Its a 1966 Fiat Giardiniera a.k.a. gardeners van.

Suspension completely rebuild with an Abarth reverse eye lowering spring in front, all new bushings and steering linkages, rebuilt steering box.  Koni Classic adjustable shocks all the way around.  Front disc brake conversion with all new nicopp brake lines.

Audio is Out of Sight Audio Mark 3 with a Focal 2 channel amp and 1 pair Alpine Type S 5.25 speakers.

All bulbs were replaced with LED except for the headlights.  Due to their smaller than normal size (5.25 as opposed to the normal 5.75) stock 35 watt halogen bulbs were used as suitable LED replacements could not be found.

Added 3 point belts in the factory location.

6 Tesla Battery modules for a total of 30kW

144 Volt system

3.3kW charger

8 Hours charge time from 0%

Approx 120 mile range - verified

We completely rewired the chassis here for proper operation of lights, horns, wipers, etc etc.  Stealth EV did all of the EV wiring and controls.

Direct drive, no clutch with the original transaxle locked in 3rd gear.

80hp 100ft lbs torque managed to prevent damage to original transaxle

The system is completely thermally managed.  If the batteries are too hot, too cold etc the battery management system will de-rate the power output to protect the batteries.  What this means is you can give the keys to any one and say just go drive it till its empty.  You don't have to worry about driving it too hard, or too fast.  You don't have to worry about how low you run the charge on the batteries.  There are no stipulations on how you can use the car.  Get in and go, and when its empty charge it back up and go again.  The batteries are completely protected against issues caused by running them low or temperature.

When you do hit a point of de-rating the batteries, say they get too hot, or they are too cold, or the state of charge gets towards zero, it will be pretty obvious and a smooth transition in dialing back the power, and it will still go a few miles in that state to get you safely off the road or where you need to go.  And when you are back at a charger even if its gotten to the point of the car not moving anymore, just plug it in and your good.

With the battery management system setup the way is is which is unique to Stealth EV and Matt you have OEM level of drivability.  Its as user friendly as a brand new nissan leaf.  You don't have a check list of do's and dont's when operating the car.  Just get in and go till it stops, then plug it in and go again.

Built by ICON in collaboration with Stealth EV