

Building a Hybrid RB26 Z

Part 29(a) Fabricating the Pipework – The Intercooler

The challenge in this chapter, is to fit in all the additional oil and air components required to support the functioning of the vehicle, and keep them looking as original as possible yet accessible for servicing.

The Intercooler

I had an R34 GTR intercooler, however the end pipes made it too difficult to fit. I purchased a universal 600 x 300 x 76 intercooler from Ebay with straight end pipes, for \$129, however this also proved too difficult to mount due to its length. Finally I purchased a 450 x 300 x 76 mm intercooler from Rolin Imports for \$175 and this easily fitted.



The R34 GTR intercooler

The universal 600mm intercooler



The universal 450mm intercooler in front of the 600mm intercooler

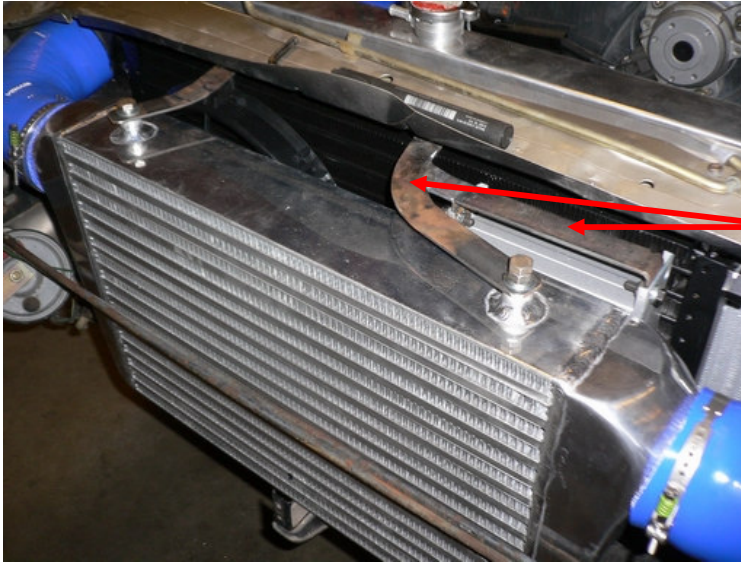


The 450mm intercooler just allows that extra room to get the 90 degree bends in back to the motor.

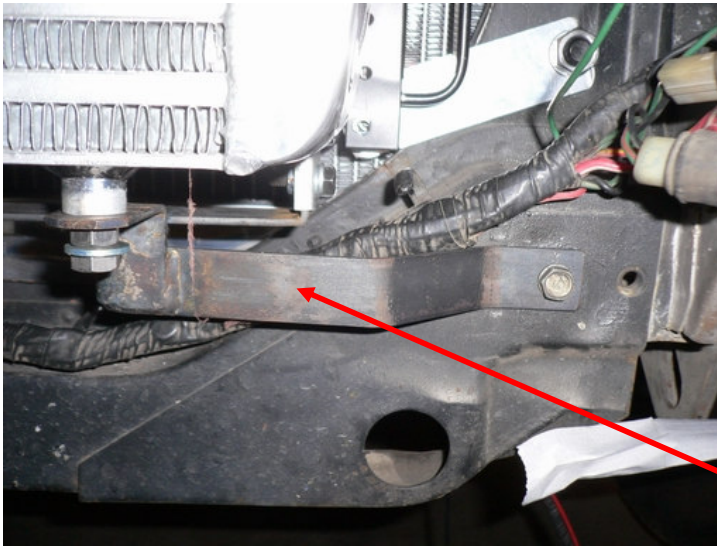


Test fitting of the intercooler with the condenser and oil cooler in place.



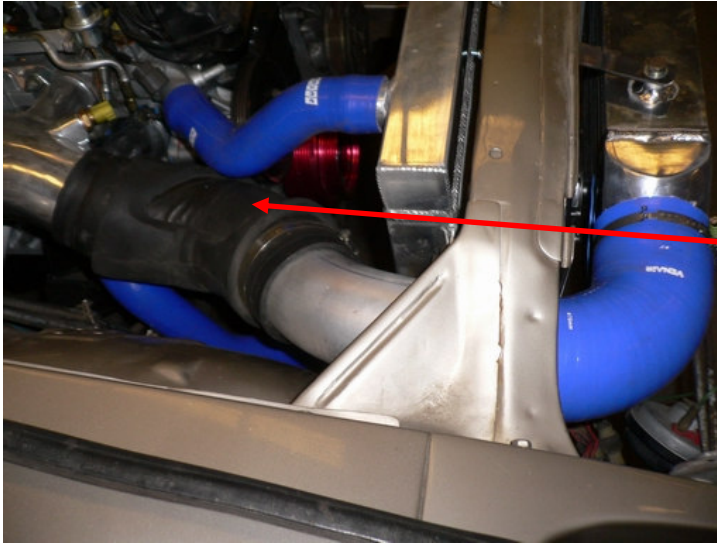


The top mounting brackets, now also incorporating the oil cooler mounting behind

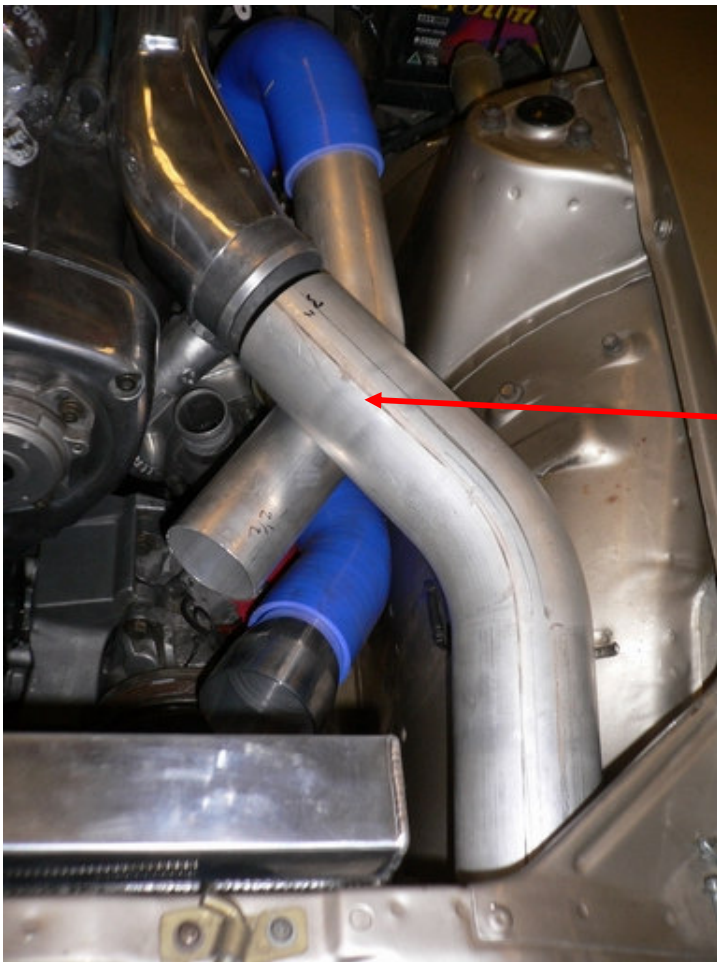


The LHS bottom mount and the RHS bottom mount





The original LHS Intercooler Hose (black) now used to connect the collector to the intercooler on the RHS – it fits perfectly



The LHS pipework lined up ready for a joiner. The two air cleaner pipes can be seen underneath



The last joiner in place on the intercooler pipework.

Later I will polish up the aluminium tubing to match the rest of the motor

