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E36 auto to manual swap

This item is not on this page. Thank you, we'll look at it. 03-03-2003, 07:54 PM #1 you read it correctly! This will be an official thread with any and all the information necessary for this swap. So if you've done this or know about it, please chime in! I'll update this first post with all the new and up-to-date information. If any of this information is incorrect, please let me know what I need to change. Also, how long should it take during working hours? I was quoted max four, another 10-12 and then 20 hours! At \$65/hour getting up there... List of parts (so far... with the cheapest prices I found) Key: BZ-Bimmerzone Z-Zionsville mechanical gearbox (used prices vary) drive shaft (manual transsexual specificity) (Z-\$195 used) master/slave cylinders (BZ-\$96.71: The \$48.63) lines required between manual and slave cylinders bind parts (specifics of anyone?) clutch pedals/new set of cluster pedal change handles/shifter clutch kit (includes what? there are two different types, one w / D / C and one w / o A / O A / C?) flywheel bearing drive? (mentioned in another topic) --- BZ has Driveshaft Bushing for \$8.46 --- the same? rear main seal? (mentioned in another topic) deference? (if so, what kind do I need?) Thank! Last edited by TheBestCow, Editing by Andrew Hay 03-03-2003 at 08:10 PM, Kevin 1978 Black 320i [July 28, 2007-present] 2003 Audi A4 Avant [2012-present] 2004 Accord: [2006-2012] 1995 Boston Green 318is: [2001-2006] Knoxville, TN 03-04-2003, 12:36 am #2 I got everything for it sent to my house 1600 shipped everything from the transitor 98 m3, with 3:23 diff mechanical transmission transmission cross-member Clutch Flywheel Pressure Plate, throw away bearing, etc. clutch master cylinder slave cylinder All hydraulic lines from clutch master cylinder to slave cylinder. About a 10-inch hose from the brake tank to the clutch cylinder (you know, a wicker type hose that already uses a reservoir of brake fluid). Clutch fork Selected rod stabilizing sleeve. It's a little mouth wrapped in a metal bracket that mounts the end of the upper change of connection to the frame that stabilizes it. Connector shifter shaft Foam in boot and rubber assembly Pedal Box-clutch pedal cluster. Brake and grip of hands. Drive Shaft 3:23 Differential Leather Shift Boot Handle Shift This is my list. Last edited by Syogun: 01-24-2016 at 05:35 AM. 03-04-2003, 12:39 #3 04-2003, 12:39 #3 TOB? Wow is a great list! Did you get the Zionville kit? Kevin 1978 Black 320i [July 28, 2007-present] 2003 Audi A4 Avant [2012-present] 2004 Accord: [2006-2012] 1995 Boston Green 318is: [2001-2006] Knoxville, TN 03-04-2003, 12:44 am #4 No, the guy upstate, more is available, but the list is that I came with out of all my hard research and now easy for all of you guys... must pay tribute to Kelly Sean from DTM, sorry if I spelled his name wrong, choosing a rod sleeve. I have to get my transitor part on wed, ill keep you guys posted and if all is well then I will release the name. Name. 01.04 #5 First wrote Buttuh Good Stream. I might want to do this as well as my '94 325i since my automatic transitor becomes a nightmare: you have a car... You should joke jkjk 20 hours @65 /hr.... 1300 + 1600... close to 3000 ... so let's say \$3,500 to do the conversion... Oh, man, it's expensive... Whats up v.b. Don't forget to include the new UUC LTWflywheel and e34 M5 clutch, and some good red liquids 03-04-2003, 01:10 AM #7 Here's a quick table of Excel parts and prices and websites I've put together. I don't know what I left. And don't have time to look at it right now. But here I go and I was quoted 30 hours of labor at \$60 an hour. = [\$1,800] The price of the site part of the website is used by a hand-held transsexual \$1,170 UUC LTFWFW \$499 AA Lion. I SSK \$110 Sachs Clutch Kit \$241.40 Clutch Pivot Pin \$1.34 Release Bearing \$30.81 Release \$1.3 Release 9.41 Clutch Hose \$5.45 Clutch Master Cylinder \$96.50 Clutch Slave Cylinder \$36.72 Pilot Bearing \$10.9 U6 UUC Transfer Mount/Enforcer Package \$70.00 Driveshaft (comes with new guibo and bearing support center) Miscellaneous quote with Bimmer Technology \$500 Clutch Hand Mouth (UUC) \$2 0.20 0 000 UUC Clutch \$20.00 GRAND TOTAL: \$2822 03-04-2003, 03:43 AM #8 It's ten hours of work. Not twenty. R&P; The R on the automatic trance is 7.5, add another 2.5 for conversion bits. \$700-\$1,000 depending on your store and you can do a transform yourself with a lift or a good set of ramps and jacks, it's not a detailed job, just grunt work. I came up this close to buying a Zionville kit before I went ahead and bought a whole ruined M3 for a full engine/transsexual swap and I was going to do the job myself. Now replacing the engine from one car to another, it's for what my tools and space will allow, so I did with that in the store. 93 325is - total conversion M3 and many others - Dinan SC kit - RMS aftercue and setup - 395whp at 91 octane. ... She may not look like much, but she's got it where she counts, baby. I made a lot of special modifications myself. -Har Solo CarDomain page 03-04-2003, 12:02 pm #9 I can change grip on manual M3 in less than 2 hours. If I have help I can do a little more than an hour... I know BMW quotes 8 hours or so one but 20 hours ... With the right tools (which every store has, or should have) it should not there will be 10-hour work. I can't justify how long it takes to change the pedals, and set the lines, but I believe it can take 2.5 hours. Just food for thought. Chris Just sold my 350z looking for another E36 M3 2006 Kaw. ZX14 03-04-2003, 01:40 PM #10 I've sorted out a whole M3 before, so I know it's not all that hard. I agree that with the right tools / elevator / etc it should not take 20-30 hours of labor to make a swap. 03-06-2003, 10:13 PM #11 Good. Here's what I've come up with so far: BZ: BimmerZone Transfer Swap Parts List: Transfer - \$250 UUC TME - \$70+ shipping from UUC UUC SSK - \$200+ shipping from UUC Driveshaft - w/ transitor 3.45 Differential - Railway / Transistor Clutch - Railway / Transistor Flywheel - railway / transitor master clutch cylinder - \$96.71 (BZ) slave clutch cylinder - \$48.63 (BZ) line between two - ? get from a bonding addit - ? get from addit pedal set - ? Get From Handle Shear Addict - \$14.49 (BZ) Drive Shaft Bearing/Vuyeling - \$8.46 (BZ) Drive Support Shaft with Bearing - \$31.65 (BZ) Clutch Hose (to Tank) - \$5.5 0 0 31 (BZ) Clutch Rod Pin - \$1.35 Release Bearing - \$32.63 (BZ) Clutch Clutch Release Hand - \$9.81 (BZ) Pilot Bearing - \$11.16 (BZ) Clutch Of Hands Of The W-Man - ?? Anything else? Do you look good? Kevin 1978 Black 320i [July 28, 2007-present] 2003 Audi A4 Avant [2012-present] 2004 Accord: [2006-2012] 1995 Boston Green 318is: [2001-2006] Knoxville, TN 03-06-2003, 10:24 #12 will it take time to modify the interior? I was quoted about 4000 - 4500 \$.... I have a series 5, but that's what they said. =) Damn it, I wish there were over 535i out of 5speed in this world!!! 03-06-2003, 10:26 #13 interior modification? Take out the automatic shifter console, replace the boot boot shifter. Use automatic pedals, replace with hand pedals. Yes! No more modification of the interior is required. Kevin 1978 Black 320i [July 28, 2007-present] 2003 Audi A4 Avant [2012-present] 2004 Accord: [2006-2012] 1995 Boston Green 318is: [2001-2006] Knoxville, TN 03-07-2003, 12:45 pm #14 With all the abbreviations, I'm not sure if the software was covered. How about an automatic transmission control module (TCM)? What are you doing about it? 3rd Infantry Division, U.S. Army Rock of Marnet 03-07-2003, 12:46 #15 Good Question, RacemeX. I have no idea. UUC TME = Transsexual Mounting Enforcers UUC SSK = Short Shift Kit Sorry for confusion Kevin 1978 Black 320i [July 28, 2007-present] 2003 Audi A4 Avant [2012-present] 2004 Accord: [2006-2012] 1995 Boston Green 318is: [2001-2006] Knoxville, TN 03-22-2003, 02:21 #16 Ok, so since it's the official swap partition.... Here's my progress: The exhaust system was being eddyding, and heat shields, 2 heat shields were exported, removed the drive shaft, which is shorter than the manual, and removed the diff 3.91 diff. Put in 98 m3 3.23 diff, and reconnect the axes. Thats it so far. I will keep u until January I have 2 very good friends helping me along with this process. for anyone who concerns the list of parts, clutch fly and TOB and and bearing pressure plate, do not worry to get it with a hand kit. When it might as well get new parts here, I got the UUC Stage 2 fly and M5 clutch. Shifter make sure u get it, or just buy RE SSK, it comes with everything full. Just make sure you get the carrier's muther. rubber railway / metal around it, which goes at the end of the carrier, and holds in the body. On my 95 325, the part that holds the keys to the car is already there and there is a rubber boot covering the hole, so everything is already there. Thats it, and it's not hard so far.... ****Also, you don't need a new master cylinder that's in the engine compartment. Your car already has a line, but it's plugged in, all you have to do is touch it, take a look at the urs, on the side of the plastic master cylinder drivers, to the back, there's an extended piece that's plugged in. This is what I got new: RE SSK octane kit RE Tranny mounts UUC stage 2 lfw flywheel M5 clutch kit red line liquid asc shift handle.... 03-25-2003, 08:37 PM #17 I still discuss myself wether go S/C or transsexual swap. Transsexual swap costs about half... but then again S/C just bolt on... it's a theory if it hasn't broken down, doesn't suit him the theory behind it.... Still... I got quotes like 12-14 hours at \$65 at some/IM racing specialists shop... then I asked the other guy in the same store... he changed it to 12-14 hours with \$??? /hr.... he says they will charge a special tariff because it is a special service... but they've done it before on e30s... but it's a pain on e36 through software / wiring ... he said the mechanical part is cinch ... but the electrical part is cinch ... but the electrical part is what takes the longest and makes up most of the cost ... I didn't ask the place I take my car for regular maintenance reasons I don't think they would do it. But... you never know ... and I got a quote from Sionsville for a transsexual swap kit of \$1595 without differential ... details are used to... they do not connect kits to new parts ... Don't like my driving? Get off the sidewalk! 03-25-2003, 09:41 PM #18 I will be interested to know how long (hours) your swap takes KLEAR. There seems to be a big difference of opinion on this. I was quoted for about 30 hours @ \$60/hour. 03-25-2003, 09:42 PM #19 I would like more information about the electrical/computer difficulties/switches involved... Kevin 1978 Black 320i [July 28, 2007-present] 2003 Audi A4 Avant [2012-present] 2004 Accord: [2006-2012] 1995 Boston Green 318is: [2001-2006] Knoxville, TN 03-26-2003, 02:34 am #20m second to that. Originally posted by TheBestCow I would like more information about the electrical/computer difficulties/switches involved... 03-26-2003, 06:01 PM #21 First wrote KLEAR ****Also you do not need a new master cylinder, which is in the engine bay. Your car already has but it's plugged in, all you have to do is touch it, take a look at the urs, on the side of the plastic master cylinder drivers, to the back, there's an extended piece that's plugged in, Connected. My name is Joe ;, Im new to BF, but I often DTM. Im in the middle of this swap on my 97 328is (should finish tonight!!!). Here's what I have to say: 'You need a new master cylinder, it goes between the clutch pedal and the firewall (if you need it, I have an extra one). 'You don't need to remove the pedal fasteners, you will however need a clutch pedal and a brake pedal, but they bend quite easily.' - Getting another Diff isn't a makeup or break deal. I decided to stay with my stock deference so I could have better acceleration. My top speed doesn't affect the posture because the car has a significantly bigger overdrive than the guide? No. Im basically where I was when I went as far as top speed goes. I wouldn't get another diff without getting one with limited slip, there are much better ways to spend my time! - You can lengthen your drive shaft, or you can get a new/used drive shaft. new - \$600+ from Stealer, and \$250 from a reputable used wrecking yard... if you can find it, I had my extended most respected store in my neighborhood and it cost me just shy of \$200. This included rebalancing! So now, has anyone made it on and obdi car? Hope it helps! Joe 03-26-2003, 06:54 PM #22 Joe - please let us know how it goes! According to DeezBMW, in PM he sent me, you have to cheat a neutral safety switch to get him to start after all. Do you know anything about that? I'll probably end up getting used differential and driveshaft, so I can stay in stock classes when I got into club races (5-10 years) Kevin's 1978 Black 320i [July 28, 2007-present] 2003 Audi A4 Avant [2012-present] 2004 Accord: [2006-2012] 1995 Boston Green 318is: [2001-2006] Knoxville, TN 03-26-2003, 11:07 #23 Originally wrote funkmasta hey, my name is Joe ;, Im new to BF, but I often DTM. Im in the middle of this swap on my 97 328is (should finish tonight!!!). Here's what I have to say: 'You need a new master cylinder, it goes between the clutch pedal and the firewall (if you need it, I have an extra one). 'You don't need to remove the pedal fasteners, you will however need a clutch pedal and a brake pedal, but they bend quite easily.' - Getting another Diff isn't a makeup or break deal. I decided to stay with my stock deference so I could have better acceleration. My top speed doesn't affect the posture because the car has a significantly bigger overdrive than the guide? No. Im basically where I was when I went as far as top speed goes. I wouldn't get another diff without getting one with limited slip, there are much better ways to spend my time! - You can lengthen your drive shaft, or you can get a new/used drive shaft. new - \$600+ from and \$250 from a reputable used wrecking yard... if you can find it, I had my extended most respected store in my neighborhood and it cost me just shy of \$200. This included rebalancing! rebalancing! it's now, has anyone done it on and obdi car? Hope it helps! Joe Dude, the main brake cylinder pre-taped, u doesn't need to get a new one. I almost did too....and what you're talking about is clutching a master cylinder. 03-26-2003, 11:09 pm #24 funkmasta, your 328 uses a different diff than 325. The 325 has a 3.91 diff, and needs to get automatic M3 diff, from 97-98 or so. 03-26-2003, 11:15 pm #25 Originally posted by KLEAR Dude, the main brake cylinder tentatively tapped, u should not get a new one. I almost did too....and what you're talking about is clutching a master cylinder. Right. They share * reservoir *, but the main cylinders are very different things! are you planning to use the brake pedal to attract/disable the clutch? The clutch pedal connects to a separate hydraulic system that attracts/disables the clutch. However, it shares a reservist with a brake main cylinder. The main clutch cylinder is mounted between the clutch pedal and the firewall, and has two hoses. One hose goes to the @brake main cylinder tank and the other hose goes to the @clutch slave cylinder. hope it helps! Joe Joe

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