

Building a Hybrid RB26 Z

Part 10 Conversion of the gearbox, gearbox & engine mounts

This part gives an indication of what the final fit will look like using the engine mounts from the Castlemaine Rod Shop in Victoria Australia, and a re-fabricated gearbox mount from them as well. Their original parts were made to fit a RB30 engine and gearbox into a 280Z.



The original Z engine mounts



The Castlemaine Rod Shop
Z RB Mounts



A Perth 260Z with the Rod Shop Mounts & RB25 LHS



The RHS Rod Shop Mounts
Note steering shaft



Why you need a sump with a rear bowl (Z31)



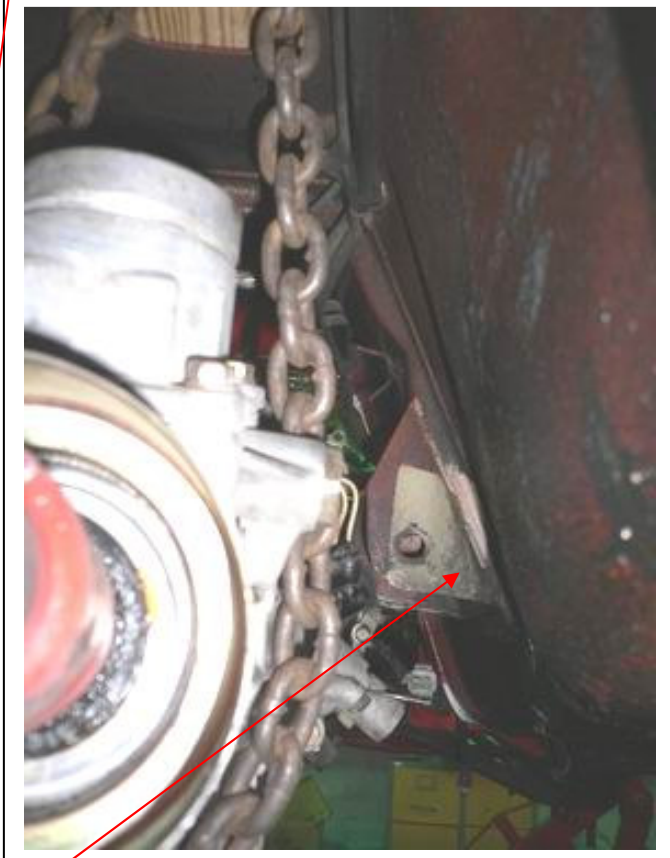
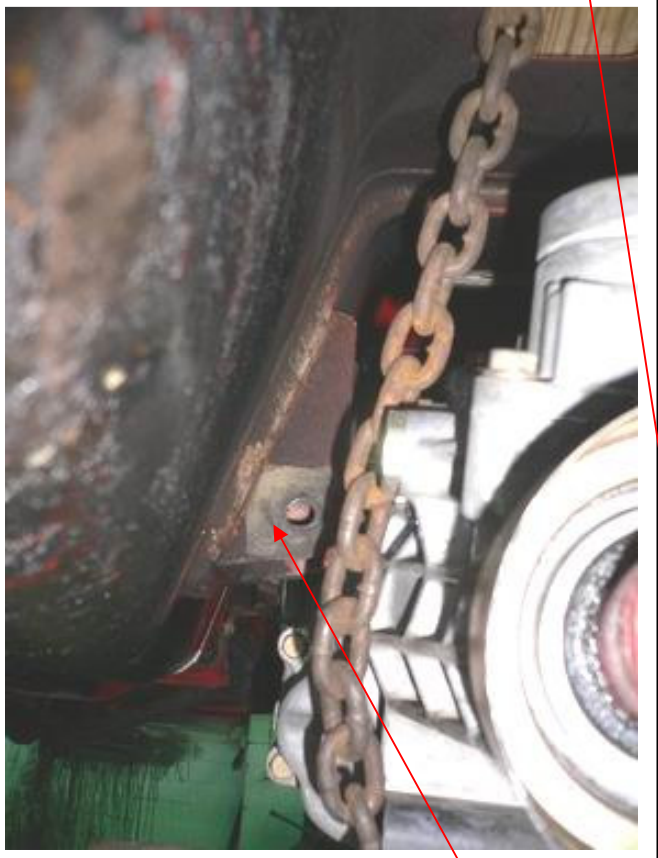
The original gearbox mount
The turbo gearbox mount



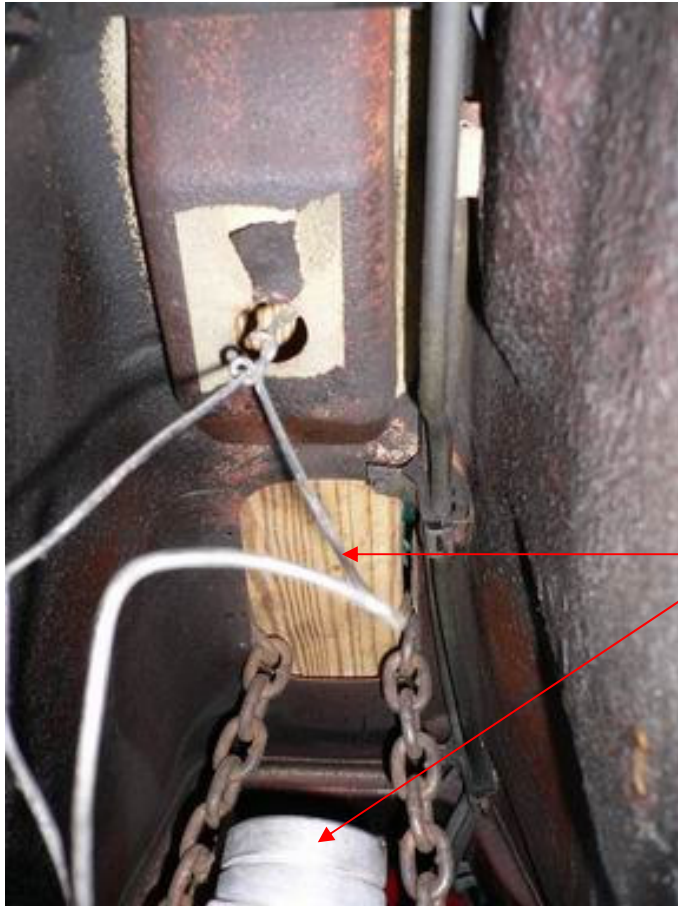
The original body mount for the original gearbox. These get in the way for the new turbo gearbox and will have to be trimmed back to allow it to fit up into the tunnel



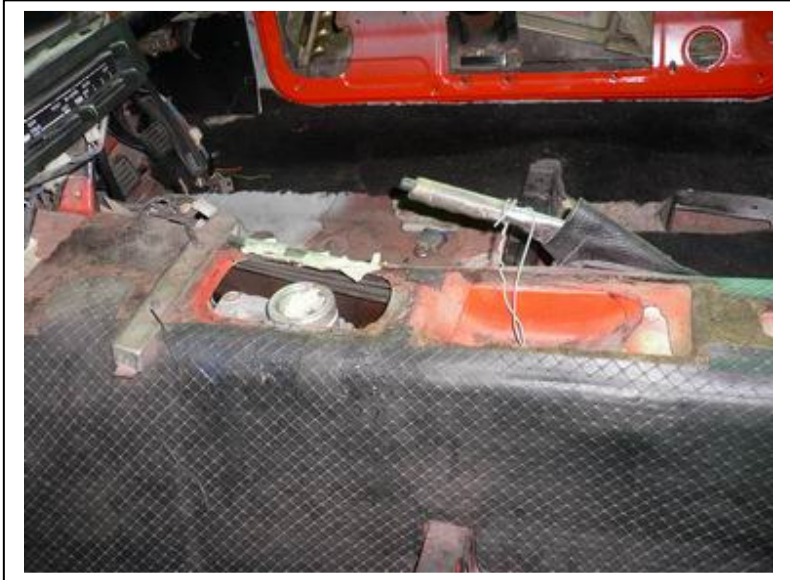
The RB25DET gearbox, showing where it fouls the original gearbox mount "ears".



The original gearbox mount
that needs to be trimmed
Left
Right



The gear shifter will line up perfectly, once original ear mounts are trimmed back



Yes with "ears" removed gear shifter lines up perfectly



Notice the additional side bracing L&R to triangulate the mount (bolts not in at this stage)

The gearbox rear mount is adjustable





The LHS floor mount



The RHS floor mount



The full gearbox mount



The LHS sandwich plate inside cockpit



The RHS where "ear" has been removed and painted over



The LHS where "ear" has been removed and painted over



The new mount versus the original RB25 DET gearbox mount



The removed "ear" and the original gearbox mount