

Building a Hybrid RB26 Z

Part 19 Purchase of the Z422T Mule

As I had decided not to use the 240Z for the transplant, I then had to find a good 260Z instead.

The 260Z I believe will be a better proposition for the RB26 motor in that the body is stronger than the 240Z, less valuable than the 240Z in terms of changes to originality, and was originally the same capacity as the RB26 (ie 2.6 litres).

As I had successfully purchased the 240Z through CarSales.com.au, I again turned to this website for the 260Z.

Again a good example was found in Melbourne, purchased for A\$10,000.00 and transported to Perth.

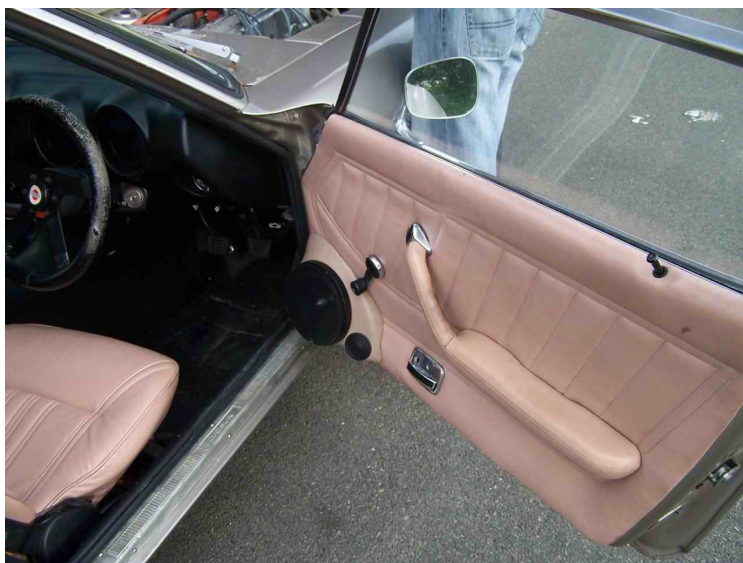
The car, besides having been restored also had modifications useful for the Z422T project. Skyline GTR 4 pot callipers and vented discs have been fitted, 280Z master cylinder, Skyline R31 rear discs and callipers, lowered springs, and an R200 diff.

I wasn't aware until after I had purchased the car, but it does have a Fairlady Z 432R grill!!

Below are some photos of the car.



A new dash and leather upholstery was part of the restoration in 2004





15 x 7 inch Performance Superlite mags were fitted as on the 240Z when purchased





Bizarre as it is, I found out after deciding on the Z 422T name that the grill in the car is in fact a Z432R grill!! One wonders on the history of where that came from

The original Z432R grill.



The car already had Nissan R32 GTR callipers and 300mm vented & slotted discs



The car had lowered and stiffer springs