

Building a Hybrid RB26 Z

Part 18 Birth of the Z NS422T

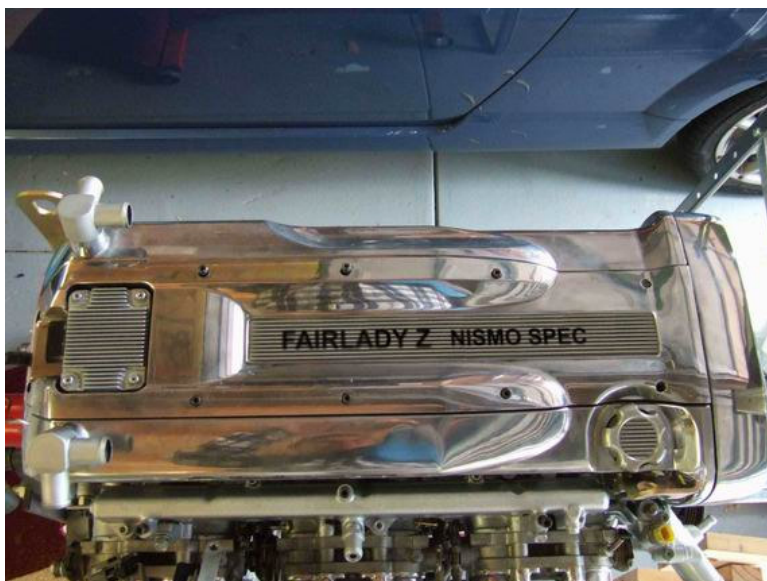
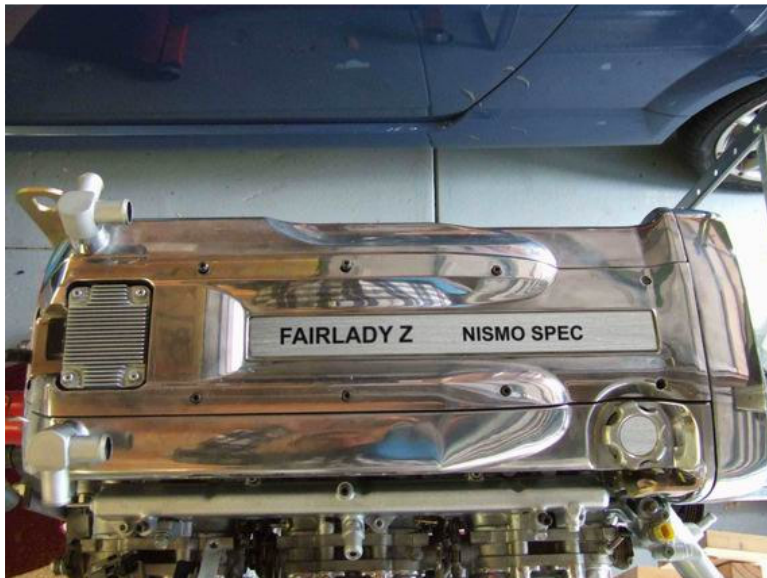
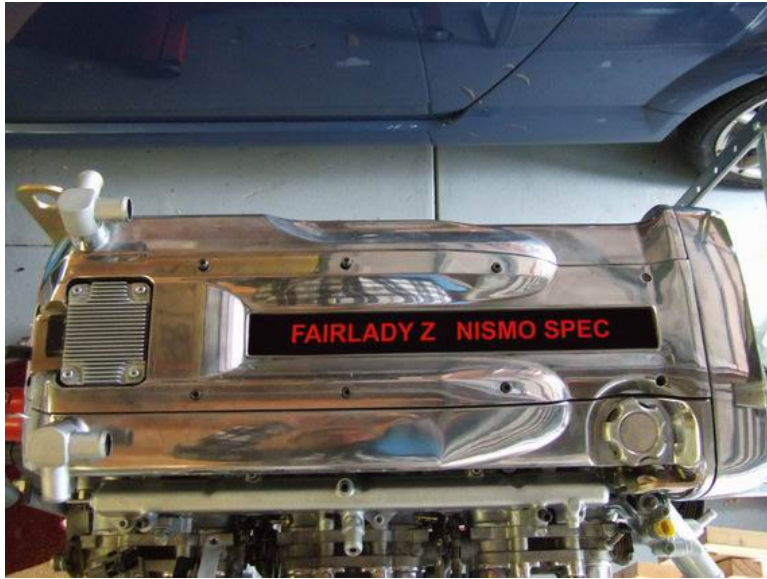
While in NZ on holidays, I was telling Clint Taylor (see Part 17) that I wanted to integrate the RB26 into the Z as if it was a special Japanese edition twin cam motor limited edition. Clint then advised that in fact there was a special limited edition 240Z with the same twin cam motor as the Skyline GTR of the period, named the Fairlady Z432 and Z432R.

The Z432 stood for 4 valves per cylinder, 3 carbies and 2 cam shafts. The Z432R was the same motor with a lightened body, no radio/heater, perspex windows.

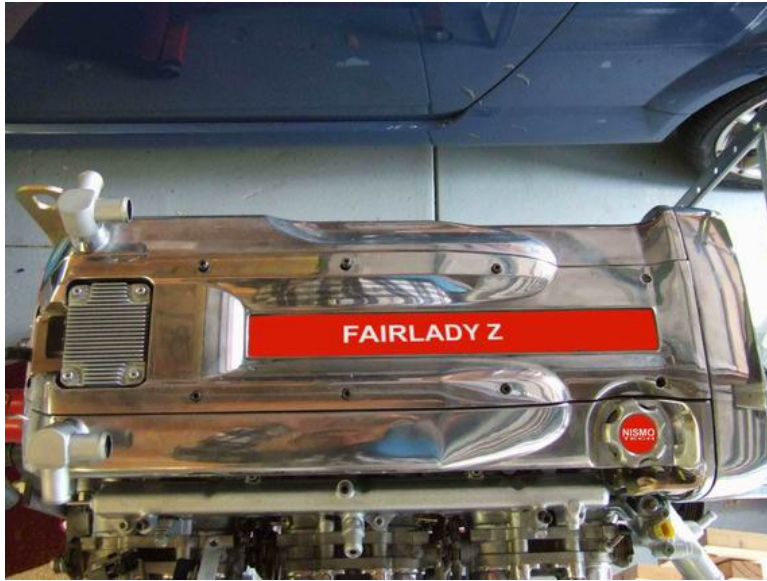
Over the holiday I gave this some thought and decided to call the conversion a Fairlady Z Nismo Spec or Z NS422T – 4 valves per cylinder, 2 cam shafts and 2 turbos.

When I returned to Perth from NZ I met a fellow zeder Walter Maciejak who was enthusiastic about my idea for rebadging of the “Nissan Twin Cam 24 Valve” valley cover with “Fairlady Z Nismo Spec” and rebadge the “Twin Turbo” badge to “Z NS422T”.

Walter then very kindly drew up some potential images for the badges to consider and for use in pricing with Engravers.



Walters initial mock up of 3 potential badges





Walters first go at the 422T badge – excellent eh!
Compare it to the standard RB26 badge below



The Nismo oil cap I had already bought previously from a wrecker in S Aust