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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 x 102 mm (3.78 in x 4.02 in), in-line 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.

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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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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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This is why you should block the EGR and install an oil catch can. EDIT: (AFTER installing the appropriate boost control and monitoring) Showing the carbon and oil buildup in the throttle-body of ...

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