

Building a Hybrid RB26 Z

Part 5 Fitting the RB20 Sump to the RB26



Having received the sump from Japan I was keen to see how it fitted.



The block ready to accept the new sump

Front windage Tray

Rear windage tray

The first attempt identified that the front windage tray had to be removed.



The front windage tray removed, the rear tray still in place



The front windage tray after removal from the engine.

The sump then almost fitted but the rear windage tray also impacted the fit.



The sump sitting askew
Due to hitting on the rear
windage tray

See the gap difference

This was then removed and at last the sump fitted perfectly.



The bolts that held the
windage trays on, fitted as
the sump bolts!



Interesting to see that there is one hole at the front that is not drilled in the block for the RB20 sump

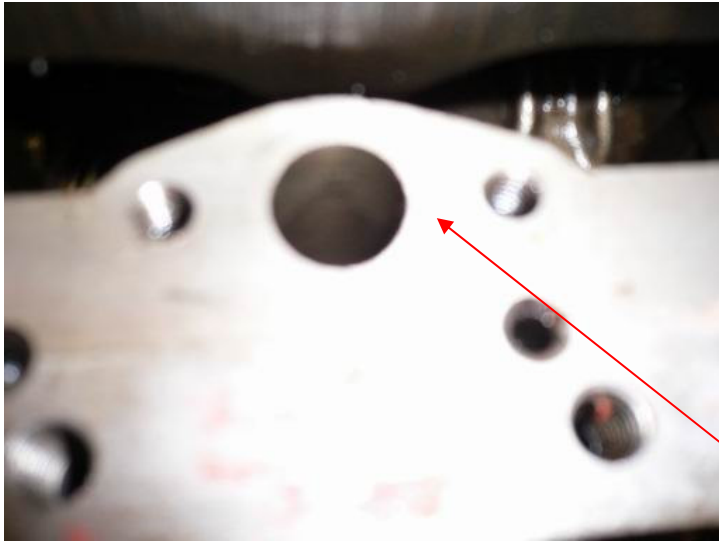


RB20

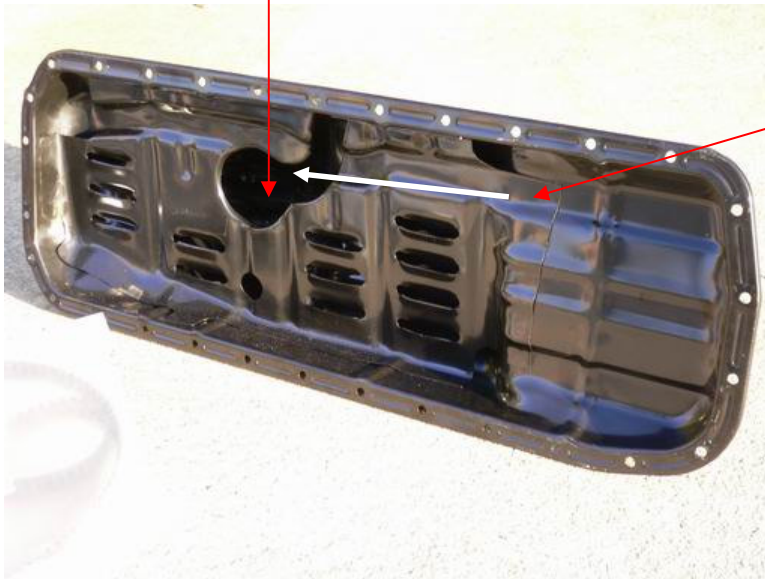
RB26



The original RB26 oil pickup on the right and the RB20 pickup on the left
See the O Ring on the RB26 pickup



The pickup point on the block on the RB26 is at the front of the motor. With the RB20 sump pan being at the rear of the motor, and its pickup emanating from the rear of the RB20 block, a combination of the RB26 base and the RB20 oil strainer will need to be made to extend the pickup from the front to the rear pan.



The oil pickup tubing will be extended to reach from the front to the rear