

Restoration Project Description

Nissan Patrol 4W66 (First Generation) 4x4, 1960

November 2021 through March 2026

CHASSIS STRUCTURE

The truck was acquired in November 2021 and fully restored through March 2026, following a staged plan that ran from mechanical recovery through sheet metal, primer, electrics, paint, accessories and upholstery. We carried out a frame-off disassembly: the vehicle was completely stripped at the workshop of our lead mechanic, with all parts and accessories catalogued and kept at the shop, and the complete chassis was sandblasted to bare metal to remove rust from the structure. Specific chassis ends and stress points were reinforced by welding, and the frame was then repainted before reassembly. The axle housing was found in poor condition: it was pressure-washed and structurally welded. The bare body was transported by crane truck to a specialist for precise symmetric measurement before the rebuild of the rear bed, and worn suspension and steering mounting points — shackle supports and hubs — were re-machined on a lathe with new bushings made to fit.

MOTOR

The truck retains its original-specification Nissan overhead-valve inline-six. We removed and fully disassembled the engine for a specialized rebuild at a certified engine machine shop (machining invoiced July 2024), with the camshaft remanufactured and a full set of new internal components and spares purchased for the job. The engine was then assembled and fitted at the shop of a dedicated engine specialist, Don Pedro Cárdenas, where the cooling fan, pulley and belt were installed. The water pump was fully rebuilt (documented with before-and-after photos), and the radiator and its shroud/cooler were later overhauled as well. The fuel system was renewed end to end: we custom-fabricated a new stainless-steel fuel tank from measured drawings, fitted a new fuel level float, and re-seated the tank to properly fit the filler neck.

The rebuilt engine was run-tested in September 2024, with video documentation of the test, and the carburetor was subsequently fine-tuned at a specialist

carburetion center. The truck left the engine shop under its own power in March 2025.

BODY AND CABIN

The body was fully disassembled in January 2023 and taken down to sound metal: floor panels and the dashboard sheet metal were repaired and prepared, and the whole body was sanded and primed before paint. The engine and gearbox were also detailed and prepared for repainting. The centerpiece of the body restoration was the rear cargo bed (platón): the original bed had been altered decades ago in Colombia, as was common practice, so we replicated the correct first-generation bed in steel, using an unrestored, original 4W66 owned by a local collector as the reference — photographing and measuring it directly — together with period 4W66 sales literature. The replicated bed incorporates the original design's side extensions, door-frame curve and edge grooves, and was later refined with correctly rounded rear corners, rear wheel extensions, foot steps (pisa pies) and full-length top-edge step plates on both sides — restoring the running-board details that Colombian conversions had removed.

The body was repainted in *Sora Blue*, a period-correct light blue chosen from the factory Datsun colour chart (colour 563, DuPont reference codes 8255 / 99069) — a soft sky blue that suits the truck's early-1960s character. The paint was supplied through the Color Zone paint house and applied by our professional painter after full surface preparation and priming. Brightwork was re-chromed (documented with before-and-after photos), body hardware was replaced with stainless-steel bolts, nuts and washers, and new latches were fitted at the rear.

SUSPENSION

The suspension was recovered as part of the initial mechanical phase: shock absorbers were custom-fabricated and welded to fit, the spring shackle supports were re-machined with new bushings, wheel hubs were trued on a lathe, and new wheel studs and nuts were fitted and welded where the originals had failed (front left and front right).

BRAKES

The brake system was rebuilt from the pedal out. The brake pedal itself was re-manufactured to eliminate play, the wheel cylinders were rebuilt with new cups, and new brake lines, pins and brake bands were installed. Where serviceable drums could not be sourced for this rare model, new brake drums were cast for the truck. Late in the project the handbrake drum was also replaced/re-machined. Most significantly, we upgraded the truck to power-assisted braking: a new vacuum booster (Hidroback, rated 18,000 lb) was installed together with a new master cylinder in September 2024.

TRANSMISSION

The front transmission/differential unit was replaced outright with a sound replacement unit (old and new units documented side by side, June 2024). The gearbox was serviced and synchronized with the rebuilt engine, and the clutch was fully rebuilt with new bushings and a repaired actuating pin. The steering system was renewed with four new tie-rod ends, with their seat cones machined so the new terminals would seat and pin correctly, and the steering arms were straightened and re-welded. As a final drivability upgrade, hydraulic power steering was installed in September 2024.

ELECTRICITY

Electrical recovery was one of the project's seven planned stages, and the truck's electrical system is entirely new. We carried out a full brand-new wiring harness installation, rewiring the vehicle from end to end, and every bulb and lighting component was replaced with new — nothing of the original electrical system was carried over. A new battery support tray was fabricated and fitted (December 2024), and the ignition and starting circuits were proven during the engine run-testing and the subsequent carburetion tuning.

ACCESSORIES

In keeping with the truck's first-generation identity, we had correct Nissan Patrol nameplates and logos custom-made early in the project (February 2022), and the truck carries the red NISSAN grille badge and red PATROL cowl badges of the 4W65/4W66 series. The grille bars and brightwork were re-chromed, the small bumper overriders (bumperettes) were zinc-plated, and a luggage rack (persiana)

was polished and fitted. The truck is an open-bodied, doorless soft-top model — no hard top is fitted. We made a new tan soft top from a nine-meter roll of material, carried on polished tubular bows, with a double rear bow and a rear section that folds up for open-air use. We custom-made premium full grain cowhide leather upholstery in tan for the front bench and the rear side seats, with matching floor mats, completed in July 2025. The truck rolls on five original-pattern 16-inch five-lug steel wheels painted cream, wearing new tires purchased for the project, with the spare mounted at the rear.

The truck passed its Colombian roadworthiness inspection (revisión técnico-mecánica) early in the project, was kept insured (SOAT) and documented throughout, and received its DIJIN inspection certificate in February 2026 ahead of shipment. Throughout the restoration we kept a close eye on Nissan Patrol first-generation originality: we studied 1959–1960 4W66 factory sales literature and brochures, photographed and measured an unrestored original 4W66, and used those references to guide the bed replication, badges and trim — restoring details, like the foot steps, that had been lost to local conversions decades ago.



The finished truck at the Castillo San Felipe, Cartagena (March 2026): Sora Blue over cream 16-inch steel wheels, tan soft top and cowhide interior, replica Nissan Patrol badging.