

## 1973 240Z RB26 Conversion

### Part 16 Upgrading the Suspension

Obviously the original 240Z suspension will not cope well with the RB26 engine power.

My local suspension expert Rod, owner of WA Suspensions, said he would sort it for me, provided I could leave the car with him for a week or two, to fit in between their regular work.

Rod cut down the struts, fitted 350lb progressive springs to the front and 300 on the rear.



The 240Z at WA  
Suspensions being  
worked on



The rear adjustable suspension being mocked up pre final construction



A new heavier front stabiliser bar

Rod wanted to dial in some negative camber, but the standard towers make this difficult. On to HybridZ.org, and as usual the answer is found there. The EMI camber plates looked the best according to Rod, so I urgently contacted John Coffey at Betamotorsports. John was excellent in getting me sorted quickly, and I do not hesitate to recommend him to you.



The Camber kit supplied by John Coffey of Beta Motorsports in the US. One of Johns clients kindly let me have their kit and John got it out to Australia quick smart. Johns service is superb.



New nolathane suspension bushes in rear



Camber plate in position inside the front left tower



350lb progressive springs in front & Koni shocks





300lb springs in rear  
Koni shocks