

## 1973 240Z RB26 Conversion

### Part 14 Sorting The Diff

With the power of the RB26 as a minimum I am going to need an LSD. The original diffs that came with 240Z's were apparently called R180's. A stronger version the R200 was introduced later in the 280ZX. I am told that no Australian versions had an LSD, but Japanese did. The odd imported one here costs about \$1200, which as unknown quantity is a bit of a gamble, and the ratios available are very limited. The alternative is to get an aftermarket brand new LSD insert for the R200 which are about the same price. In this way if you get the right diff ratio in an open diff you can then make it an LSD. I have been told by the previous owner that my diff has a 4.1 ratio diff (not available in a 240Z & yet to be verified), but I am not sure whether it is a R180 or an R200. The GTR RB26 diff ratio was 4.1 so that seems to be the right ratio to have.



Not sure if these numbers give any clues?



This is the long nosed diff that was in the car when I purchased it. It is not an LSD, is apparently a 4.1 ratio, but I am not sure whether it is an R180 or R200 (hopefully)



I notice these holes don't seem to be utilised making me wonder if it is out of another car?



The diff cover is alloy – not sure whether that is original on the 240Z?

The diff ratio has been changed apparently to 4.1 – that wasn't available on a 240Z, not sure whether it is available in R180's or R200's



All the attachment points look genuine no bodgy stuff, which makes me worry that it may not be an R200





Not sure whether these are the standard 240Z drive shafts or whether they are off a 280Z or something else – note discs have been added to the rear

With my lack of success at finding an original LSD out of one of the Z's I have decided to get an after market insert, which I believe is best as a "1.5" locker.

Second hand diffs seem to be impossible to get, come mostly in viscous form rather than mechanical clutch form, and would have to be rebuild anyway, so the new insert may be the most effective in terms of effectiveness and cost.

I have tried for a Nismo from Nissan, X Speed and over east without luck. I am currently seeking supply & price through "Horsepower in a box" in Adelaide of a Quaiffe, Cusco, Detroit or similar.

Newsflash!! I may have an R200 LSD. Whilst looking for a Subaru power steering rack and pump I have found and bought, (possibly in too much haste), a long nosed diff. I am not sure what this has come out of, but both wheels turn the same way on, which I am told is the sign of an LSD. The scrap yard had had it for several months, and were not sure of its origin as they mostly deal with Subarus, however one of their guys thought it was an R200. As I am new to Datsuns I am still not sure, but it certainly looks similar to the view I can get of mine from underneath the car. I will strip it down and take it to some Datsun guys here to confirm. Fingers crossed.



Difficult to tell in this subframe, but hopefully an R200 LSD

