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LS400 manual conversion

Lexus LS400 6-Speed Conversion Kit Contains the following parts This is a composite parts list (which can be modified at any time, if better, more affordable systems coming on the market). -Collins A340/A341 Automatic Bell enclosure up to 350Z 370Z G35 G37 VQ 6-speed Adapter Plate -Collins T56 Slave Cylinder Line adapter -Collins Lexus LS400 to 350Z Transmission Crossmember-Collins Drive Shaft Adapter (Collins T56 Slave Cylinder Line adapter -Collins Lexus LS400 to 350Z Transmission Crossmember-Collins Drive Shaft Adapter (Collins enter the drop-down menu)-Collins New Relocated Shifter for Supra/SC owners (pop out location is 31") (Select this from the drop-down menu, if you need it) STAGE 3 RELATED COMPONENTS INCLUDED WITH SWAP KIT: -Collins Flywheel to include larger clutch system specially modified -Stage 3 Clutch kit keep to keep 0-3600rpm of torque at the flywheel-3AN to -3AN Clutch Line to fit your Chassis -Clutch Bolts -ARP Flywheel Bolts -Differential bolts the options in the drop-down menus -Add DriveShaft /aluminum drive shaft material -Add Master Cylinder This system requires no knocking of the firewall, no operation of the bell casing, no B.S. You supply the following parts: -Master Cylinder [Toyota Celica Master Cylinder works] (our clutch line works with all LS400, Supra, Celica, and Nissan master cylinders) -Shift boot (for stock plastic, as a race car or no interior don't worry about it) -LUZFE/LUZFE U1 Bell enclosure -3.5 Angle grinder with cutoff wheel to cut off stock 350Z bell casing This adapter plate works with the Aisin A340 A341 Automatic Bell enclosure of the LUZ family of engines coupled with these transmissions. It is specific to running the LUZFE U1 automatic bubble enclosure for current stack height requirements and proper clutch release systems. This family of transmissions spanned from 1990-2007, there are hundreds of thousands of these automatic systems sitting in automotive recycler yards right now. Here's a video on how to cut the bubble housing, very simple, very straightforward: We value our intellectual rights, we've done the research, tested this product and paid the lawyers. WE HAVE PATENT PROTECTION, AND WILL PURSUE YOU FULLY OF THE LAW IF YOU TRY TO VIOLATE IT. LS400's seem ideal, the whole idea of them sounds bait. Large RWD saloon with a 4.0 V8 for £1000 sounds ideal, there's plenty to choose from on ebay and autotrader, the 5x114.3 pcd means lots of cool wheels around and best of all BC do a conlover kit for the LS400 for under £600 I'm thinking with £2000 you could get, slam it hard and then spend £400 on some second-hand J-rims. Just a pipe dream. But..... What's wrong? And out of interest, how easily you convert to manual? Supra prop and box? What flywheel? Yum Yum! Sierra - here we go again! He's got a disease. Det. TBH doesn't go much wrong, the electrics can get dodgy, but not too often. The idle valve sometimes sticks and needs to be rebuilt with new bearings, but its and easily, dynamo can go if power steering leaks, and AC compressor can fail. All fairly simple solutions! As for manual conversion, you use the gearbox of a supra mk3 turbo (R154) or the non turbo of the mk4 (w68) the adapter plates are available online, and you need a concentric release lower of howe racing, I'm not sure which pedals would work though. Flywheel use a 3spte with slot holes to fit the luzfe PCD and a heavy hilux clutch. There's also that box of magic from the states that I think you posted about Robin that allowed for a sequential paddle affair on the box.... I have the link on my HOME PC and but as I rebuilt Windows this morning, I managed to not get my RDP properly set so can't get the link while at work. I'll post it up in the morning! Rysz, I don't know what to do, I'm building a supercharger manifold for the luzfe engine, if you have the pain for the power gimme a shout I need to work out how mine is beaten but haven't had a chance to tear it apart yet, they seem to go amazingly low at the expense of some steering lock, if you have air suspension, its very easy to get it on deck There's also that box of magic from the states that I think you posted about Robin that allowed for a sequential paddle affair on the box.... Yes, I saw it on trampdrift as someone on there picked up a really cheap Soarer V8, I've lost the link, so that would be useful Sierra - here we go again! He's got a disease, it's not his fault, TBH doesn't go much wrong, the electrics can get dodgy, but not too often. The idle valve sometimes sticks and needs to be rebuilt with new bearings, but the cheap and easy, alternator can go on if power steering leaks, and AC compressor can fail. All fairly simple solutions! As for manual conversion, you use the gearbox of a supra mk3 turbo (R154) or the non turbo of the mk4 (w68) the adapter plates are available online, and you need a concentric release lower of howe racing, I'm not sure which pedals would work though. Flywheel use a 3spte with slot holes to fit the luzfe PCD and a heavy hilux clutch. Thanks for the info, like I said it's all a utopia, but I really want one and they seem well affordable! Sierra - here we go again! He's got a disease, it's not his fault. Removed @Deleted got my old one for very little cut the spings and got a new set of 18's for total spending was about £800 rims were £799 I think something really went wrong other than having a power steering leak and a few dash bulbs from Last Edit: 16 March, 2010 22:48:36 GMT by got deleted my old one for very little the spings and got a new set of 18's for total spending was about £800 rims were £799 I think nothing really went wrong other than having

