



1990+ Nissan Z specialists

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[www.300ZX.com](http://www.300ZX.com)

## Z1 Motorsports ECU upgrade checklist.

To insure optimum performance and safety from your ECU upgrade we strongly recommend following these guidelines.

-Insure that your mechanical timing is set to 15 degrees BTC. The upgraded timing maps are based upon this baseline. Highly advanced or retarded timing can result in serious problems. Mechanical timing is checked with a timing light and adjusted via the CAS.

-We strongly recommend using NGK PFR6B-11B spark plugs gapped at .035" (unless you have an upgraded ignition system) on the TT. NGK PFR6B-11's should be used on the NA with no gapping required. When gapping plugs never pry against the platinum tip. We keep these plugs in stock and can ship them out with your ECU upgrade.

-Boost jets are provided for TT models that produce 15 psi of boost on average, each car is different so sometimes this may vary somewhat. Since this boost exceeds the capability of the stock gauge we stongly recommend an aftermarket pillar mounted boost gauge to monitor the boost. It is important to know how high you are boosting. Boosting over 17 psi on stock injectors becomes unsafe. We have different styles of aftermarket boost gauges in stock. If you need help installing boost jets please refer to [www.twinturbo.net](http://www.twinturbo.net) tech section.

-ECU cores must be returned for core refund within 30days along with the included ECU Core return sheet also available on our website.

-We are available for customer support as well as for all your 90+ Z parts, service, and performance needs.