

With all this talk about drifting over the past year or so, PAS finally decided to dive headfirst into the sideways world with a project car. And since we knew that plenty of other publications have their own project drift vehicles, we took the extra precautions to ensure that no other vehicle will be like our PAS "Project Slide Junkie" Nissan 240SX.

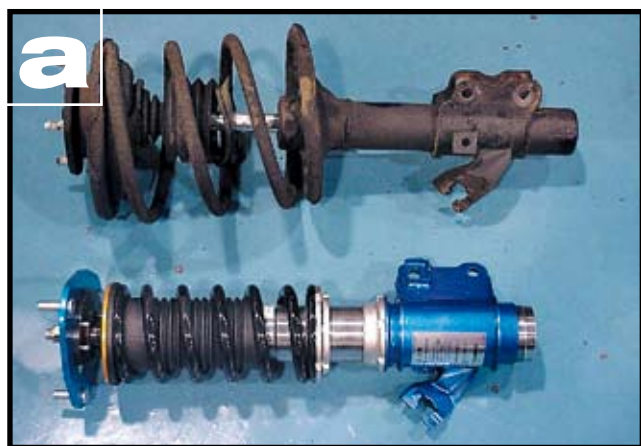
PAS chose a 1989 Nissan 240SX as the subject of this incredible build-up. We opted to use the coupe version over the popular hatchback, as it does offer a little more in chassis rigidity.

We made it a point to team up with some of the elite players in the industry, as we wanted to keep this project as true to a Japanese drift machine as possible. Much thanks goes out to all the sponsors that made this groundbreaking project possible. Of course, we entrusted all of the wrench work to the experts at International

Automotive & Custom to ensure that everything was done right.

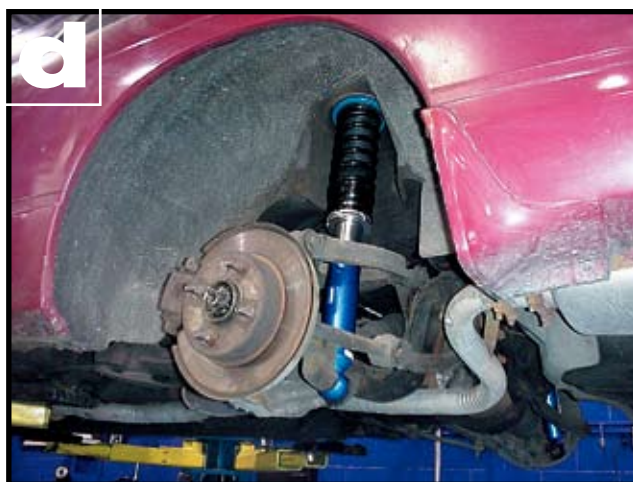
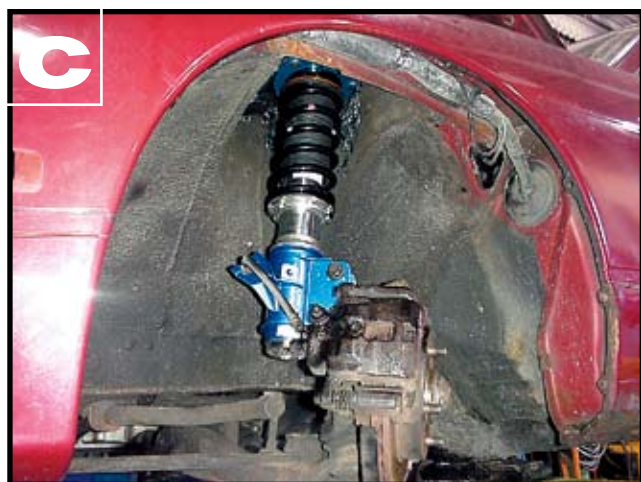
We gave everyone a sneak peek at our project when we debuted it on the second episode of Speed TV's *Tuner Transformation*. Since then, we've received great feedback and we're extremely excited to showcase portions of the build-up to the PAS faithful.

This issue showcases the installation of a two-way Kaaz Limited-Slip differential and highlights some of the Cusco suspension components that will help get (and keep) our car in control. Many thanks to Newport Exotic Cars for the Kaaz LSD and the team at Nukabe Automotive for their expert suspension advice and support. Follow along in this and future instalments as we outline some of the recommended upgrades that can transform your 240SX into a capable drift vehicle.



Installation Steps:

- a. Stock front strut beside the Cusco Zero-2R Coil-over.
- b. Cusco uses an inverted shock design in this system.
- c. Front assembly in place.
- d. The rear assembly bolted up.



Sponsors

Bridgestone Tires • www.bridgestone.ca - Potenza S-03 Tires (Front: 225/40, Rear: 265/35)

Versus Motorsport • www.chargespeedusa.com • www.versusmotorsport.com

Nissan Silvia S13 wide-body kit and carbon fibre hood

EDO Performance • www.edoperformance.com

Defi BF Series gauges (boost, oil pressure, oil temperature, water temperature, EGT)

Daikin Clutch Corporation • www.daikin-clutch.com - Exedy twin-plate clutch

Invidia USA (Jetworld Inc.) www.invidia-usa.com - Cat-back exhaust system

Kaaz USA (Newport Exotic Cars) • www.kaazusa.com - Kaaz 2-way LSD

Nukabe Automotive • www.napsusa.com - Cusco suspension components: Zero 2R coil-overs, front / rear sway bars, front / rear carbon fibre strut bars, front / rear adjustable upper arm, Lower bar, Radius bar

Rev Competition • www.revtec.com - Work Emotion CR Kai Wheels (18x8.5, 18x9.5)

Project Slide Junkie

Sponsors

Tomei Power • www.tomei-p.com or
www.aebsracing.com (Exclusive Distributor)
 Camshafts, Cam gears, Rocker Arm Stoppers,
 Head Gasket

Project Affiliates

Enjuku Racing • www.enjukuracing.com
 Engine components

LS Automotive • www.lsauto.com
 JDM S13 red-top front clip



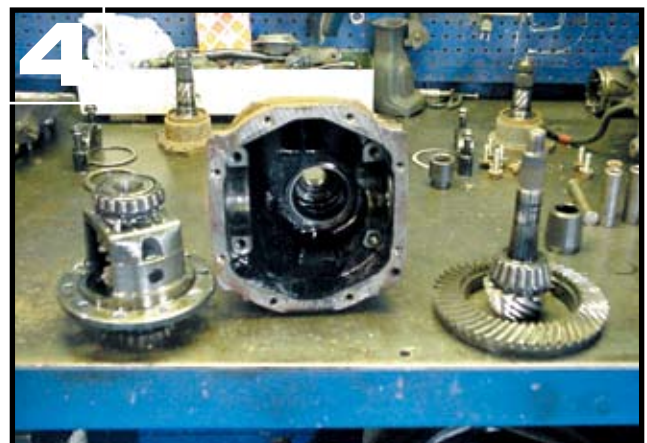
Installation Steps:

- e. Cusco upper control arm for the rear suspension. f. Cusco adjustable pillow ball tension rods. g. Cusco rear stabilizer bar.



Installation Steps:

1. Remove the bolts at the rear of the driveshaft.
2. Remove the bolts that secure the half-shafts.
3. Unbolt the differential housing from the cross-member.
4. The stock ring, pinion and carrier removed.



Project Slide Junkie



5. Pinion, ring gear and LSD carrier in place.
7. Some Loctite for the driveshaft bolts.



6. The housing cleaned up and bolted back together.
8. Everything is back in place, and bolting in the driveshaft is the last step. **PAS**



The Source: International Automotive & Custom (IAC) • 1116 Midway Blvd., Unit 3, Mississauga, ON, L5T 2H2 • (905) 565-0659 • www.iactech.com

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