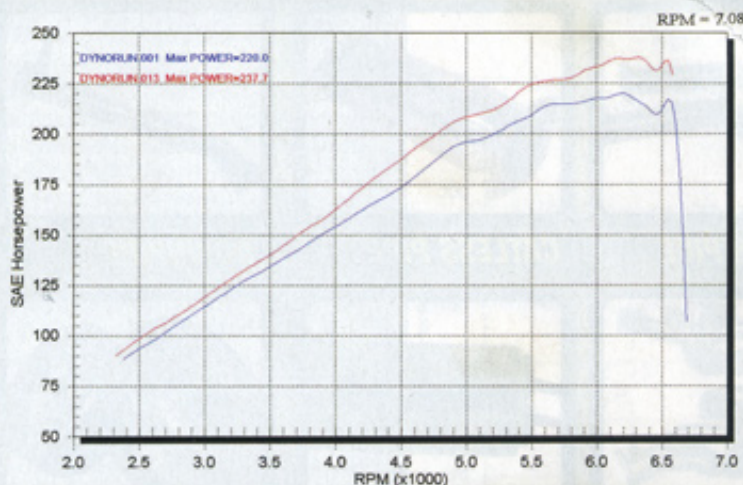


# POWER PAGES



## DYNO 4 SKUNK2 PLENUM SPACER 237.7 HP 223.0 TQ

25000 to 3500 HP range: 3 to -1  
3500 to 5500 HP range: 1 to 4  
5500 to red line HP range: 7 to 10  
Peak HP 237.7

2000 to 3500 TQ range: 4 to -1  
3500 to 5500 TQ range: 1 to 3  
5500 to red line TQ range: 3 to 8  
Peak TQ 223.0

### TOOLS

10 and 12mm socket, ratchet, extension, silicone sealant, Vise Grips, pliers, screwdriver

### PARTS

Plenum, bolts, nuts, studs, washers, vacuum line adapter, instructions

### NOTES

We found that we were able to tilt the upper manifold out of the way after removing the bolts holding the manifold with the factory throttle body still on the unit. Sparingly use silicone on both sides of the plenum without overindulging. The goal is to have a good seal but not to have silicone oozing into the manifold. If removing the two designated studs proves to be a problem due to the specialized tool needed for the job, simply use a vise grip and carefully remove both pieces.

### BANKROLL

Buddy Club Pro Spec III	\$ 850.00
Injen Cold Air Intake	\$ 370.00
Skunk2 Plenum Spacer	\$ 224.97
MSRP Total	\$ 1444.97

### CONCLUSION

	HP Level	HP+	TQ Level	TQ+
Baseline	220.0		207.7	
Buddy Club Spec III Pro	228.2	8.2	216.0	8.3
Injen Cold Air Intake	230.2	2.0	220.9	4.9
Skunk2 Plenum Spacer	237.7	7.5	223.0	2.1
Final	237.7	17.7	220.6	15.3

122.www.importtuner.com



### PROS

If there ever was a design flaw on the VQ engine, it would have to be the intake manifold design, starving the front cylinders of air. The Skunk2 spacer takes care of this by simply and effectively increasing plenum volume while lowering intake air temperatures. This combination allows the front cylinders to breathe more efficiently resulting in a horsepower gain. Designed to a 5/8-inch thickness the Skunk2 Plenum is made with a special carbon composite material (carbon impregnated nylon-6) that keeps the upper plenum cooler and charge air temperatures lower—remember, the cooler the temp, the more horsepower is to be made.

### CONS

Those who are anal about retaining their strut tower bar are in for a rude awakening as the spacer prevents the vehicle from retaining the factory unit. Installing the plenum can be done by the average joe, but be careful not to drop or carelessly leave anything inside the manifold when sealing it back up. The last thing you want is your ratchet dancing around in your manifold at 100 mph.

### HOTBOX

BUDDY CLUB USA  
WWW.BUDDYCLUB.US

INJEN TECHNOLOGY  
WWW.INJEN.COM

SKUNK2 RACING  
WWW.SKUNK2.COM

### CONCLUSION

Creating power with a naturally aspirated vehicle is never an easy task. If there was ever a doubt that the 350Z would not respond to bolt-on products, it was put to rest after performing this Power Page. A gain of 17.7 hp and 15.3 lb-ft of torque over baseline numbers was simply amazing. Numerous runs were made to ensure the rumors that the factory ECU would compensate and make adjustments, sending horsepower numbers back to its original form. We're glad to say the numbers stayed the same and the 350Z never felt better.