

Building a Hybrid RB26 Z

Part 6 Preparing The Block

As I still haven't been able to establish the reason for the sludge in the waterways, I am getting the block pressure tested to see if the block has any cracks. Hopefully not but thus is a potential cause that I have to make sure about, before building up the engine.

At the same time I will get the R32 crank oil drive issue sorted, the oil flow restrictor to the top end fitted, and the crank, pulleys etc balanced.

When we dismantled the block, the big end bearings appeared in perfect condition, the bores were excellent.



Six pistons as removed from the motor in prep for the block testing



The poor Audi S4 has now turned into a ute!! Block and accessories off to the experts at X Speed for checking out, balancing etc

The block was sent by X Speed to Sweeting & Denney in Abernethy Rd Belmont where they reassembled the head, water pump, and thermostat housing on to the block and pumped it full of air at 400KPA without any leaks. Whilst this is positive in that there are no cracks in the block, it still leaves the question – why is that bloody oily sludge right through all the waterways!!!!!!

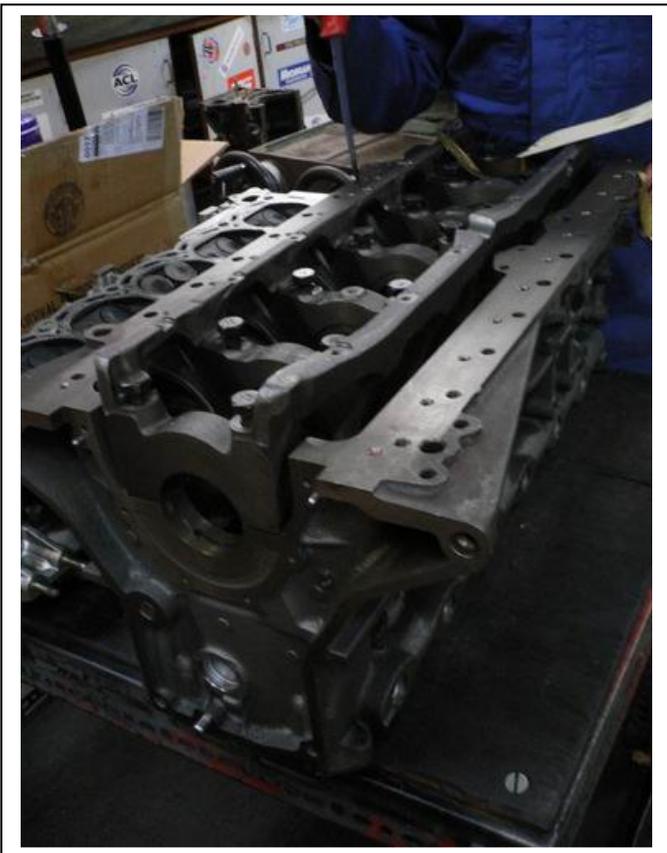
X Speed measured everything up and report that whilst it is still the standard bore, they are ovalated due to probably damper wear and the crank is sitting in oversize bearings so this has probably been a problem for some time and the engine has had a hard life – what GTR wouldn't have?!!

I now need to decide where to from here? Do I rebore and fit forged pistons, N1 pistons?

For pistons I have been quoted:

- **Forged**
HKS with rings A\$1782
Arias \$1350
JE \$1435
CP \$1495
- **N1 Nissan** – A\$628.80 + tax, rings \$187.30 + tax, Total \$816.10 + tax
Standard Nissan pistons & rings set \$783.40 + tax so why would you buy standard?

For rebore I have been quoted: \$250 by Sweeting & Denney
For servicing the head and the pressure test A\$650



The block acid bathed and awaiting boring

At this stage I have told Sweeting & Denney to go ahead and service the head. I will seek some advice on the N1 pistons and the rods – shot pening vs aftermarket rods?