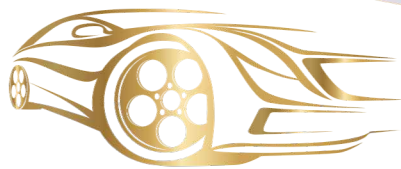


INSTRUCTION MANUAL

***Nissan Patrol ZD30 Di
2000 - 2006***



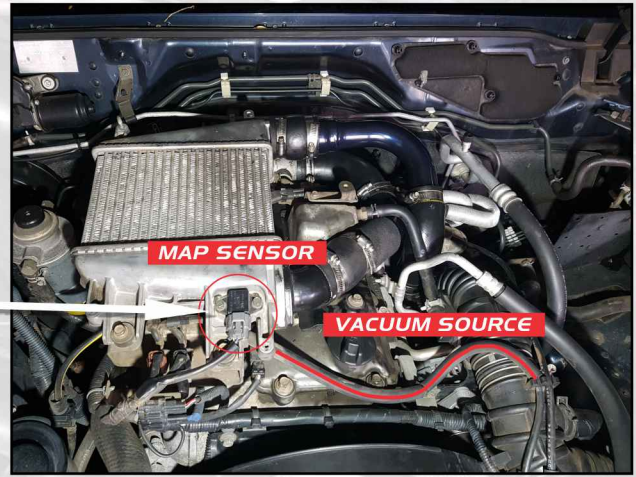
***TILLIX PERFORMANCE
AND TUNING***

Turbo Diesel Specialist

1

STANDARD

Standard map sensor.

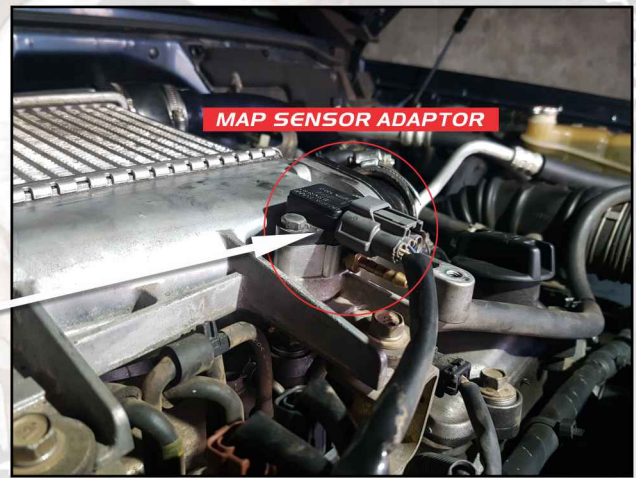


2

MAP SENSOR ADAPTOR

If the map sensor adaptor has been purchased, install it as shown here.

If it is to be used as the main boost source for the Tillix system as well, this is where the boost line will be routed from, instead of the weld-on fitting shown in a later photo.

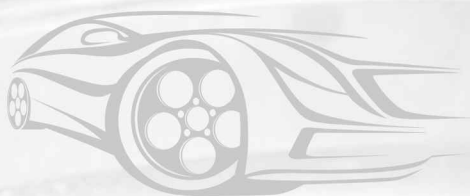


3

STANDARD VACUUM LINE

Remove this hose from it's spigot under the intercooler.

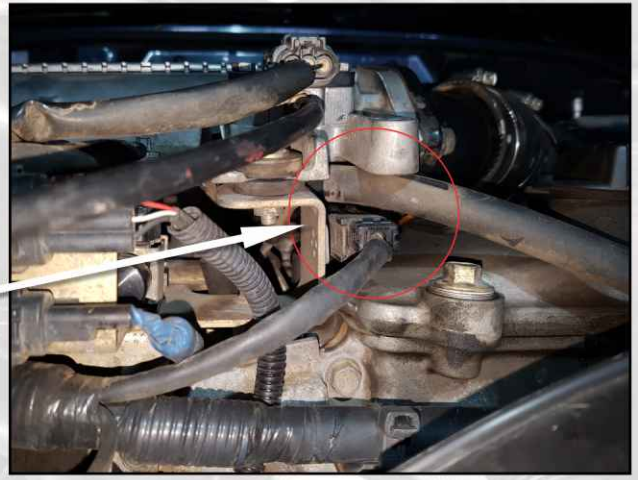
This is the vacuum source for the Tillix system.



4

STANDARD VACUUM LINE

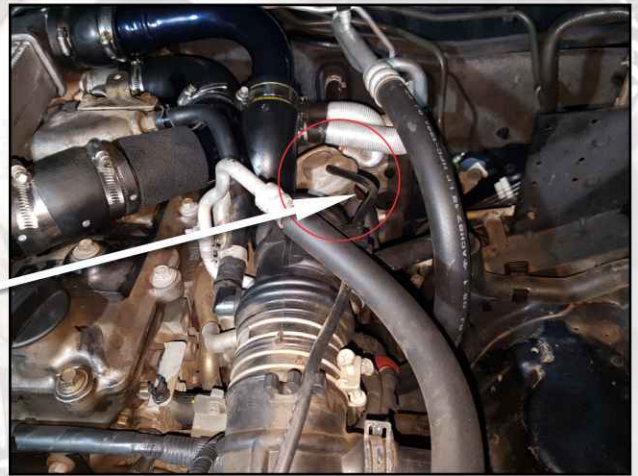
If necessary, you can slide a knife in and cut the hose a small amount so it will release without bending the metal pipe.



5

TURBO VAC LINE

Remove this vacuum line from the turbo actuator.



6

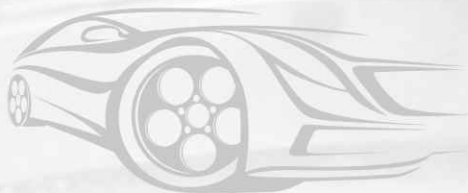
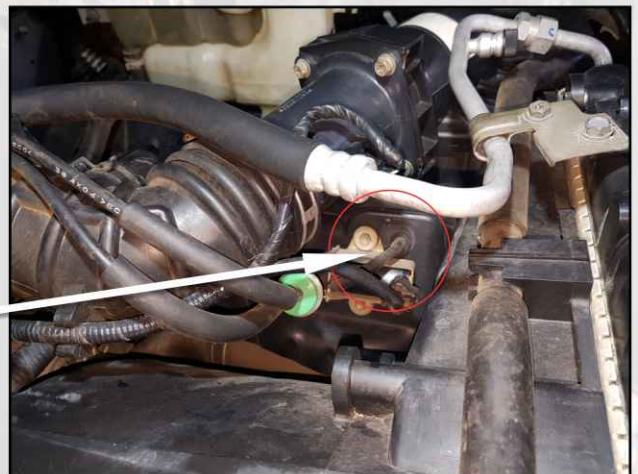
AIR-BOX RESONATOR

Remove this hose from it's spigot.

Fold this hose over on itself and cable tie it closed.

This is the air-box resonator.

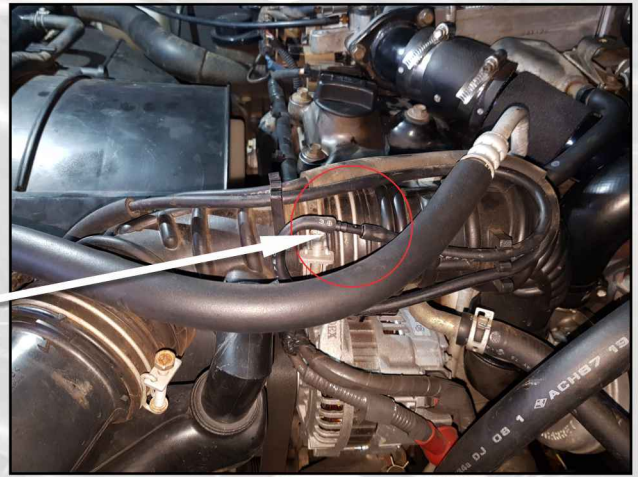
From this point the Tillix system will be able to draw fresh filtered air through the needle valve when it is in operation.



7

VAC LINES JOINED

Join the two hose ends removed in steps 3 & 5 using the supplied joiner as pictured.

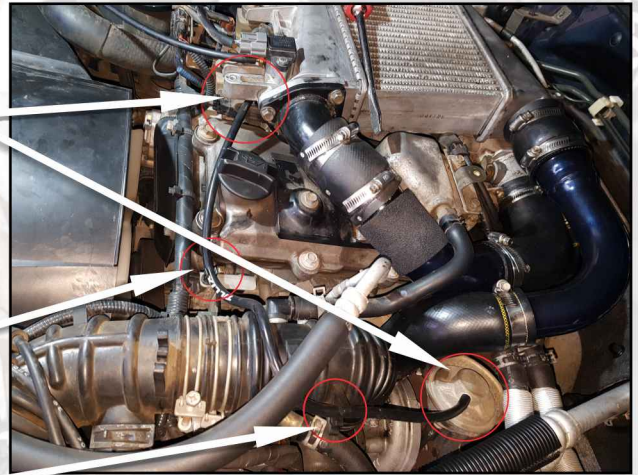


8

NEW VAC LINE RUN

Run new silicon hose from the vacuum source to the turbo actuator.

It should be mounted in the factory locations to ensure it is correctly isolated from vibration and chaffing on other components.

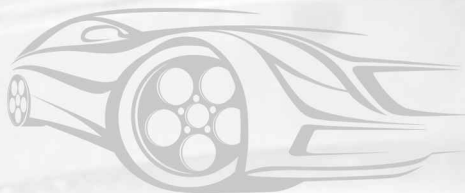
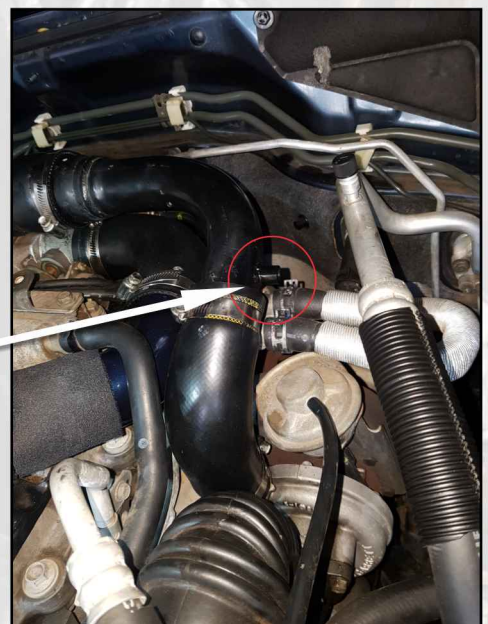


9

WELD-ON INSTALLED

Weld the stainless boss to the intercooler pipe in the location shown.

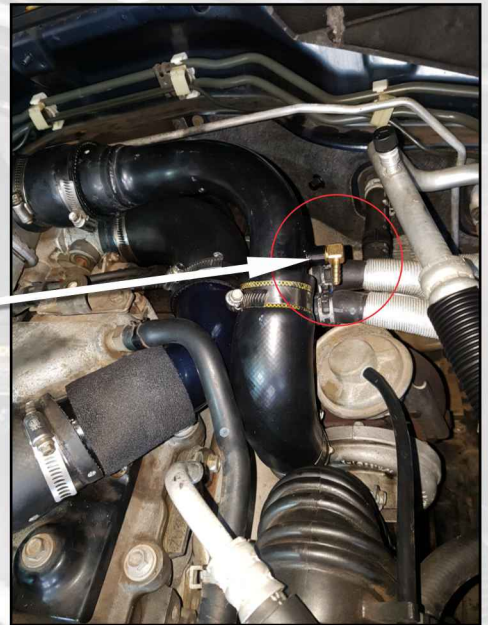
If you are using the map sensor adaptor, ignore this step.



10

FITTING INSTALLED

Using adequate sealant or thread tape, install the 90 degree brass fitting as shown.



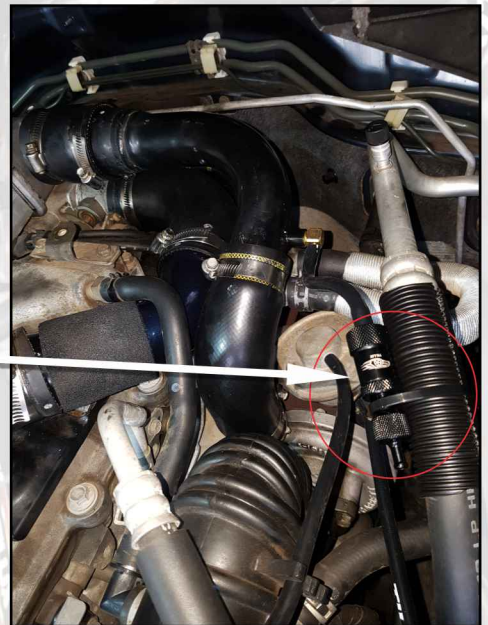
11

TILLIX MOUNTED

Loosely mount the Tillix valve to the air-conditioning pipe. Split tubing or another protective layer may be used, however, if it is mounted tightly using cable ties. No chaffing will occur without it.

Run new silicone hose from the 90 degree fitting to the large end of the Tillix valve.

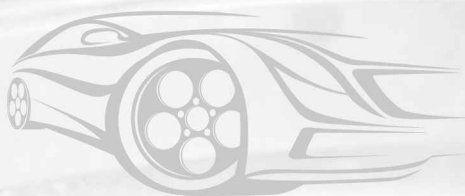
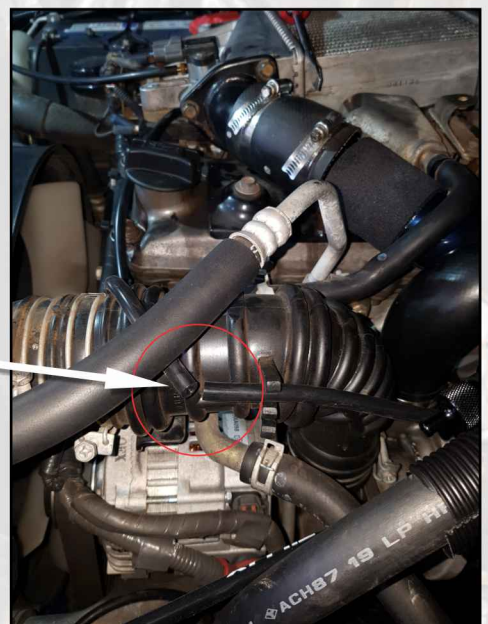
Allow a small amount of extra hose to account for engine movement.



12

VAC LINE CUT

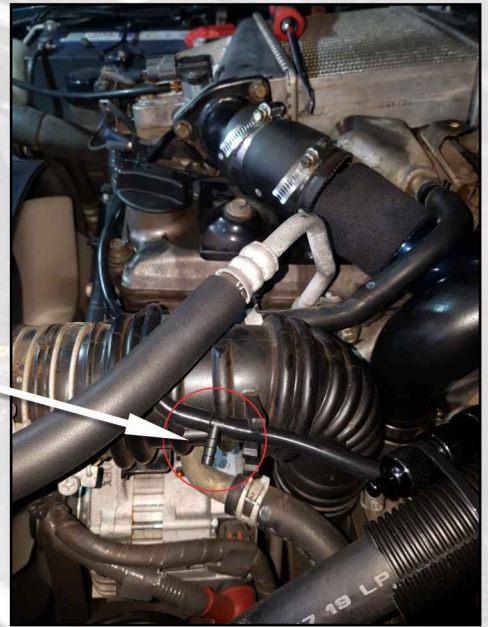
Cut the vacuum line at, or close to this position to allow the first T-piece to be installed.



13

T-PIECE INSTALLED

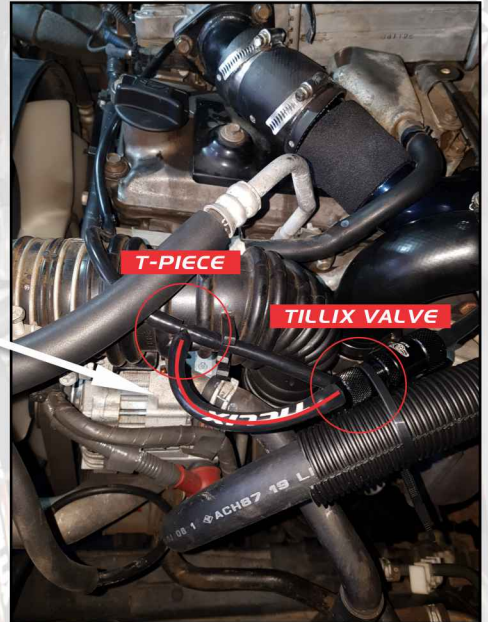
First T-piece installed.



14

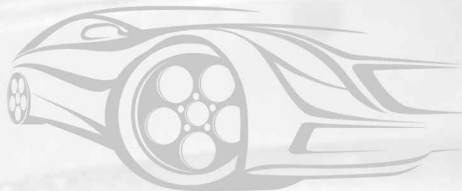
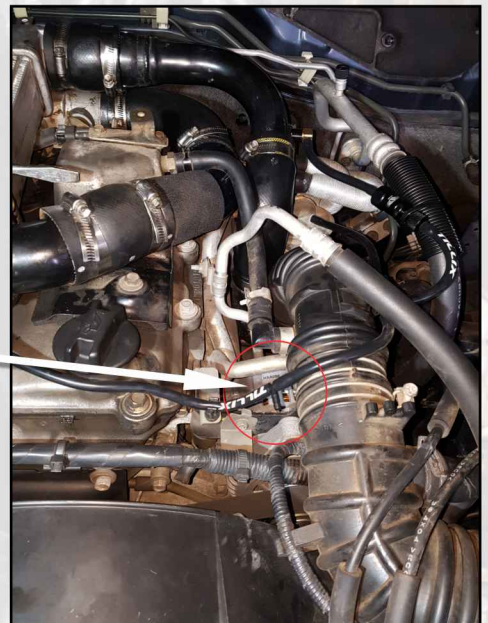
HOSE INSTALLED

Run a new length of silicone hose joining the T-piece to the small end of the Tillix valve.



15 SECOND T-PIECE INSTALLED

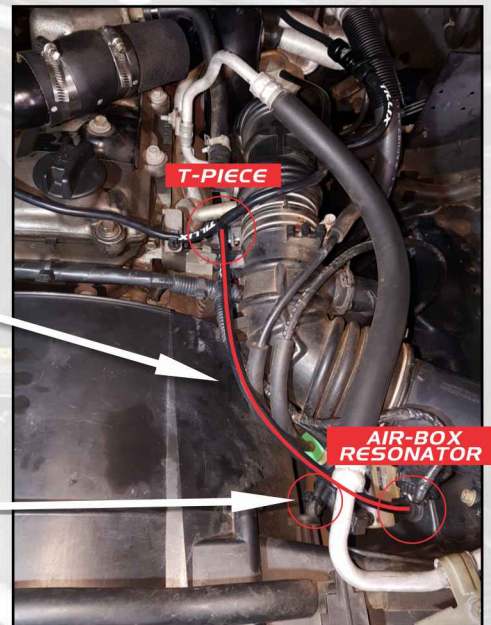
Install the second T-piece at or near this location for the needle valve to be routed.



16 NEEDLE VALVE HOSE RUN

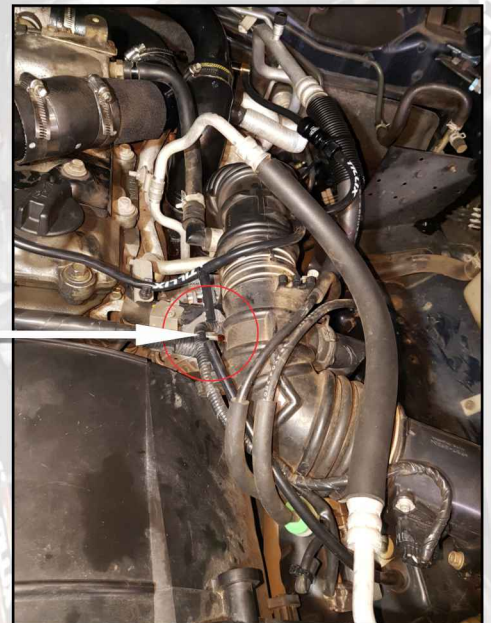
Run a new length of silicone hose from the T-piece to the air-box resonator.

Fold the end of the short hose previously removed from the air-box resonator, and use a cable tie to ensure it is tightly closed.



17 NEEDLE VALVE HOSE CUT

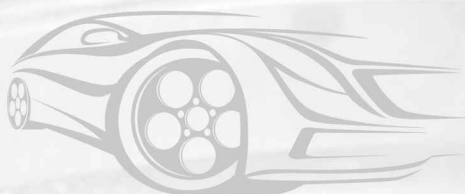
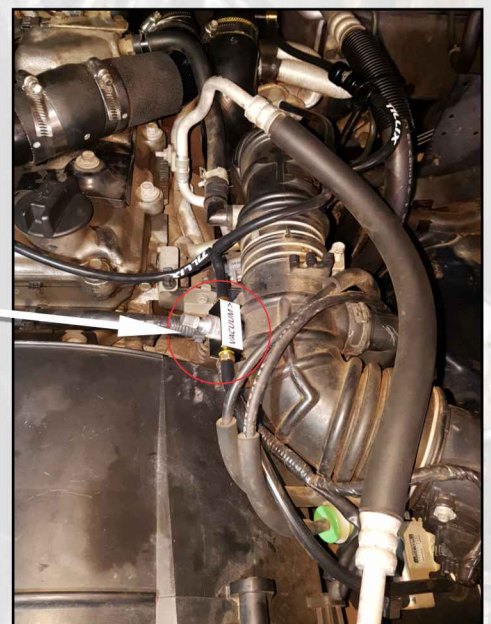
Cut the silicone hose at or around this location for the installation of the needle valve.



18 NEEDLE VALVE INSTALLED

Install straight brass fittings into the needle valve using thread tape or sealant. Once the fittings are tight, install the valve ensuring correct orientation.

Note: The Vacuum > must point towards the vacuum source identified in step 3.



Complete installation.

Ensure all hoses are pushed on all the way.

Secure all hoses and valves with cable ties.

Check there is nothing that will rub on any of the lines during normal engine operation.



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M 0450 756 515
E sales@tillix.com.au

tillix.com.au