

1974 Datsun 610

SPEC SHEET

Exterior

- Body work/paint performed in 2006
- 2-stage Dupont paint, Color Code:YS387
- No rust present in rockers or floor pan
- Rust around windshield seal was cut out and replaced with new metal
- Front left fender is a fiberglass replica
- New windshield installed after paint in 2006
- New trunk seal installed in 2006
- Early style bumpers rechromed in 2007
- Shaved emblems, radio antenna and side mirrors
- Blackened BMW E30 "smiley" projector headlights with HID bulbs
- Blackened high beam housings
- New OEM 610 euro style front signal lights

Interior

- Recaro Trophy Edition seats on custom brackets-fully adjustable, driver seat was reupholstered in 2006
- New carpet kit
- Original back seats
- Alpine CD player, 4-speaker system
- Stock 610 tachometer, accurately shows RPM of new engine
- Stock restored original dashboard
- stock dash board pad with no cracks
- Power rear quarter windows
- Vintage MOMO Racing Line steering wheel with "Datsun" horn button
- Stock headliner in perfect condition
- Odyssey compact battery located in trunk and secured with custom bracket

Engine

- 1995 Nissan 240sx KA24DE with 93,000 miles on it when installed
- Engine installed spring 2008
- New water pump and thermostat installed during conversion
- 151hp at rear wheels
- Custom engine wiring harness
- Ceramic coated stock S14 exhaust manifold
- S13 exhaust cam (248) installed on intake side
- Stock Nissan ECU with functioning CONSULT port (for diagnostics)
- All emissions equipment removed
- Custom 2-3/4" aluminum air intake, polished and powder coated
- AEM dry-flow air filter
- Custom made MAF adapter
- Modified stock fuel rail to accept -AN fittings
- Earl's -AN fittings and fuel line
- AEM custom black anodized fuel pressure regulator
- Custom hand fabricated 3" TIG welded stainless exhaust system
- Walbro 255LPH external fuel pump
- NISMO motor/transmission mounts
- Sirocco style radiator mounted on custom brackets

-12" Electric fan mounted to radiator with custom brackets

Suspension/Brakes/Chassis

- Modified front crossmember with custom motor mounts
- All suspension bushings replaced with polyurethane bushings
- Team Thump adjustable front camber plates
- 280zx front struts/brakes with adjustable spring perches
- Tokico front shocks
- Custom made adjustable front strut tower brace
- Hyundai Excel front springs (cut to length)
- Custom MadDat front swaybar
- All new (spring 2008) ball joints and tie-rod ends
- Slotted rear crossmember (for camber adjustment)
- Rear swing arm bushings are new OEM rubber (to allow the camber to be adjusted)
- "Savage Washers" at rear crossmember mounting points
- Tokico illumina rear shocks
- Nissan Motorsports 610 Euro rear springs (cut to height)
- Suspension Techniques rear swaybar
- All Teflon braided stainless steel brake lines
- New Nabco brake master cylinder
- All new brake hardlines
- Nissan maxima rear disc conversion using EDP brackets
- Nissan maxima converted parking brake system
- 16x7 zero offset Konig Rewind wheels with Toyo Proxes T1-S tires 195-55-16 (tires still look brand new)

Drivetrain

- 1995 Nissan 240sx 5-speed manual transmission (came with engine)
- Shortened/balanced 610 driveshaft
- 3.54 viscous limited slip rear differential*
- Datsun 610 half shafts
- New rear wheel bearings installed in 2006 during restoration
- ACT street clutch
- New clutch master cylinder, hardline, and slave cylinder installed with engine conversion

*Rear differential acts as an open differential because the splined shafts of 610 half-shafts are not long enough to engage the viscous coupling.