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## Is300 manual swap cd009

So I got a chance to pick some people's brains about cd009 swap in these cars for those of you who don't know cd009 is a 6speed guide that came in the guide 350z/g35 cars is a really good match to 2jz. With my car rising I have more hp than the stock 300 tranny can hold or I would like to trust and r154 is very expensive for 5speed plus it is old and hard to find. Problems? Of course, this swap has a problem let me list a few trances that's too big doesn't fit requires a make-up-changer of grief to guess what? For too long it requires fabrication to make it sit right mounts doesn't exist because they don't fit into our cars so why bother it's just mechanical parts, obviously wiring, as with any swap and eccu changes mean that someday I need to add \$600 to the price because of tuneThe pics of my car and the last one is cd009 sitting next to the is300 Sale! \$1,299.99 \$1,074.99 Billet 6061 Aluminum Aircraft Score uses our ASE Custom flywheel for CD009 Clutch kit uses Bell shelter from automatic 2J not included (J1 J2 or J3) Uses GM T56 slave cylinder not included Pilot Bearing Adapter Bushing included includes slave equipment, Adapter Plate, Bell Housing and Flywheel includes transfer Crossmember Description Additional Information Reviews (0) Billet 6061 Aluminum Aircraft Score uses our ASE Custom flywheel for CD009 Clutch kit uses Bell Shelter from Automatic 2J not included (J1 J2 or J3) Uses GM T56 slave cylinder not included Pilot Bearing Adapter Bushing included includes slave equipment, Adapter Plate, Bell Housing and Flywheel includes transfer Crossmember Description Additional Information Reviews (0) Billet 6061 Aluminum Aircraft Score uses our ASE Custom flywheel for CD009 Clutch kit uses Bell shelter from automatic 2J not included (J1 J2 or J3) Uses GM T56 slave cylinder not included Pilot Bearing Adapter Bushing included includes slave equipment, Adapter Plate, Bell Housing and Flywheel includes transfer Crossmember Only entered into customers who purchased this product can Review. Sale! The \$449.99 \$419.99 Add to the JavaScript shopping cart seems to be disabled in your browser. For the best experience on our site, be sure to include JavaScript in your browser. . it seems people are making a modified shifter for them to fit. or cut and welding option: some good information from CL (which is where where The two above photos were taken from ) thanks to Hotcakes0007 for reading : to affirm: Nothing sad in replacing the much weaker engine V e for FAR stronger than the 2J engine. There's a reason you don't see vB whipping and be replaced by anything (unlike J-motors). There are better platforms out there. . Nothing sad in replacing the much weaker engine V e for the FAR stronger than the 2J engine. There's a reason you don't see vB whipping and be replaced by anything (unlike J-motors). There are better platforms out there. No one said anything about replacing engines only on the transmission. . 2' thick from the factory... usually independent of mileage. and can see the levels of hp that only built engines can reach.... Open deck Vq... Maximum power on the oem unit 450whp... Don't plant a turbo so \$\$ initially.... Then build the engine ... The positives that I can think of are all aluminum much easier ... More efficient engine... More litres more torque n coil. It's cheap to replace. It's a tranny to get over an out-of-sync issue... Model number ending cd009 New OEM CD009 6M Transmission Nothing sad about replacing the much weaker engine V e for FAR stronger 2J engine. There's a reason you don't see vB whipping and be replaced by anything (unlike J-motors). There are better platforms out there. . WOW, that tranny is cheap. I wish the V160/1 was \$1700 NEW. LOL It's very interesting, but I think the price of the 6spd 370z gear should be there... When you add 370z tranny and bellhousing - slave cylinder and clutch - modifications to make it fit you could also buy getrag v160. . ^^ we read THE ENTIRE Stream?^^ Cost 03-06 6 speed, brand new with all synchronization updates and fixed problems: \$1700. (as related to your post) The V160 is new: approximately \$6,000. Simple math..... You still have to do how tranny fit into your car. The 350z 6spd to 2jz adapter is \$400. Even if you go used, Im positive that used 03-06 6 speed from 350z will be cheaper than a used v160, for a decent amount. Even if you have to buy a plate adapter and changer modifier.... Sent from my mobile device using an app that has the settings to turn off this stupid signature....^^ we read THE ENTIRE Stream?^^ Cost 03-06 6 speed, brand new with all synchronization updates and fixed problems: \$1,700. (as related to your post) The V160 is new: approximately \$6,000. Simple math..... You still have to do how tranny fit into your car. The 350z 6spd to 2jz adapter is \$400. Even if you go used, Im positive that used 03-06 6 speed from 350z will be cheaper than a used v160, for a decent amount. Even if you have to buy an adapter plate and Change.... Sent from my mobile device using an app that has settings to include this stupid signature.... Gotcha, Sorry, I haven't read the whole topic. For me at this time is pointless, as I have v160. v160. didn't pay \$6,000 on my v160 and there were no changes to make it fit. It just fits and bolts to the right with a tree drive Sequoia. Either way 370z tranny may be a little cheaper, but I doubt it's like bullet proof. Are they even getrag? There are many things you need for v160 to put in is300. . Allows you to replace the word fits at work to do either trans work in our car There are things that need to be purchased/made and put in place for them to work to take the SRT shift rod, Tripod Mount, etc in regards to v16x. if you are not a lucky one that these came with their trans purchase, most people to source these parts when buying v16x. hence why people are looking to alternative gears in relation to the cost and fab availability of the piece. . No one said anything about replacing engines only on the transmission. I had to quote the guy I was answering. He posted a comment that it is a shame to remove the VD instead of 2J. He struck a chord with me. Lol. :suspiciou :bigSmile: There are many things you need for v160 to put in is300. . Allows you to replace the word fits at work to do either trans work in our car There are things that need to be purchased/made and put in place for them to work to take the SRT shift rod, Tripod Mount, etc in regards to v16x. if you are not a lucky one that these came with their trans purchase, most people to source these parts when buying v16x. hence why people are looking to alternative gears in relation to the cost and fab availability of the piece. Really, I understand what you're saying. I hope there is enough information gathered on the subject to see if it is worth doing. I understand some people pay \$4,000 for the V16x, but if your patient you may come across a bargain. Here's a bit of a break for reference on how much I spent. --v160 \$3000 (with fidanza aluminum flywheel) lucky me-Shifter \$80 (since my tranny didn't come with a tripod, no changer) -SRT push rod and extension \$300 -Sequoia drive shaft \$145-\$700 (depending, \$700 I've seen a clutch of \$500 to thousands) Extra parts that may be needed (Misc - Speed Sensor, Slave Clutch cylinder) P.S In any case getrag trannys are very strong and I'd rather keep it Toyota I don't see the bell housing there my friend just made v160 on his 240 and let me say u that shit is far from cheap. He bought his v160 3500, then all the other things u added above, do not get me wrong, it is a good transistor, but if the bell housing 300-350 and that adapter 400 with a much cheaper transistor. . I got the r154 that I was putting together.... so far got tranny, bell shelter, slave and line, and Arp flywheel bolts, the evolution of light flywheel .... if I can find more information about the clutch n flywheel, tranny mountain, sensor entering, needed I could sell what I have to go with with like the idea of 6 spd for less and I don't really plan on extreme about hp but I'm sure bad put it to the test... The drive tree has to be measured anyway so I don't see a problem for customs one... anyone find any links or completed is300 with this swap... I don't see the bell housing there my friend just made v160 on his 240, and let me say u that shit is far from cheap. He bought his v160 3500, then all the other things u added above, do not get me wrong, it is a good transistor, but if the bell housing 300-350 and that adapter 400 with a much cheaper transistor. You don't buy new bell accommodation with v160. He came from 2jz so he fits. . Starter Discussion - #38 - May 12, 2012 P.S In any case getrag trannys are very strong and I would prefer to keep it Toyota You understand no company or at least that I know makes their own transmissions for their vehicles, yes, when you get a Toyota car they produce the engine, but all transfer contract from transfer companies (Maybe too much RDD for cars, idk), hence Getrag is the company that makes the V160/1. There is nothing here about keeping things Toyota PS Anyway getrag trannys are very strong and I would prefer to keep it Toyota Not all Getrags are strong either. 3000gt Getrags, for example, garbage, and each uses 5 speeds ... Speed...

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