

Restoration Project Description

Nissan Patrol 60 Series (L60) 4x4, 1965

March 2023 through February 2026

CHASSIS STRUCTURE

The truck was fully restored starting in March 2023 through February 2026. We carried out a frame-off disassembly: the body was removed from the frame and fully disassembled, and the complete chassis was sandblasted to bare metal and welded at our own workshop, the Tallercito Unicar, to remove rust from the structure. Structural segments were repaired and reinforced by welding where required, and the frame was then primed and painted by a professional painter before any reassembly began. During reassembly, the cargo-bed (platón) supports were re-fabricated, custom-fit and reinforced to restore correct body alignment, and the chassis bridge was precisely trimmed by one centimeter to achieve exact squaring of the bed and body panels. See the photographic record of the restored chassis on the project page.

MOTOR

We removed and fully disassembled the 4.0-liter “P” inline-six for a specialized rebuild at a certified engine machine shop (RTM Rectificadora Técnica de Motores, July 2023). The rebuild involved machining the block and replacing the internal components, with a full set of new internal parts and spares purchased for the job. Every replacement part used throughout the restoration was sourced from an authorized Nissan distributor in Bogotá. The rebuilt engine was then reassembled and fitted by a dedicated engine specialist. During assembly the engine mounts (bases) were re-fabricated with new rubber bushings, as the originals were worn out. The fuel system was renewed with a new fuel pump and gasket kit after the original was found to be leaking, together with new fuel hoses for the auxiliary pump. The alternator was replaced with a new unit to prevent current leakage and bench-tested. The original radiator was found beyond recovery and was rebuilt with new core panels and tubing, and fitted with new upper and lower radiator hoses. The engine block and its components were repainted as part of final assembly.

The engine was first started and run-tested in December 2024, and the gearbox and transmissions were synchronized with the engine by the mechanical team. Engine compression was measured with a new compression gauge in September 2024, and re-measured across all cylinders in February 2026 before delivery, with video documentation available on request.

BODY AND CABIN

As part of the frame-off restoration, we fully removed and disassembled the body and carried out sheet-metal repairs throughout. The firewall (torpedo) was replaced with an entirely new unit, as were both front fenders and the cargo bed (platón), and new floor panels were fabricated and fitted. The interior door panels were replaced, and the door hinges were restored and refitted. The windshield frame and the cargo-bed supports were reinforced for added strength. All of the truck's glass is brand new — the glass, weatherstripping, seals and latches were replaced throughout, together with new door locks (chapas) and catches (seguros). All bodywork (panel straightening and preparation) was carried out by a specialist body man through 2024, with final surface detailing completed before paint.

The body was painted in a high-quality flat polyester finish in Rojo Patagonia red. The color was developed and matched with a professional colorist, referencing Mercedes-Benz color charts and verified against polished samples on the truck itself before being confirmed; the body was painted sectionally to ensure color consistency. The hard-top cabin (capacete) was fully restored and fitted with new glass. The truck rolls on 15-inch steel wheels fitted with Firestone Destination tires.

SUSPENSION

The leaf-spring suspension was fully overhauled: the affected leaves were replaced with new ones, with structural welding repairs to the springs (muelles) and their mounting points as part of the chassis work, and the shock absorbers were replaced with new Japanese units. The truck is fitted with new manually locking front hubs.

BRAKES

The full brake system was rebuilt. The power-assisted four-wheel drum brakes received a new master cylinder, a new brake booster, new fluid lines, new wheel cylinders and new brake shoes. The four brake drums were fully rectified and adjusted, with new cylinder pins and retainers and new brake return springs, and the shoes were re-arc'd to the drums. New axle seals, axle nuts and lock washers were fitted at the hubs, and the system was completed with a full brake-fluid change.

TRANSMISSION

Power is routed to the rear or all four wheels through a three-speed manual gearbox and a twin-stick two-speed transfer case. The driveline received the deepest mechanical intervention of the project. The rear axle housing was found to have been crudely welded in the past, with the crown wheel and pinion (corona y speed) broken, and was rebuilt with a full set of new and replacement components: crown wheel and pinion set, two crown bearings and two pinion bearings, a replacement short axle shaft, differential spider gears (satélites), two axle bearings, two axle seals, a pinion seal, a differential gasket, a set of shim plates (chips), and new axle nuts with their spiders. Both the front and rear housings were repaired and machined, and the internal components of the rear transmission were machined at a specialist shop.

The front differential and transmission were rebuilt with new Japanese bearings (NU305BW, 30207, 30209 and 32209JX). The gearbox and transfer case were fully serviced with new gear oil (valvulina), and were synchronized and road-tested together with the rebuilt engine, with all driveline fluids changed. The truck is fitted with hydraulic power steering.

ELECTRICITY

We carried out a full brand-new electrical harness installation using Centelsa cable: the truck was completely rewired and its electrical system is entirely new throughout. The charging and starting systems were fully renewed: a new alternator was fitted and bench-tested, a new GAUSS ignition coil and a new starter were installed, and a new Bosch S4 battery was fitted. New high-tension leads and spark plugs were installed, and the ignition and starter circuits were

tested during the engine run-in and compression-testing sessions. The truck is fitted with triple windshield wipers.

ACCESSORIES

In keeping with the utilitarian, period character of the Patrol, we custom-fabricated and installed a roof rack over the removable hard top and a rear access ladder, both made to measure for the truck. A vintage manual come-along winch is mounted at the front as a decorative, period-correct accent, evoking the way these trucks were once used in the Colombian countryside, and is fitted with new shackles. The five steel wheels were repaired, rectified and painted cream as the final exterior accent; a matching spare is carried on a swing-away rear carrier. Additional fittings include fender-mounted rearview mirrors, side steps and a pintle hitch.

We custom-made premium full grain cowhide leather upholstery in black for the front seats and the inward-facing rear cargo-area jump seats, with color-matching material extending to the door panels. Rubberized mats line the footwells. A camel Haartz Sailcloth vinyl soft top with roll-up sides is included with the truck.

The five-digit odometer shows 623 kilometers (~387 miles); total original mileage is unknown. The truck passed its roadworthiness inspection (revisión técnico-mecánica) and was kept fully insured and documented throughout the restoration. Although the firewall was replaced with a new unit, the original firewall data tag was retained and reinstalled on the cowl; the truck is titled on the frame VIN stamp. The complete photographic record of the restoration — over 1,400 dated photographs and videos from purchase through delivery — is available on request.

Throughout the project we kept a close eye on the originality and Colombian history of this second-generation 60-series (L60) Nissan Patrol, a 1965 model, choosing finishes and details in keeping with its period character to preserve the truck's identity.