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Nissan ZD30 Engine Protection The Nissan Patrol 3 Litre ZD30 engine can have a few modifications to make it more reliable and avoid the dreaded 'grenade'. This thread is not here to debate the reliability of the engine, or compare it to the 4.2 or petrol variants, its here as an easy to follow guide for anyone interested in doing the modifications.

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Nissan Patrol The Nissan Patrol, a tough and utilitarian fourwheel drive vehicle is a long series from Japanese automaker Nissan. The Patrol has been available as either a short-wheelbase (SWB) three-door or a long-wheelbase (LWB) five-door chassis. The LWB version has also been offered in utility and cab chassis variants alongside the wagon.

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Nissan themselves recommend using 10w40 b3 in the zd30 non crd and the zd30 crd No one knows why but they also put emphasis on that it must be semi-synthetic whatever that suppose to mean, technically 100% synthetic motor oil is a myth!

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The Nissan ZD30 engine family is a 3.0 litres (2,953 cc) with a bore and stroke of 96 mm × 102 mm (3.78 in × 4.02 in), inline four cylinder, diesel engine that replaced the Nissan QD engine. Available in both traditional turbo, variable geometry turbo (a.k.a. VGT or VNT), and non turbo versions.

Another HIGHLY recommended, and best practice with the Nissan Patrol ZD30 GU, is to install a Dawes and needle valve. These components will help prevent the problems of boost spiking. Thereby giving longer life to the turbo, and help prevent the possibility of excess damage to the other engine components.

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