

Building a Hybrid RB26 Z

Part 22 Physically Starting the Conversion

Well waiting for a crack free block held up the conversion almost 2 years, but finally I can start the conversion in Feb 2008.

Removing the 280Z motor and 260Z gearbox

Get rid of the lump (a bit unkind) so that I can see what we have and start planning the installation of the new radiator, intercooler and oil cooler.



The hole where an intercooler, oil cooler and air conditioner evaporator must go!



The new intercooler bottom (FMIC Bar & plate 600x300x76 \$129) versus the Nissan R34 GTR cooler which proved a bit wide



A test fit proves it will go



The 260Z engine bay now empty and ready to try the RB motor for "fit".



The 260Z patiently awaiting the next stage at my mate Marties workshop.



The 2.8 out of the 260Z, on its way from Perth back to Bunbury for storage as a backup for the 240Z.



The 2.8 back in Bunbury and on an engine stand for storage as a backup for the 240Z.

After the pickup and sump was modified (see Part 9 & 9a) it was now time to fit the engine and gearbox into the car. This would allow test of the Castlemaine Rod Shop engine mounts and gearbox cradle (see Part 10 & 10a for full detail).



The RB26 just dropped into the Z



The engine sits well back giving good room for radiator/aircon and hopefully also aiding handling.





The RB20 sump clears the sub frame and the steering rack well





With the Castlemaine Rod Shop engine mounts it is necessary to replace the standard oil hose fitting



The standard oil cooler/warmer was removed and a sandwich adaptor from Performance Wholesale (\$165) fitted to allow the use of a remote oil cooler



The down pipes sit very close to the bulk head, hopefully the exhaust will go in ok.