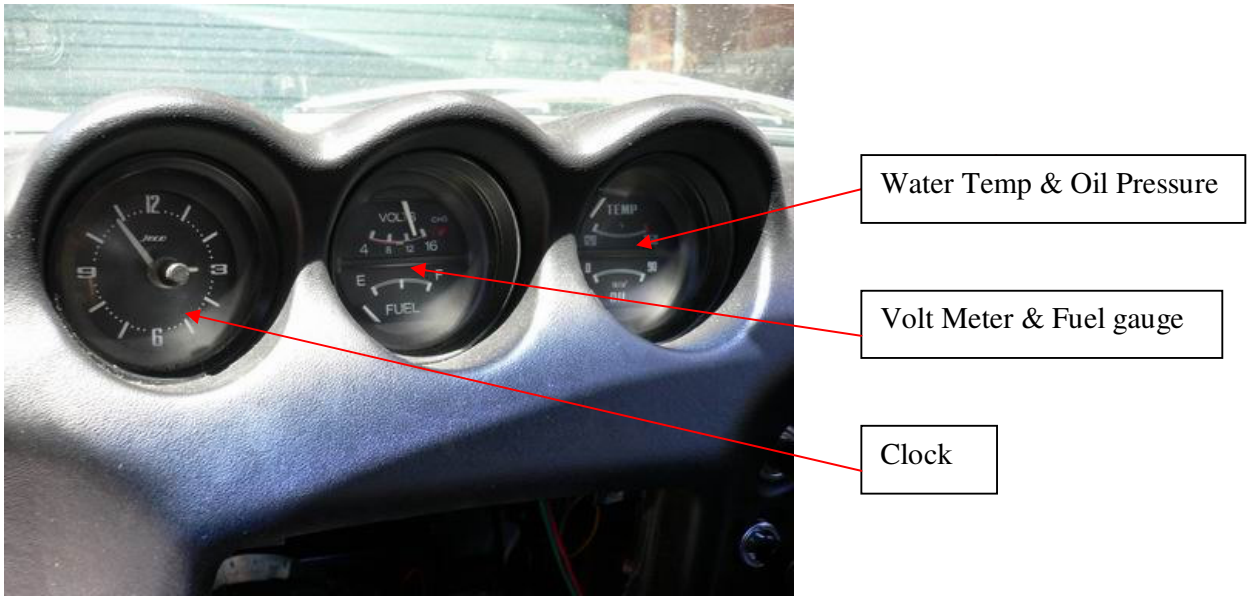
Building a Hybrid RB26 Z

Part 21 Gauging the RB26 engine performance Pt 1

As I want to keep ***Zedzilla*** looking standard inside and out, yet want to have additional engine management info, I am attempting to modify the standard gauges to suit.

I bought a second hand oil pressure and water temp gauge, The idea is to use the additional temp gauge as an oil temp gauge. The RB20 sump I purchased has a screw fitting for a temperature sender, into which I intend to fit the standard water temp sender unit to operate the second temp gauge as an oil temp gauge.

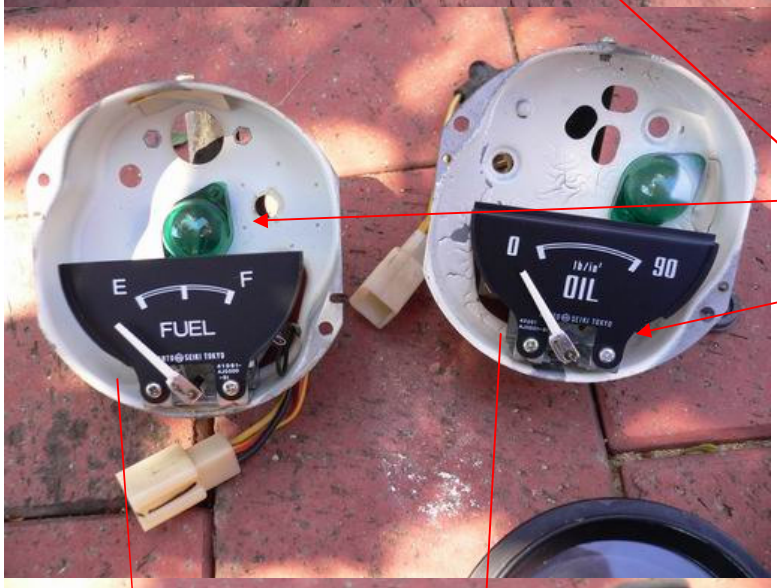


Standard Gauge Set Up

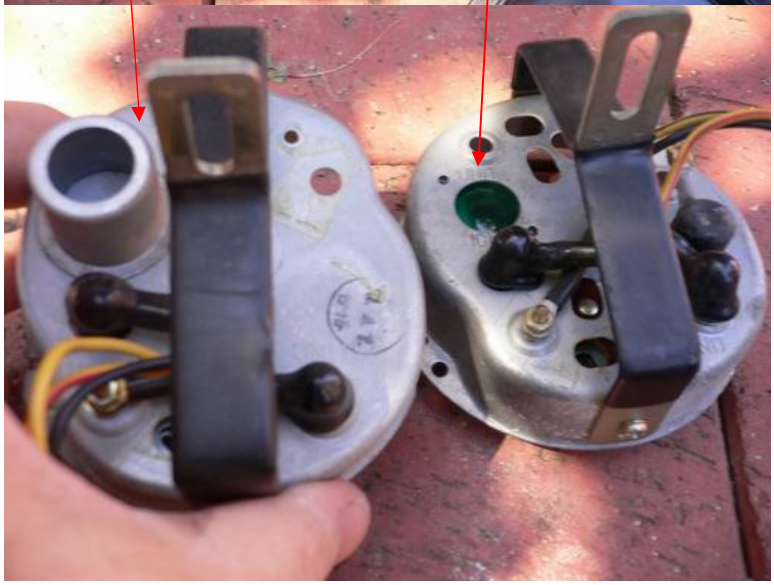
Heater & radio escutcheon opened up t o get to gauges,

Clock & Volt meter/fuel gauges removed

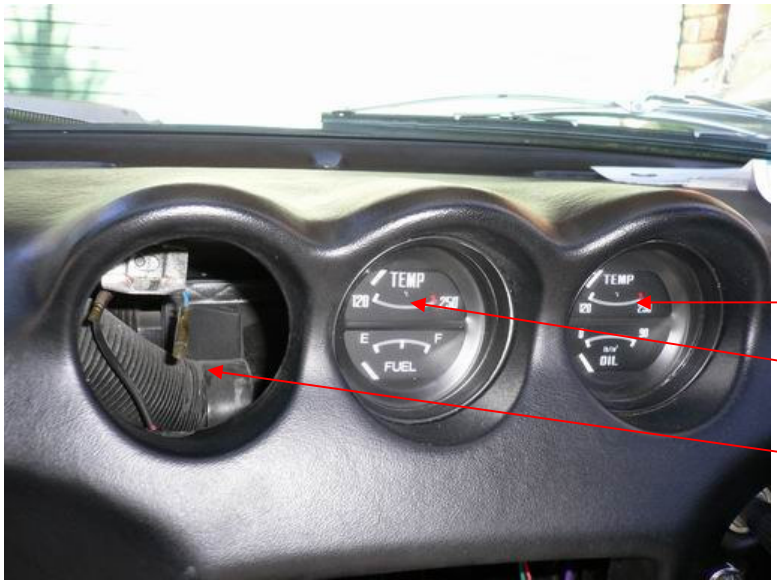
The second hand temp gauge ready to replace the Volt meter and become the water temp gauge above the fuel gauge to allow the current temp gauge to become an Oil Temp gauge above the Oil Pressure gauge



The original casing out of the car with Volt meter & Fuel gauge.
The second hand casing originally with Water Temp & Oil Pressure



When I removed the Volt meter I realised the two gauge casings were different I therefore had to pull the fuel gauge out of the original casing, remove the oil gauge and replace it with the fuel gauge, and put the temp gauge back in the second hand casing where I had taken it from. The second hand casing fitted with temp and fuel gauges was then put into the dash.



The gauge setup now

Oil Temp & Oil Pressure

Water Temp & Fuel

Turbo Boost to be added once chosen

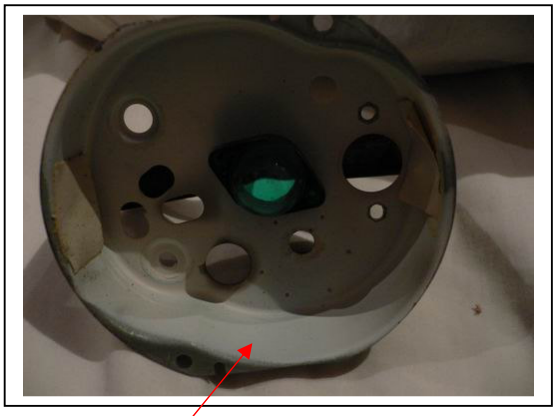
The tapped oil temp sender hole in the RB20 sump, opposite side to drain plug
In order to utilise the water temp gauge as an Oil Temp gauge, a water temp sender will be purchased and fitted. Hopefully the 250F range will be sufficient

I am hoping this water temp sender will be sufficient to drive the oil temp gauge

The brass fitting is an original water temp sender fitting from the L28 motor which will be used in the sump with other fittings as required

I have purchased a boost gauge from Autobarn ($90) while in Melbourne. It is an Autogage, and it turns out that it fits perfectly into the shell of the spare gauge I had.

The new boost gauge

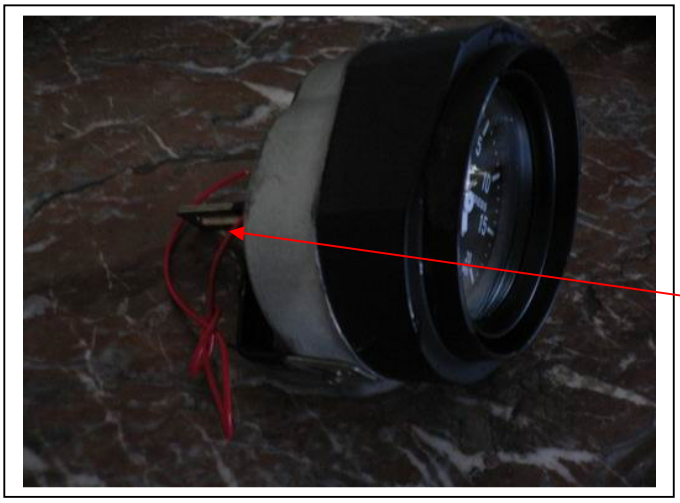


The boost gauge sits well into the original oil gauge housing

The empty fascia

The empty housing

The boost gauge within the 260Z spare housing, ready to be bolted together



The boost gauge looks like it was always meant to be in the 260Z housing

Even the standard gauge to dash attachment is maintained

The gauge setup now

Oil Temp & Oil Pressure

Water Temp & Fuel

Turbo Boost

Looks like they were always there

I now have:

a working fuel gauge,

a potentially working oil temperature gauge,

a turbo gauge which I have to hook up to a boost/vacuum point,

a water temperature gauge for which I have to find a sensor that will fit in the RB26 engine,

an oil pressure gauge for which I have to fit the original 260Z sender in the RB26 oil circuit somewhere