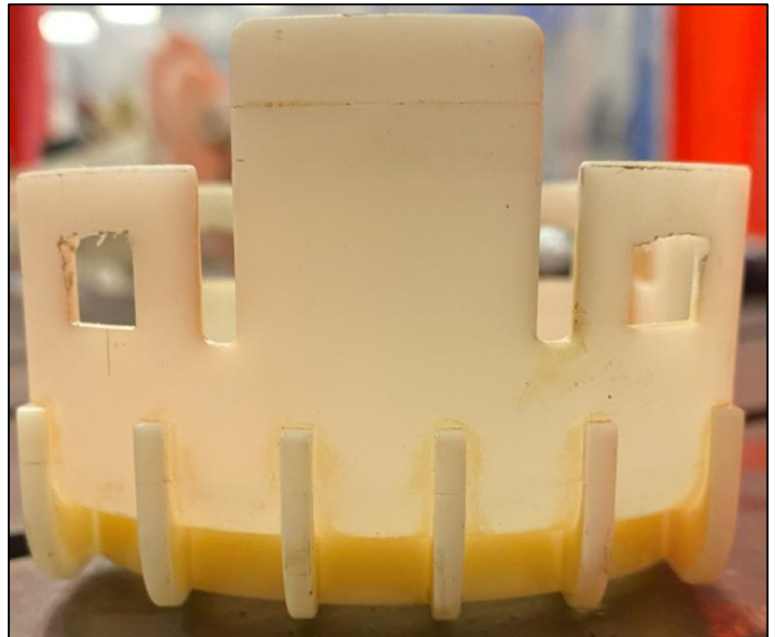
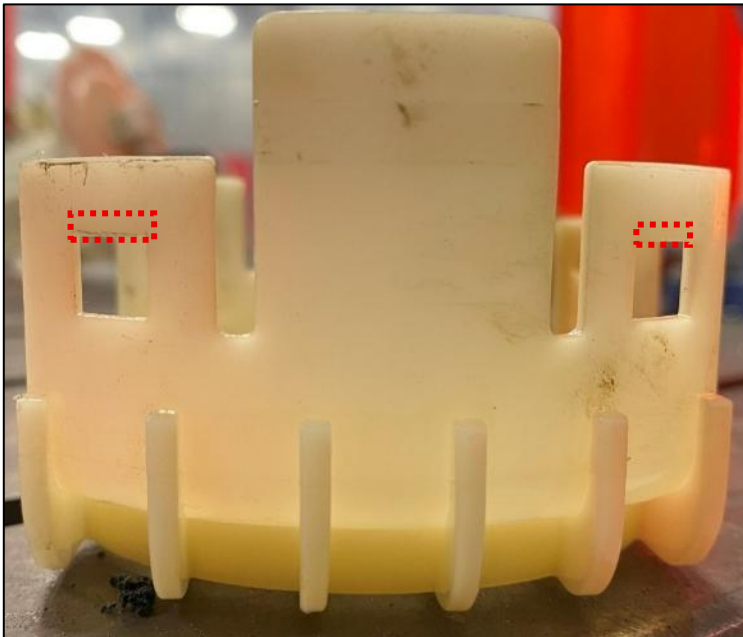


Figure 17

10. Using a Dremel, carefully cut out the center of the Bottom Piece of the Fuel Basket. *Figure 18.*

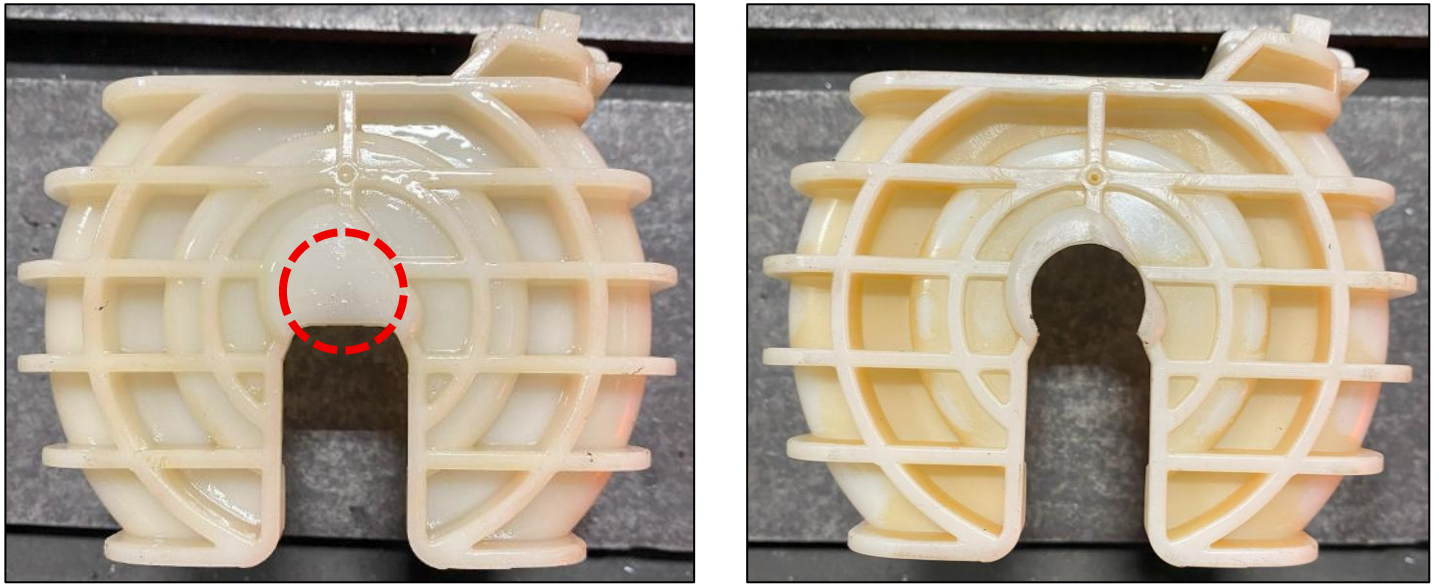


Figure 18

11. Clip the Bottom Piece back onto the Lower Half. If it does not fit, more of the Bottom Piece may need to be trimmed. *Figure 19.*



Figure 19

12. Reinstall the Fuel Strainer and secure with the star washer removed in *Step 5, Figure 20*.

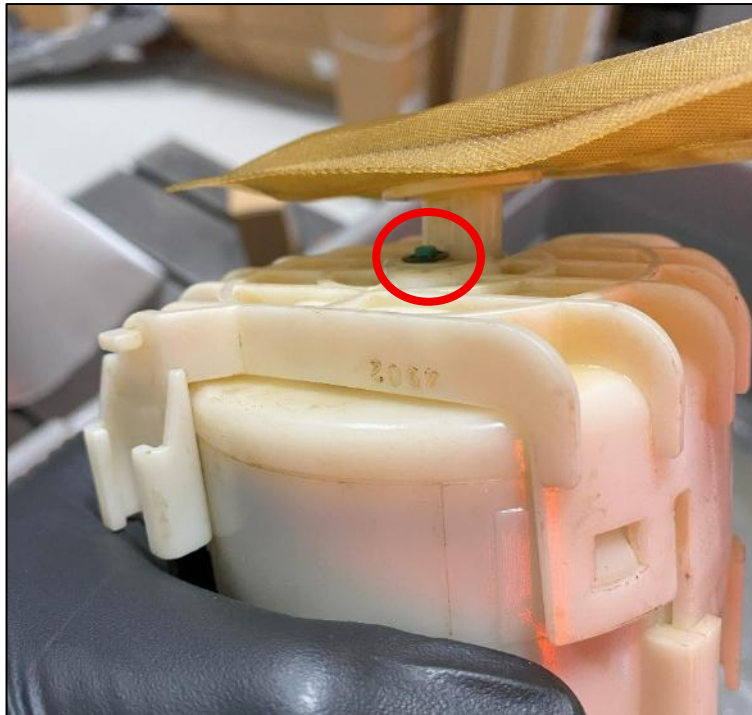


Figure 20

13. Locate the Regulator Delete Plug. Install the Regulator Delete Plug into the port of Fuel Basket and secure it with the Metal Clip removed in *Step 13, FUEL PUMP REMOVAL, Figure 21*.

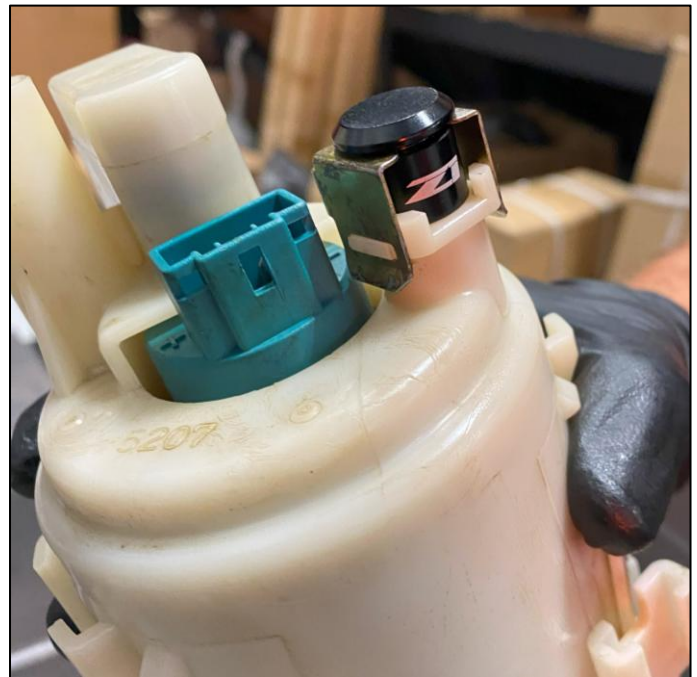


Figure 21

14. Locate the Top Half of the Basket Assembly. A hole will need to be drilled and the webbing on the underside will need to be removed as well to position a Washer. Mark the areas indicated below with a marker. There is a slight circle imprint from the molding that can be used as a reference. *Figure 22.*

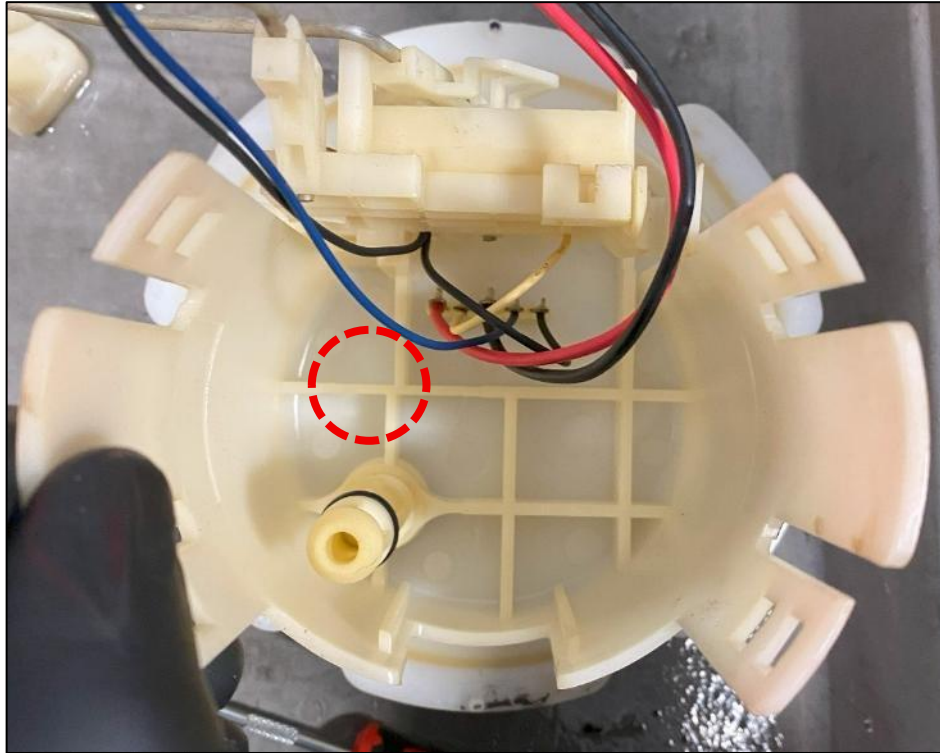


Figure 22

15. Slowly trim the webbing away with a Dremel. Do not go too far and damage any of the other sections of the Fuel Basket. Trim enough that one of the PTFE Washers can sit flat in the pocket. *Figure 23.*

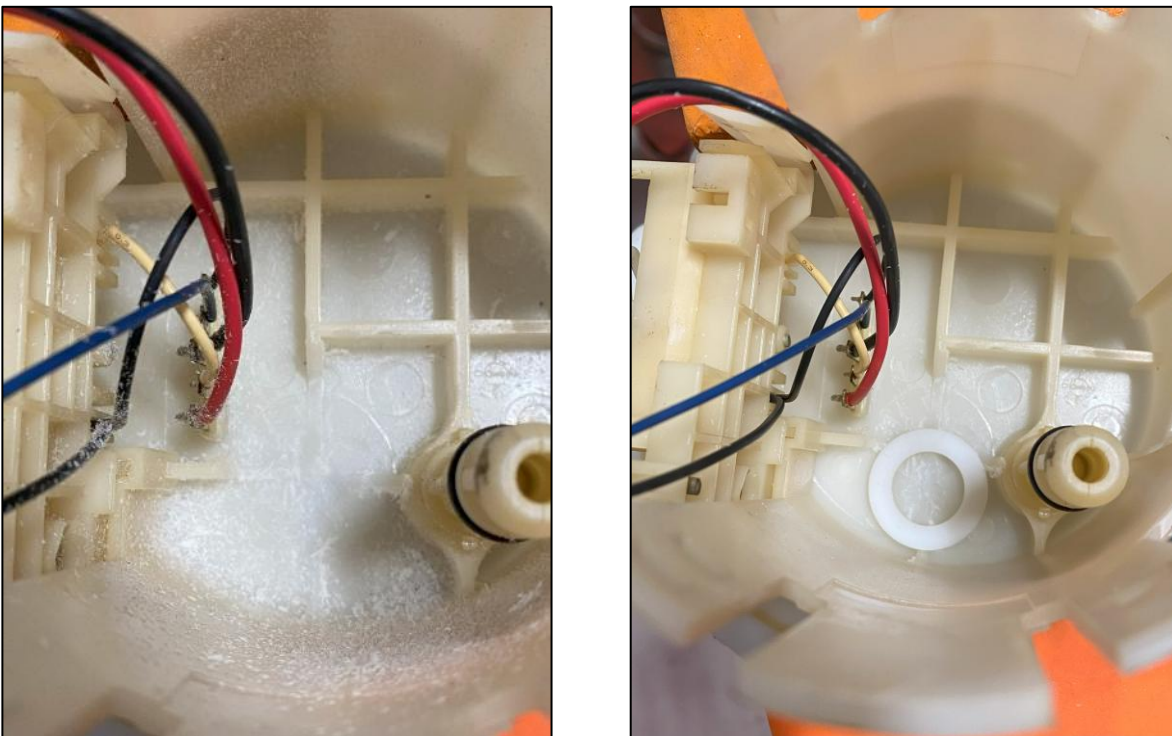


Figure 23

16. Place a PTFE Washer on top of the Basket Assembly as shown. Make sure it has enough room between the Port and Connector. *Figure 24.*

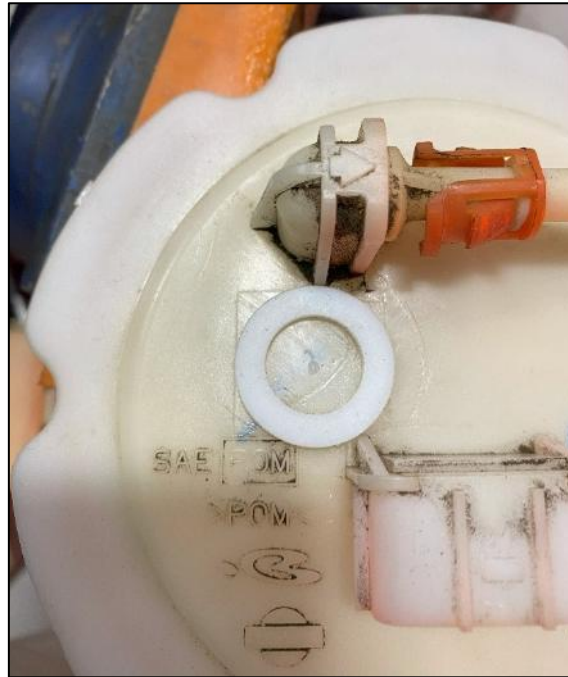


Figure 24

17. Mark the center of the PTFE Washer.

18. Carefully drill through the Basket Assembly until the hole is big enough for the Feed Line Port to fit. *Figure 25.*

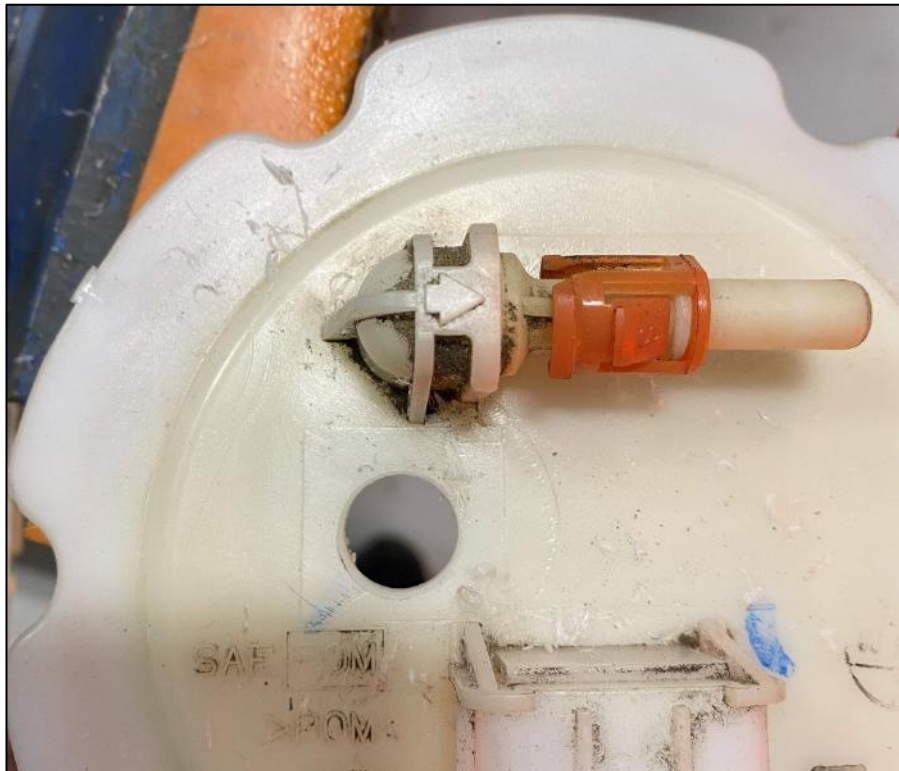


Figure 25

19. Locate the Bulkhead Fitting, 5/16" Quick Disconnect, (2) two PTFE Bulkhead Washers and (1) one 6AN Aluminum Bulkhead Nut. Place (1) one Washer on the Bulkhead Fitting and install it into the Basket Assembly. It should be oriented so it faces the same way as the OE Fuel Port. *Figure 26.*

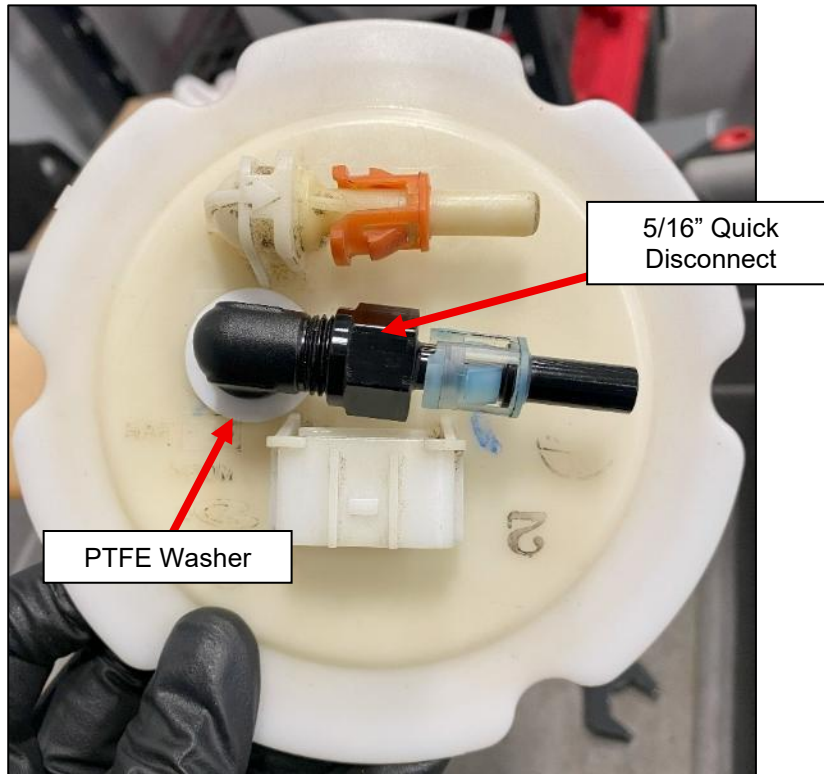


Figure 26

20. Place the other PTFE Washer on the underside of the Basket Assembly and secure with the 6AN Bulkhead nut. *Figure 27.*

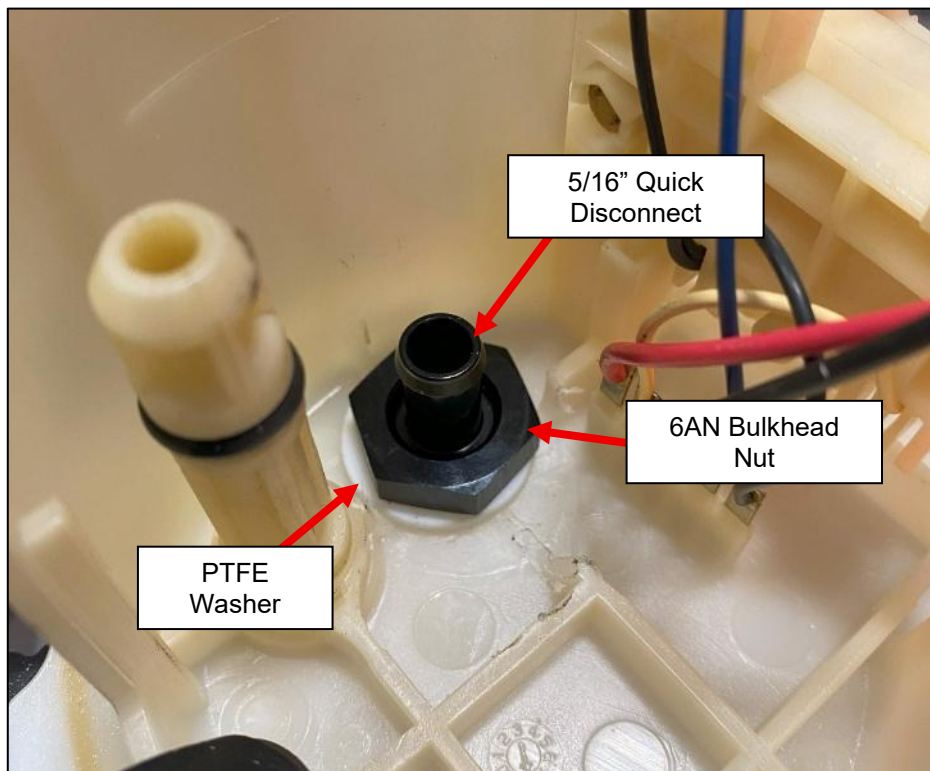


Figure 27

21. Place the OE Quick Disconnect Fitting removed in *Step 10, FUEL PUMP REMOVAL* onto the 5/16" Quick Disconnect Fitting. *Figure 28*.

NOTE: The color of your Quick Disconnect Fitting may vary. *Figure 28* below shows the fitting on both the OE and Z1 Fuel Port. **ONLY** the Z1 Fitting needs the Plastic Quick Disconnect Fitting.

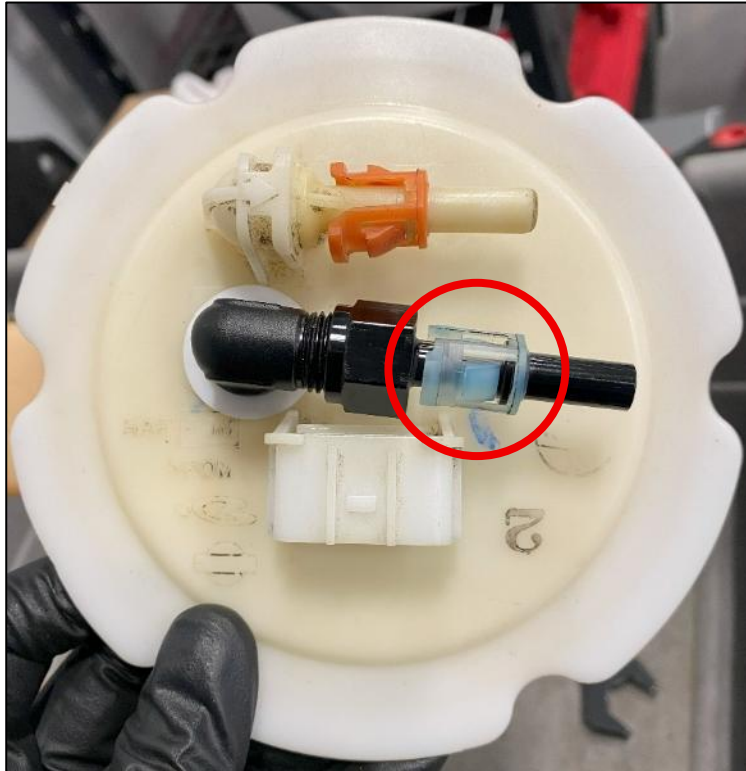


Figure 28

22. Locate the 10mm Fuel Tube and (1) one Fuel Hose Clamp. [Ear-Type Clamp Pliers](#) are required to install the included Clamps. These Clamps permanently secure the Fuel Hose and work better than standard spring style clamps. Refer to the [INSTALLING FUEL HOSE AND CLAMPS](#) section for proper installation of the Hose and Clamps. Failure to properly install the Hose and Clamps can lead to the lines disconnecting.

Install the 10mm Fuel Tube onto the barbed end of the Bulkhead Fitting and secure with the Fuel Hose Clamp. Ensure the Fuel Tube is properly seated so that there are no leaks in the Fuel System. *Figure 29.*

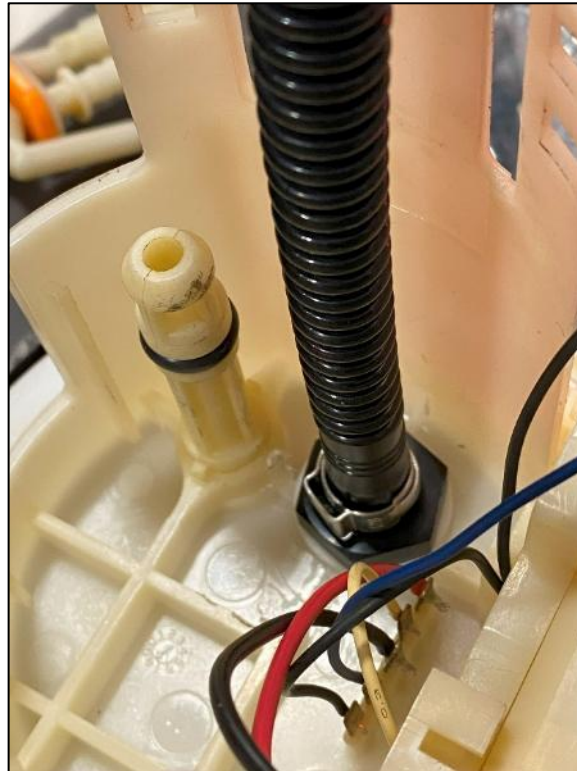


Figure 29

23. Join the Upper and Lower Half of the Fuel Basket Assembly back together. Route the Fuel Tube as shown when reassembling. *Figure 30.*

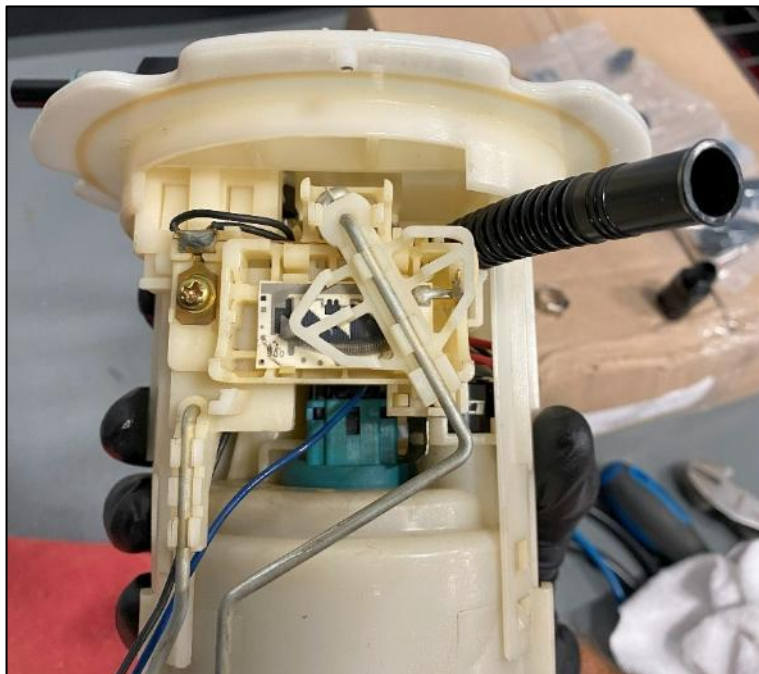


Figure 30

24. Locate the Venturi Adaptor and the (1) one Fuel Hose Clamp. Install the Venturi Adaptor into the other end of the Fuel Tube and secure it with the Fuel Hose Clamp. *Figure 31.*



Figure 31

25. Take the Fuel Basket Assembly back to the car. Reconnect the Siphon Hose to the Basket Assembly. *Figure 32.*



Figure 32

26. Join the Venturi Adaptor and Fuel Hose to the Orange Fitting on the Siphon Hose. *Figure 33.*

NOTE: Ensure that the OE O-ring has been removed from the Orange Fitting. There is an O-Ring on the Venturi Adaptor to seal the connection.



Figure 33

27. Locate the Adaptor Clamp and the (2) two screws that come with it. Position it onto the Siphon Hose as shown. Feed the Screws through the Venturi Adaptor and into the Clamp to secure assembly together. *Figure 34.*



Figure 34

28. Locate (1) one 5/16" Threaded Adaptors. Install it onto the OE Fuel Feed Port on the top of the Fuel Basket Assembly. *Figure 35.*

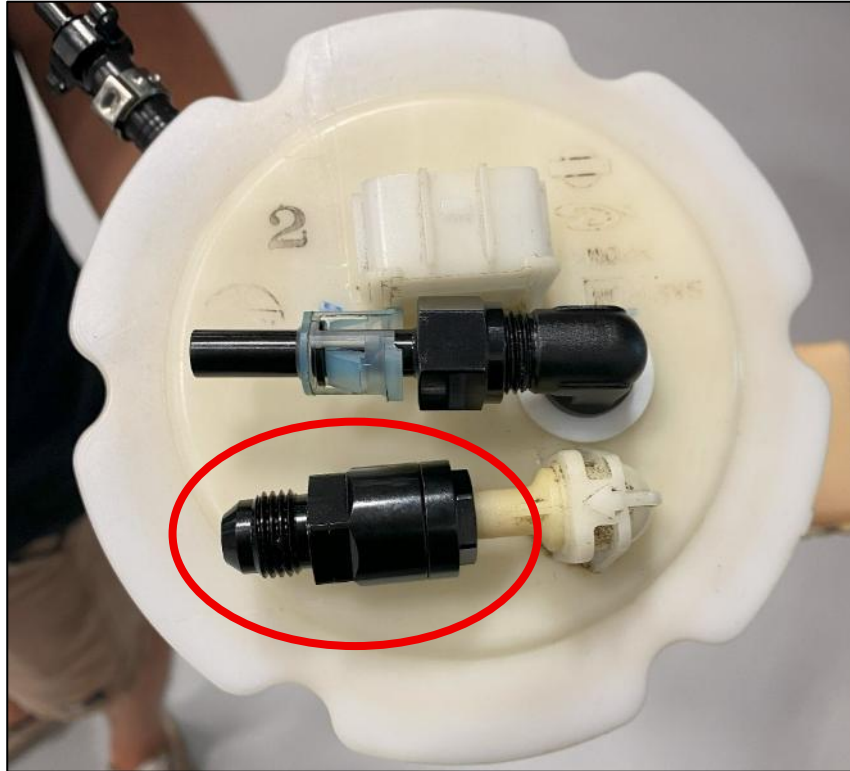


Figure 35

29. Reinstall the Fuel Basket Assembly into the Fuel Tank. Be careful when installing that no lines get pinched or caught.

30. Reuse the (6) six OE Bolts so secure the Fuel Basket to the Fuel Tank. *Figure 36.*



Figure 36

FUEL DAMPER:

1. If not completed in the *FUEL PUMP REMOVAL* section, release the fuel pressure. There are a couple of ways to do this:
 - a. If you have access to CONSULT:
 - i. Turn ignition switch ON.
 - ii. Perform “FUEL PRESSURE RELEASE” in “WORK SUPPORT” mode with CONSULT.
 - iii. Start engine.
 - iv. Wait for engine to run out of fuel and stall.
 - v. Crank engine over two or three times to release remaining fuel pressure.
 - vi. Turn ignition switch OFF
 - b. If you do not have access to CONSULT:
 - i. Disconnect the electrical connector on the top of the fuel tank.
 - ii. Start engine.
 - iii. Wait for engine to run out of fuel and stall.
 - iv. Crank engine over two or three times to release remaining fuel pressure.
 - v. Turn ignition switch OFF.
2. Open and support the hood of the vehicle.
3. Place a rag around the Fuel Damper connected to the Fuel Feed Hose at the back left of the Engine Bay. While applying light pressure to the Damper, loosen the (2) two bolts securing it to the vehicle. *Figure 37*.



Figure 37

- When separating the Fuel Feed Hose with Damper, disconnecting the Fuel Hose Connection from under the vehicle is required. Locate the Fuel Feed Hose on the frame by the passenger side Exhaust Manifold and remove the protective cap. *Figure 38.*



Figure 38

- Using a Fuel Line Quick Disconnect Tool, disconnect the Fuel Feed Damper Line. Be prepared with a rag or bucket to collect residual fuel.
- Pull the Damper with O-Ring and Fuel Line from the engine and set aside.

NOTE: Cap off or cover open Fuel Lines after disconnecting to prevent debris/moisture from entering the Fuel System.

- Locate the Z1 Damper with sealing O-Ring and (2) two Hex Head Bolts. Install the Z1 Damper in the OE Damper Location with the Male Flares pointing towards the Firewall. Torque bolts to **74 in-lbs**, or **6.1 ft-lbs**. *Figure 39.*

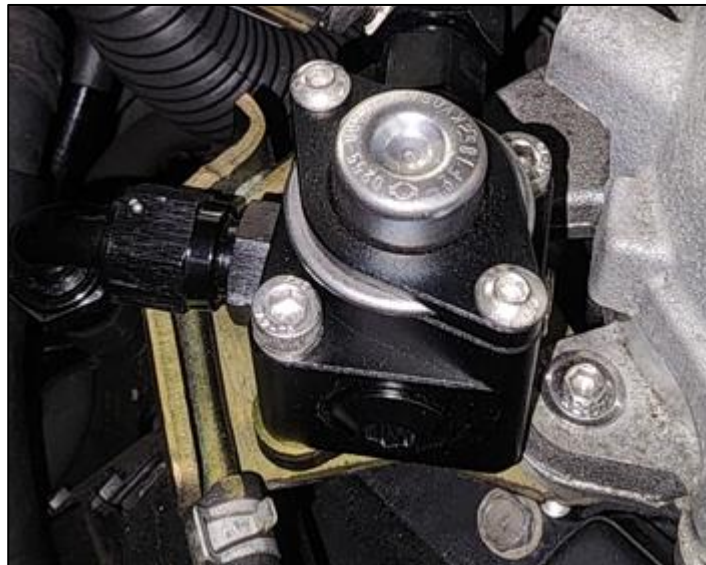


Figure 39

FUEL PRESSURE REGULATOR:

1. Your Z1 Fuel Pressure Regulator will arrive mostly assembled except for the Orb fittings/plugs for the Fuel Lines. *Figure 40* below shows the Regulator and what each component/port is used for:

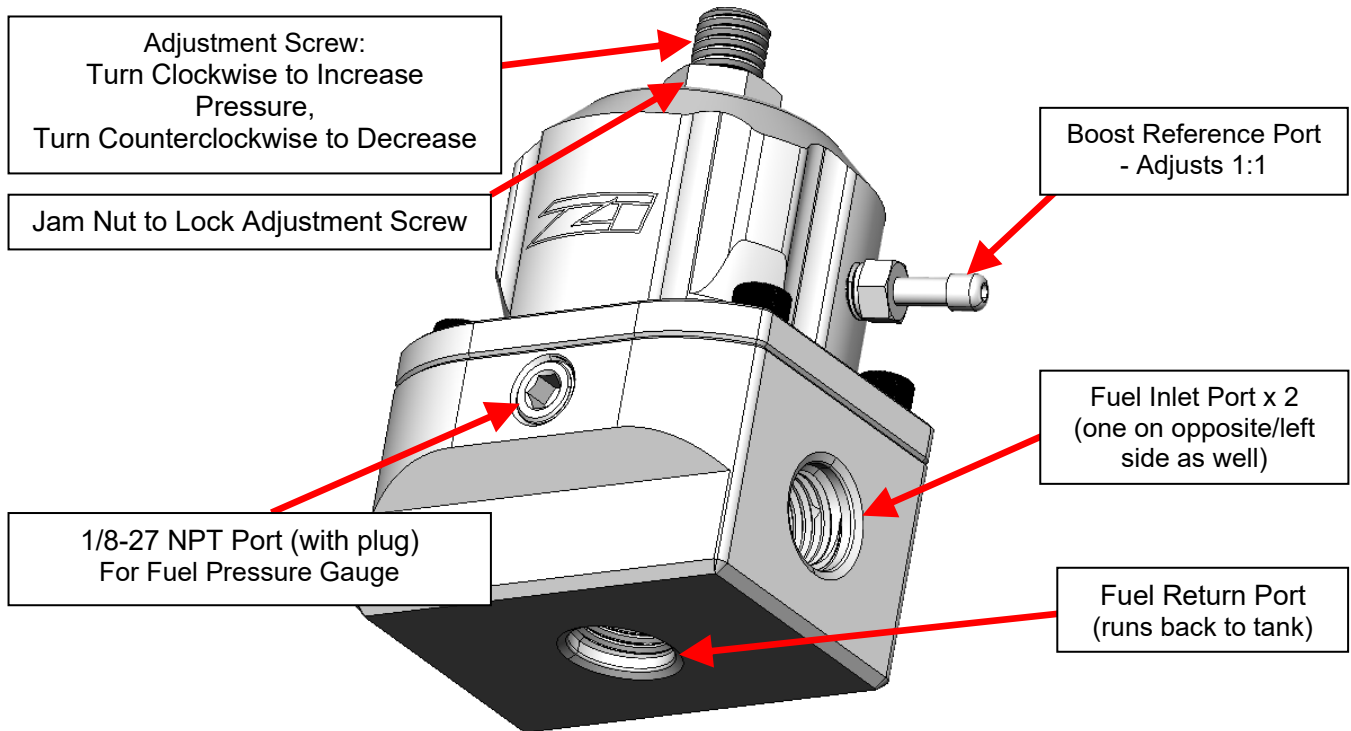


Figure 40

2. Install the (2) two 6AN ORB fittings on the bottom and left side of the Regulator. Install the 6AN Plug on the left side of the Regulator. Remove the plug on the front of the Regulator and install the provided Fuel Pressure Gauge with Thread Sealant.
3. Remove the passenger side plastic battery cover and cowl trim piece. Then remove the white plastic clip on the back of the firewall, shown below with a yellow arrow. Use pliers to pinch the nubs and push towards the rear of the vehicle to remove it from the firewall. *Figure 41*.

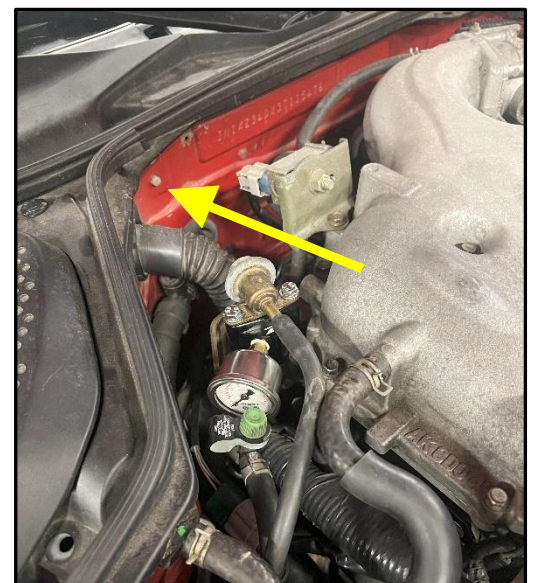
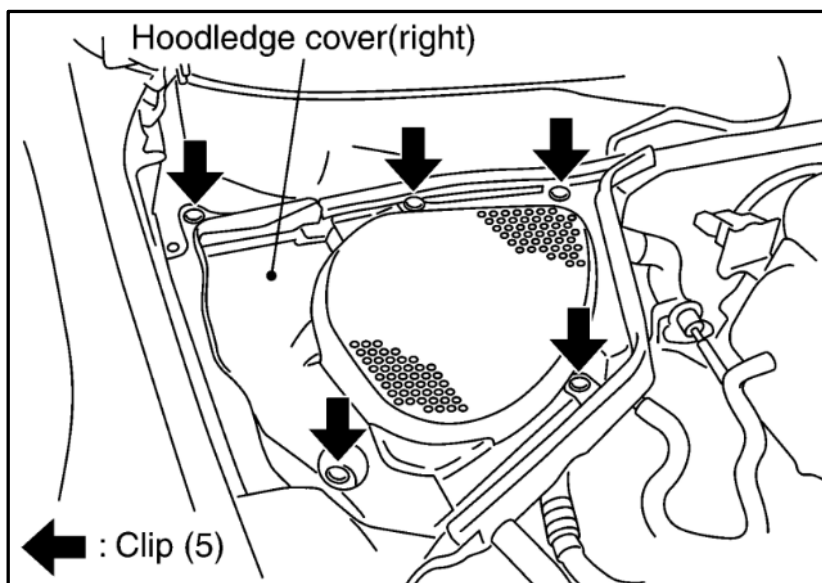


Figure 41

4. Remove the universal bracket that comes on the Regulator. Retain the hardware.
5. Attach the larger piece of the other provided bracket onto the rear of the Regulator with the bolts removed in the previous step. The orientation the bracket should be bolted on in is shown below. *Figure 42.*

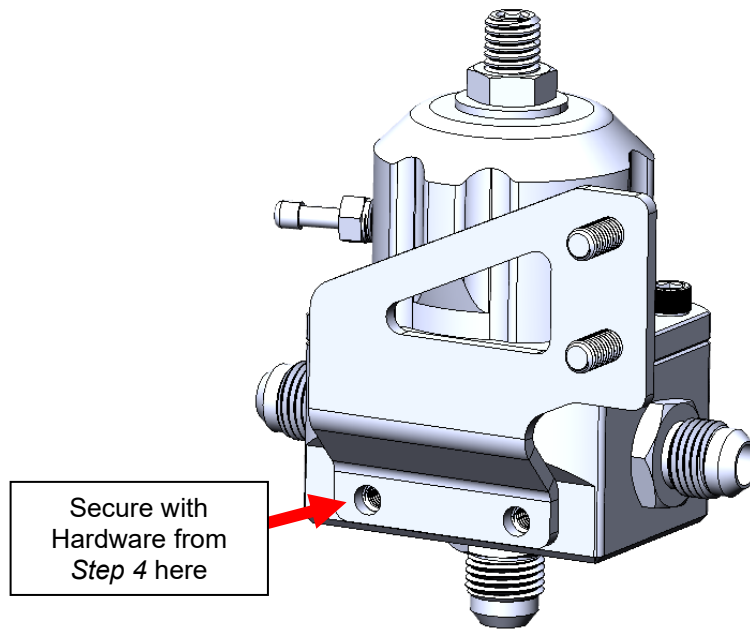


Figure 42

6. Install the (2) rubber bonded washers onto the PEM studs.

NOTE: Some Brackets will not have the PEM Studs installed but will have (2) two included M6 Bolts instead. Install the Bolts through the bracket and place the Rubber Bonded Washers on the backside of the Bracket.

7. You will need to drill (2) two holes to mount the Fuel Pressure Regulator Bracket. Use the Bracket as a template in the area below and mark with a paint pen. It should be directly below the metal tab on the back side of the False Firewall. Drill out the marks with a 1/4" Drill Bit. *Figure 43.*

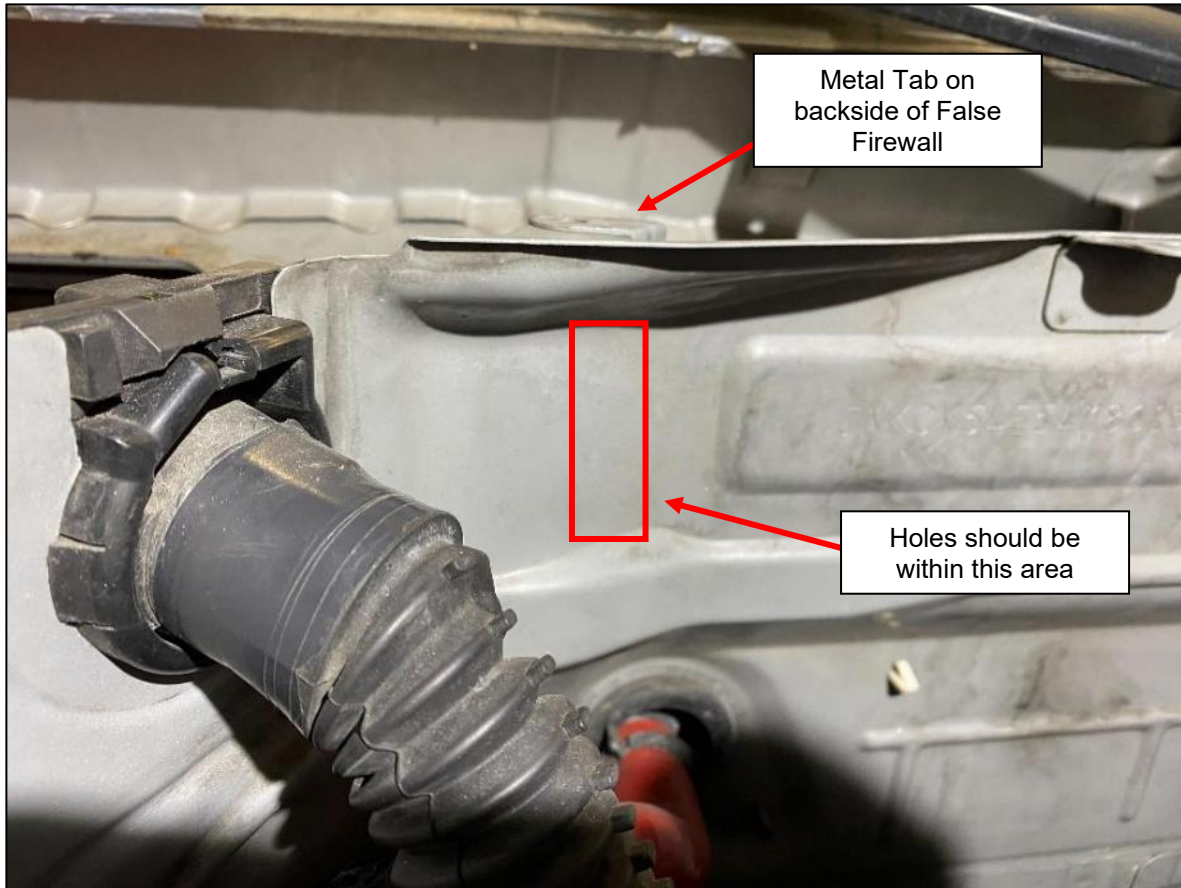


Figure 43

8. Install the FPR Bracket's studs/bolts into the (2) two holes on the firewall where the plastic clip was removed from in *Step 3*. Then place the other L-shaped bracket onto the studs and secure with the provided flange nuts. Some G35s will not need the rear Bracket if the Metal tab is there. *Figure 44.*

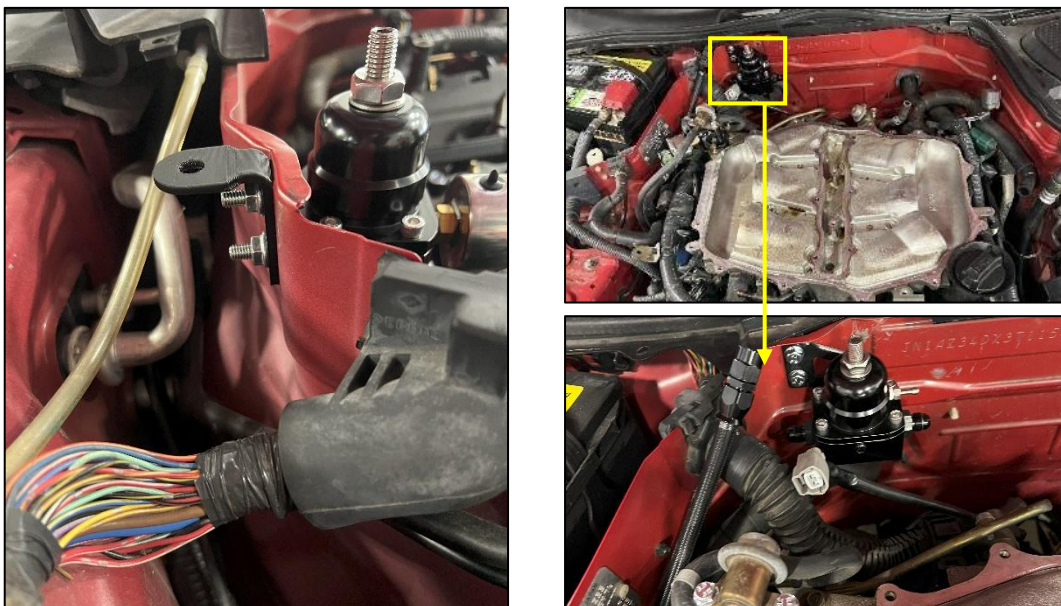


Figure 44

9. Consult your tuner on whether they would like to use boost reference for the Regulator. If you need boost reference, locate the 4mm Silicone Vacuum Hose. There is an unused port on the OE Upper Intake Plenum that is capped off. Remove the cap and run the Vacuum Hose from the FPR to the port on the front corner of the Upper Plenum. Secure with the (2) two provided small clamps. You can optionally route the Vacuum Hose to other ports or tee into other vacuum lines. *Figure 45.*



Figure 45

FUEL LINES AND FUEL FILTER:

1. With the Z1 Fuel Return Kit, the Factory Fuel Feed Line will function as the return line back to the tank. The feed hardline will need to be disconnected from the rubber feed hose connected to the damper in the engine bay. The OE rubber hose connects to the OE hardline on the inside of the passenger side frame rail with a quick connector. Remove the plastic cover circled below, then separate the lines just like the one from *Step 9, FUEL PUMP REMOVAL*. *Figure 46*.

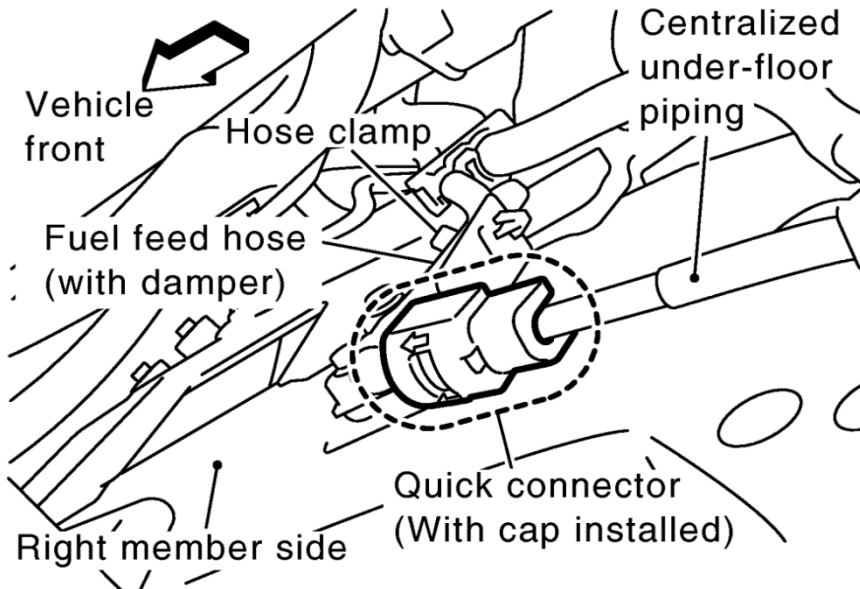


Figure 46

2. Remove the release piece from the OE Hardline if it did not come off with the rubber hose. Install (1) one 5/16" Quick Disconnect Threaded Adapter onto the OE Hardline. It is a two-part adapter; the smaller grooved piece will slide over the lip on the OE Hardline and then the larger piece will thread onto the smaller. *Figure 47*.



Figure 47

3. Prior to installing any of the Hoses, locate the (2) two provided Allen Pan Head Bolts and install them in the locations circled below on the Intake Manifold. *Figure 48.*



Figure 48

- Locate the Fuel Lines Kit. The kit contains (4) four Fuel Lines. Each Fuel Line will be bagged individually with a part number on the bag, do not separate the line from its bag until you are ready to install it. **These lines have a PTFE core that if kinked, cannot be un-kinked.** Be careful when routing and maneuvering these lines, if you kink one you will need to order a replacement. **DO NOT overtighten the fuel line fittings or use any additional sealant on the lines.**

Refer to *Figure 49* below as a reference on how each Line will be run. The chart details all (7) seven provided Fuel Lines and what each fitting connects to.

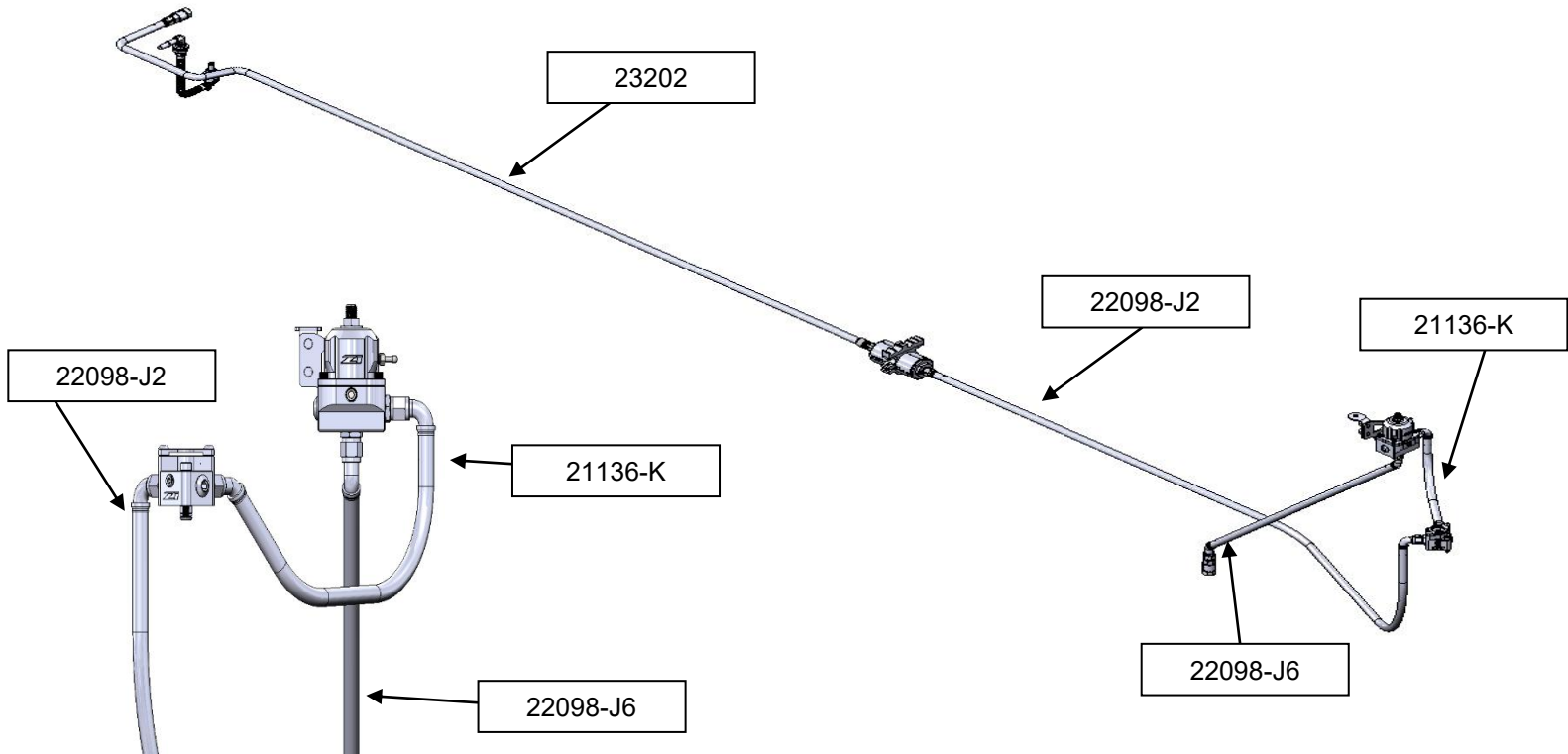


Figure 49

PN	Desc.	Fitting #1	Fitting #2
23202	Top Hat Outlet → Fuel Filter Inlet	Straight – Top Hat Outlet	Straight – Fuel Filter Inlet
22098-J2	Fuel Filter Outlet → Fuel Damper Inlet	Straight – Fuel Filter Outlet	90° - Damper Inlet
21136-K	Fuel Damper Outlet → FPR Inlet	45° - Fuel Damper Outlet	90° - FPR Inlet
22098-J6	FPR Return Port → Factory Feed Line	45° - FPR Return Port	45° - Factory Feed

5. Remove the Plastic Protective Cover from the Fuel Lines near the Fuel Tank. *Figure 50.*



Figure 50

6. From the underside of the car, push the Pump Feed Line (**23202**) up between the chassis and the front of the Fuel Tank towards the Fuel Pump Top Hat. *Figure 51.*

NOTE: It is recommended to wrap the end of the Hose with Painters Tape to protect the fitting when routing it to the Fuel Pump.



Figure 51

7. Inside the vehicle, grab the feed line and pull it towards the Top Hat but do not install the line yet. *Figure 52.*



Figure 52

8. On the underside of the vehicle there will be several OE Hardline retaining clips (shown below). The 5th clip from the rear will be removed and replaced with the Z1 External Fuel Filter Mounting Bracket. Remove the 5th clip (shown below with an arrow) from the vehicle by pulling down. *Figure 53.*

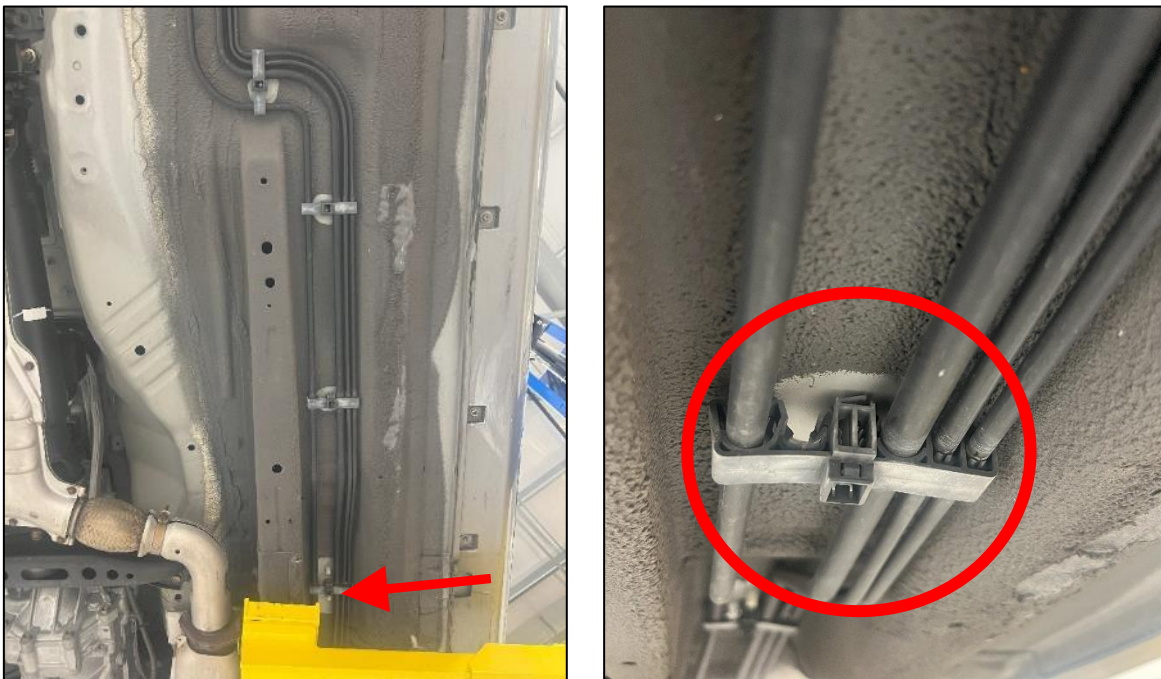


Figure 53

9. Locate the Fuel Filter and Mounting Bracket. Position the Fuel Line Clip piece of the Bracket onto the stud where the OE Fuel Line Clip was removed in *Step 7*. Secure the Z1 Fuel Line Clip with the supplied Flanged Nut. *Figure 54*.



Figure 54

10. Position the Z1 Fuel Filter into the clamp piece of the Bracket and tighten the clamp with the supplied Socket Head Bolt. After, secure the clamp to the Fuel Line Clip with the (2) two supplied Flanged Bolts. **Make sure the flow arrow is pointing towards the front of the vehicle; fuel will not flow if it is reversed.** *Figure 55*.



Figure 55

11. Route the rest of the Feed Line along the Factory Hard Fuel Line against the passenger side frame rail. There is an open spot on the hardline retaining clips, route the Z1 Lines in that spot. The Retaining Clips may need to be slightly trimmed to fit the larger Fuel Line. *Figure 56.*

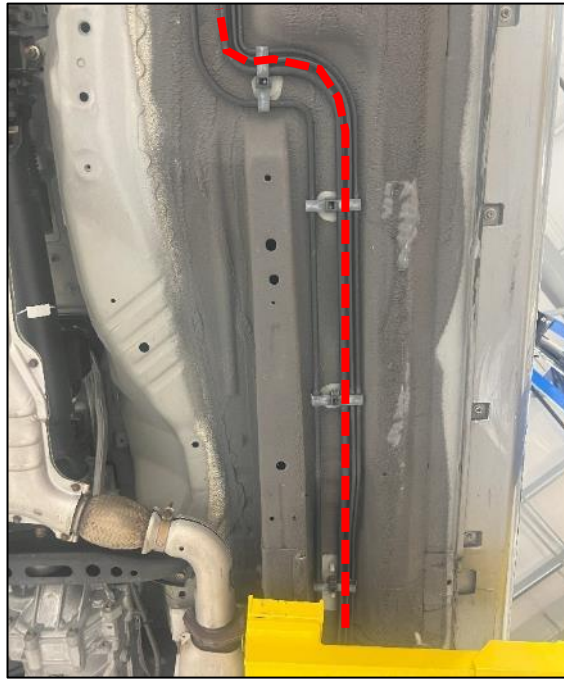


Figure 56

12. Secure the Pump Feed Line to the **INLET** of the Fuel Filter. The Filter is marked with “IN” and “OUT” on each fitting.
13. Install the Filter Outlet Fuel Line (**22098-J2**) onto the Outlet of the Fuel Filter and route the rest of the line along the factory hard fuel lines against the passenger side frame rail towards the engine bay. *Figure 57.*



Figure 57

14. Once past the frame rail, route the feed line over the suspension arm and up towards the engine.
15. Using the supplied Cushion Loop Clamp on the inside of the passenger side frame rail, secure the Feed Line to the bolt on the OE Hard Line Bracket. *Figure 58.*



Figure 58

16. Route the feed line towards the rear of the engine.

NOTE: For vehicles equipped with Headers, Fire Sleeve or Heat Wrap is recommended to prevent increased Fuel Temperature and premature wear to the Fuel Lines.

17. Connect the 90° End of **22098-J2** to the INLET of the Fuel Damper. *Figure 59.*
18. Locate Line **21136-K**. Connect the 45° End to the Fuel Damper OUTLET. *Figure 59.*
19. Connect the 90° End of **21136-K** to the INLET of the Fuel Pressure Regulator. *Figure 59.*
20. Locate Line **22098-J6**. Connect one end to the Fuel Pressure Regulator RETURN PORT. *Figure 59.*
21. Connect the other end of **22098-J6** to the FACTORY FEED LINE. *Figure 59.*

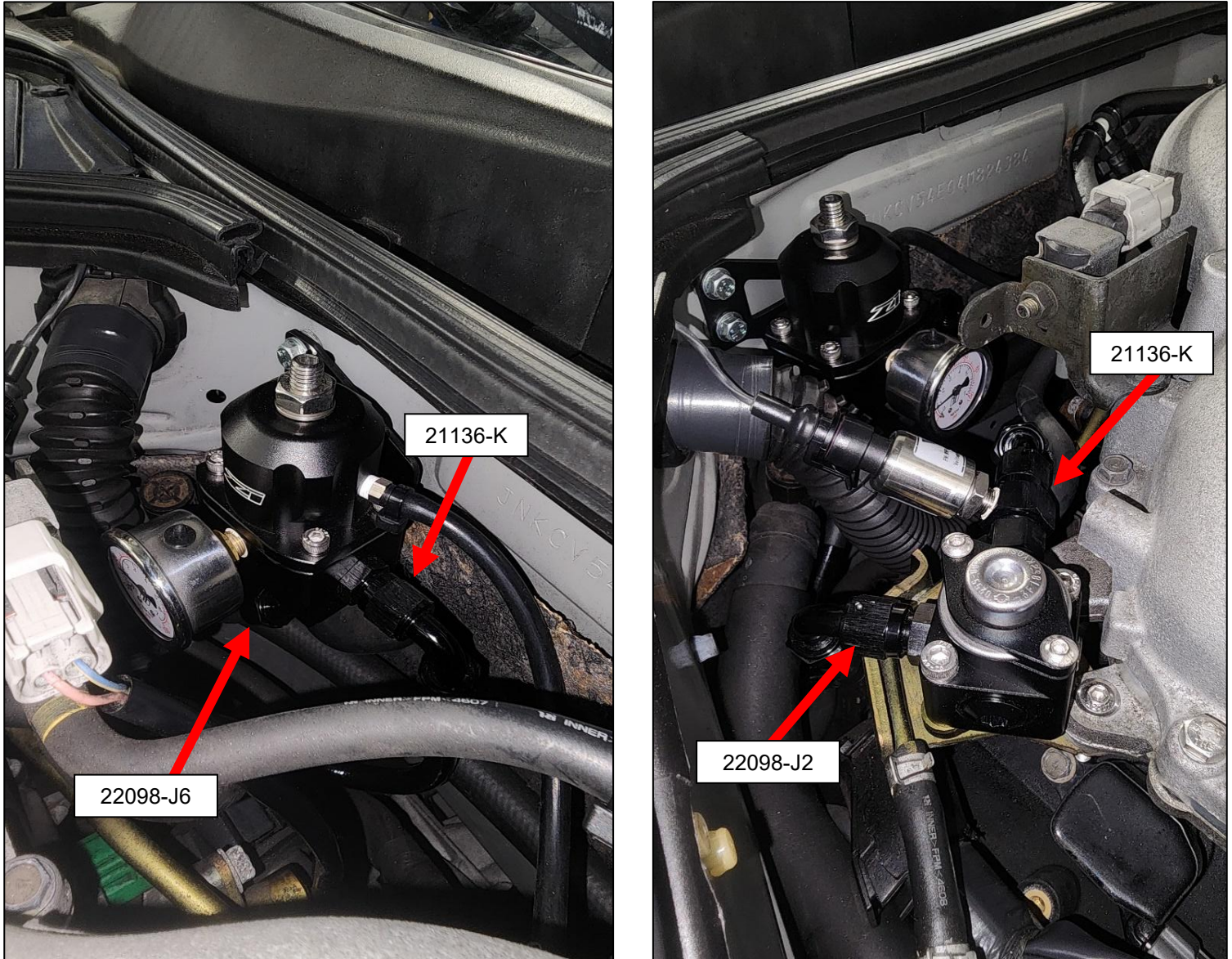


Figure 59

22. Make sure all connection points are tight.

23. Go back inside the vehicle and thread the new Z1 AN Feed Line onto the adapter fitting on the pump side of the Z1 Top Hat. *Figure 60.*
24. Connect the OE Hard Fuel Line (what used to be the stock feed line) to the return side of the Z1 Top Hat. *Figure 60.*



Figure 60

25. Reinstall all other components removed in the previous steps (intakes, cowl panel, trim pieces, etc.).
26. Check the vehicle for loose items/tools.
27. Reconnect the (-) **NEGATIVE** Battery Terminal.
28. Prime the Fuel System by turning the key to the ON position, but do not start the vehicle.
29. Check the Fuel Pressure Gauge to see if you have Fuel Pressure and check for leaks in the system. This may take several priming sequences for pressure to build up.
30. If you installed new larger injectors, contact your tuner for an updated tune before start up.
31. Start the vehicle.
32. Check for fuel leaks again.
33. Monitor the Fuel Pressure Gauge and adjust the Z1 Regulator to the desired Fuel Pressure. Rotating the adjustment screw clockwise will increase pressure, while rotating it counterclockwise will decrease pressure. Most OEM Nissan fuel systems are set to 52 psi. The Z1 Regulator can adjust pressure from 40-75 psi.
34. Once you confirm the base fuel pressure is correct, tighten the jam nut on the adjustment screw.

INSTALLING FUEL HOSE AND CLAMPS:

1. Fuel Hose must be pushed all the way onto the barb with enough room to easily install a Hose Clamp to secure the hose. The image on the left of *Figure 61* below shows the hose not all the way on the Fuel Pump Barb, while the image on the right shows the Hose installed properly and secured by a Hose Clamp. Use Silicone Spray or another lubricant to help get the Hose onto the Barb. *Figure 61*.

NOTE: [Ear-Type Clamp Pliers](#) are required to install the included Clamps. These Clamps permanently secure the Fuel Hose and work better than standard spring style clamps.

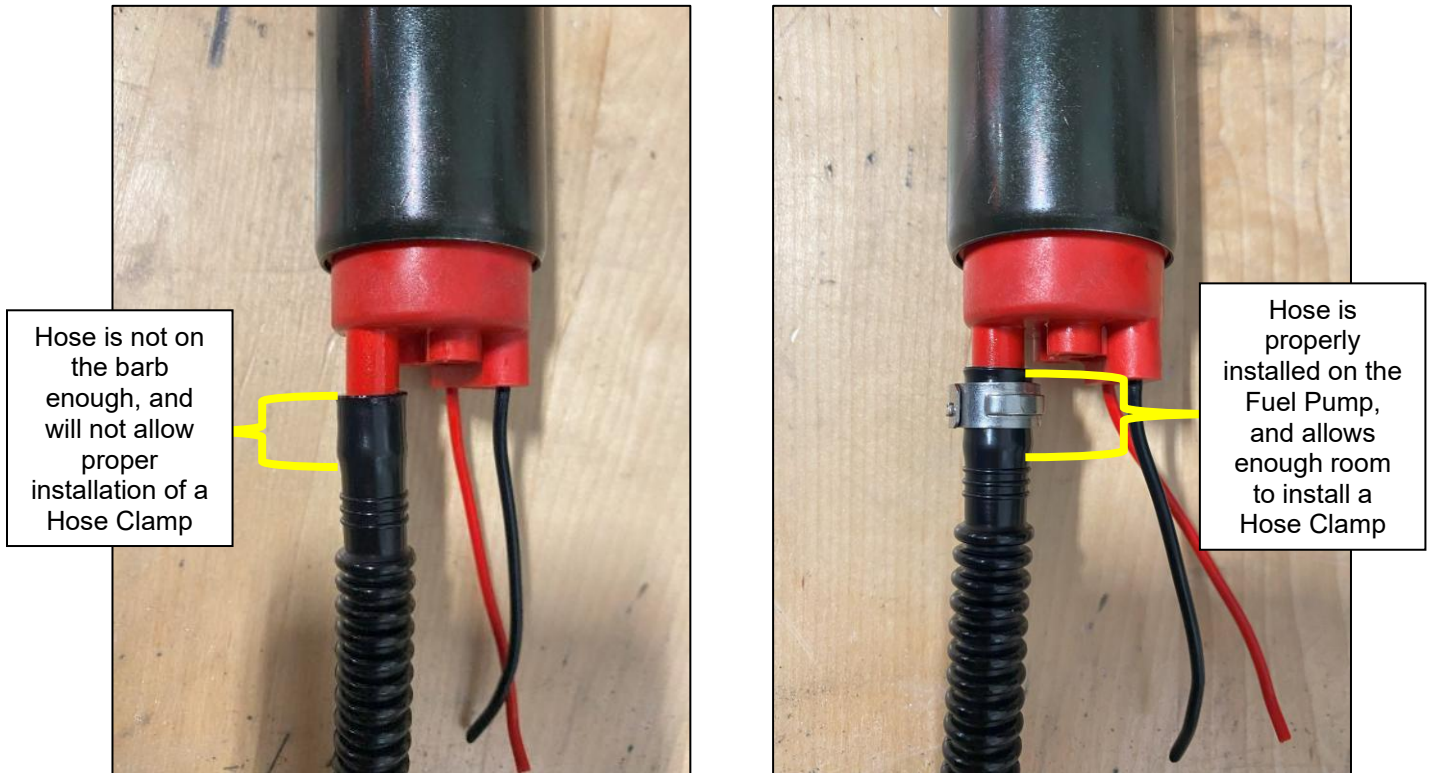


Figure 61

END

Additional Technical Support:
Contact Z1 Motorsports at info@z1motorsports.com
Or call 770-838-7777 between 9am and 6pm ET