

Dodge Durango Manual Transmission Swap



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Book Descriptions:

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Physically, yes, but the sensors and injectors and all that went, and swapping the computer means you lose half the Durangos features that rely on it. 0 0 Still have questions. Get your answers by asking now. My radiator fans will not come on unless I turn on the AC or heat. Both fans work. What is the problem 4 answers Answer Questions Answer Questions Where is the fuse for the power windows on a dodge dakota 2006. Terms Privacy AdChoices RSS Help About Answers. Community Guidelines. Leaderboard Knowledge Partners. International Sites. Please thanksAttached are pictures of the 318 or 5.2 liter Thanks, George It would be gr. Would it be possible to put the 3.9 magnum that Dodge made into the truck.Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies. Shift the synchro to The ring gear drives the rear end pinion gear Can I swap for a 6cylinder without changing my 4speed manual transmission Id like to get a beefier engine. Would the hemi from the Durango work or should I seek another option Please refer to CarGurus Terms of Use. To start viewing messages,My goal was to have a nearly boltin trans swap.NO, and just like most of the New Venture trans the syncros are the weak link, so its not a big fan of power shifting. However its a nearly direct bolt in and is much cheaper swap than the alteritives.All Dakota NV3500s are the same, 41 1st gear. There is no HD version. If you want the 3.541 1st gear, look at Rams the shifter location is further forward.I checked the 1st gear its 3.51. I not trying to step on anyones toes or argue. Just trying to share the info Ive collected over the last year while researching and collecting parts for this swapI checked the 1st gear its 3.51. I not trying to step on anyones toes or argue. Just trying to share the info Ive collected over the last year while researching and collecting parts for this swap Ive driven 3 V8 Dakota NV3500s and all were wide ratio.<http://ankaser.com/userfiles/carvin-fet-900-manual.xml>

- **dodge durango manual transmission swap, 1999 dodge durango manual transmission swap, 99 dodge durango manual transmission swap, dodge durango manual transmission swap, dodge durango manual transmission swap kit, dodge durango manual transmission swap parts, dodge durango manual transmission swap meet, dodge durango manual transmission swap kits, dodge durango manual transmission swap, 1999 dodge durango manual transmission swap.**

Perhaps 4x2s got the close ratio gear set. My build sheet also says my truck has a NP231HD among a bunch of other wrong info. Dakotas never got the HD version and I can tell you my truck does not have a NP231HD. Ive spent a lot of time looking up info on these trannys and never found anything relating to an HD version or close ratio versions in Dakotas.It now has a bigger turbo and 3 more pounds of boost and seems to be holding up fine. Since I had no control over the first 154k of this trannys life, the 2nd gear synchro is a little weak, but thats common in any tranny with miles on it, it hasnt got any worse since Ive owned it because I know how to make a manual last. If you downshift every gear any time you slow down, especially without double clutching, the syncros are going to hate you.It now has a bigger turbo and 3 more pounds of boost and seems to be holding up fine. If you downshift every gear any time you slow down, especially without double clutching, the syncros are going to hate you. My NV3500 is holding up like a champ and its been abused since the day it came off the truck at the dealership lol. Granted, Im pulling it out and putting the TKO in before long.Also attached is a link to nv3500 specs.including the HD close ratio version. My Manual Swap Thread NV3500 HD Specs I have to pull it out a 3rd time for a rebuild due to the syncros. Both times now it quits going into 3rd gear very well. Im going to rebuild it one more time and start looking into a TKO swap. Ive also thought about just putting in an 833 4 speed, I know they take abuse, but i

think the money spent you'd be ahead just going with a TKO. Also attached is a link to nv3500 specs including the HD close ratio version. I've also thought about just putting in an 833 4 speed, I know they take abuse, but I think the money spent you'd be ahead just going with a TKO. My tranny has a lot of miles on it. But I have a question about the Computer. <http://freestylesport.com/fckimg/carvin-fx-1644-manual.xml>

Do you have to have the transmission parameters changed or removed, since I want to go from auto to manual. And I believe that if you aren't hammering on the truck the manual 5 speed should last for the life of the truck. Now to score the low ratio model somewhere. Do they come behind all the 318s. Or are there 2 different models for the v8? Image resizer by SevenSkins Forum Modifications By Marco Mamdouh. I have the truck running but it throws a check engine code due to no transmission being plugged in. I have a new computer module coming from a manual transmission vehicle. What a difference in performance, I guess I am just a shifting kind of guy. I will never again own a boring automatic! I have a used computer module coming from a 5speed 5.2 liter. I can give you more details of the swap if needed. If there is enough interest shown, they will probably make a setup. You can check their site at www.keislerauto.com and there is a thread on the DML with a little more info at I have an 89 Shelby Dak that I would like to change from the A500 to a 5spd. Any info would be appreciated. This was a Chrysler adaptation of the ZF 5HP30 assembly, which was first labelled as the NAG1. After 2010, Chrysler had complete license and manufacturing rights, as other variations were no longer used by other OEMs. Commonly found in the 300, Magnum, Charger, Challenger, Wrangler, and some Dodge Ram pickups, the A580 was last used in the 2019 Dodge Charger Pursuit models. Below are the available values and some example transmission models. By using this site, you agree to the Terms of Use and Privacy Policy. It may not display this or other websites correctly. You should upgrade or use an alternative browser. By continuing to use this site, you are agreeing to our use of cookies. Learn More. A poster on Facebook did it before I tried. You can see the parts I bought below, though the console wiring was included and not shown below.

3 If you have an AWD Durango with the transfer case, you either need the console wiring from a similar 2018 or, if you use a console without the AWD switch, you'll need to patch wires and swap in your transfer case switch in place of the cubby hole. The wire colors are the same. 4 You have to remove the complete console, armrest and all, from the vehicle. It's a bit of surgery to get it all out. Click to expand. The parts are quite expensive new. The console plate, bezel, and wiring must all be swapped to use the Thandle shifter assembly. Click to expand. That's pretty crazy for such a minor change. We make no claims regarding validity or accuracy of information or advice. All rights reserved. To add a new vehicle, select the year, make, and model at left. Please try again. Please try again. Please try again later. Register a free business account. Please try your search again later. Easy Installation Perfect finish and direct fit, enabling a quick and smooth product installation. To calculate the overall star rating and percentage breakdown by star, we don't use a simple average. Instead, our system considers things like how recent a review is and if the reviewer bought the item on Amazon. It also analyzes reviews to verify trustworthiness. The SUV built by SRT Engineering will compete over eight days in eight states with David Carr and David Hakim behind the wheel. The project is powered by supercharged 6.2 L V8 from a 2019 Challenger SRT Hellcat Redeye that makes 797 horsepower and 707 lbft of torque. The 5,000 lb SUV still retains a AWD drivetrain consisting of a TorqueFlite 8HP95 eightspeed automatic transmission and MP 3015C transfer case. The suspension features a Mopar lowering springs 15 mm lower with stock Bilstein ADS shocks. They also upgraded the front brakes to Brembo 15.75inch vented rotors with sixpiston calipers. The rear Brembo 13.78inch vented rotors with fourpiston red calipers remain stock. Follow the project's progress at Dodge Garage.

<http://www.bouwdata.net/evenement/compal-fl92-manual>

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It shares the same thermal barrier, heat reduction, accelerated exhaust, and corrosion resistance characteristics as the Chromex ceramic coating. It resists corrosion and protects against rust. It has a bright shine, but it does change color with heat. Please visit their website for more information about ceramic plating. Research into the electrical side of this swap will be on going. Please check the web site for further developments Please call or email for availability. The kits feature left and right brackets with insulators, mounting bolts and instructions. This installation requires no welding and is a direct bolt on using existing holes. This stud comes standard in trucks but isn't on the passenger car engines. The stud can be purchased from SCS or your Dodge dealer. The part number is 6506333AA. Research into the electrical side of this swap will be on going. Please check the web site for further developments. If you already have a small block V8 transmission, the engine will bolt up, but there are some important details to address first. You must use the correct parts! Conversely, externally balanced Chrysler small blocks have one of two arrangements. Either the flexplate has counterweights and the converter is "neutral" balanced, or the converter carries counterweights and the flexplate is neutral balanced. To make life simple, be sure to get the flexplate with your engine. With the weighted flexplate, simply use a neutral balanced converter, these are readily available for most transmissions. We recommend this method. You will need to slightly enlarge one of the holes for proper fit. We recommend a decent sized ratchet file, which makes quick work of this task. Custom converter shops, like Ultimate Converter can build a converter balanced for a Magnum, but finding shelf converters balanced for Magnum engines is difficult if not impossible. Will it work and will the trans be able to take it It is used in everything up to 2 ton dump trucks.

You're going to need a different Engine Computer, wiring harness, exhaust system, radiator, and front springs. Those are just the things I can think of. But I'm just gonna use the 318 I have, I will still need the computer but I'm just wondering what comp will I need. Will I need one the same year as the motor or the same as my truck. And I heard that I can modify my harness to work with the new computer You're going to introduce a huge new variable with the engine size; no sense adding another one with a different year computer. Anytime you have to run to the salvage yard for something, you're going to have to figure out which part you need for which year and which engine size. I wouldn't try to modify the engine wiring harness. It is surprising how many pins both

computers have in common, but going from six to eight cylinders will mean more injectors to fire and different plugs on the engine. Life will be much easier if you use the harness for the right engine. The flywheel is matched to the engine and the Engine Computer because it has a ring with cutouts that are detected by the crankshaft position sensor. Those cutouts are different among different years. Normally the 318 has been an internally balanced engine which just means all of the counterweights are forged right on the crankshaft. I don't know if that ever changed after the 1980s. The 360 used a cast crank that was externally balanced. There is an offset weight cast into the front of the vibration damper and a weight is welded onto the torque converter. I never learned if the 3.9L is internally or externally balanced. If your old and new vibration dampers look the same, there's a good chance both engines are balanced the same way. You'll have a constant vibration if you don't use the right torque converter. Now the motor is out of a 99 Dodge Dakota but the engine is the same as the Ram engine. But I would need the CPM for the 5.2 Ram with the 5 speed.

Or can I use the Dakota CPM because it was also a 5 speed, could that work, but I would probably need the harness from a Ram. The 318 was always internally balanced and the 360 was external with the special vibration damper. Do you mean the crankshaft position sensor or power train control module PCM. You will need the Engine Computer for a 318 because it expects to see four sets of pulses from the crankshaft position sensor for each crankshaft revolution. The flywheel has to match the Engine Computer too. Some have four sets of four notches that are detected by the crank sensor. Some have different numbers of notches in different sets. Using the wrong flywheel will result in spitting and sputtering and a failure to start. The Engine Computer also runs the transmission lockup torque converter. I don't know if that switching circuit is left out of the computer for a manual transmission or if it just isn't used when the truck has a manual transmission. I CAN share that on older cars the same computer was used with and without air conditioning. The missing compressor relay would be detected and set a diagnostic fault code in memory but it did not turn on the Check Engine light. When you used a scanner to read the codes, it asked if the car had air conditioning. Your new computer might work with a manual transmission but not display the torque converter code if the scanner asks you whether you have an automatic or manual transmission. And I meant to say comp, as in computer sorry. Thank you for the info much appreciated. I Am Going To Help A Friend Swap A 318 For A 360. I Replaced The Engine And Have Everything Hooked Up Correctly As Far As I Can Tell. I Tried Starting The Engine But I Get No Spark From The. Truck Fuel Pump Runs But No Spark. Please check the Microsoft Internet Explorer Home Page for the latest free browser updates. I have found all of the parts to change it over to a manual NV3500 off of a 2001.

The price is good for me and I have the knowhow to do the swap on my own. I only have one question left about the conversion, so here it is I know since my PCM is for an automatic, I will have to find a 2000 Ram 1500 PCM for a manual. The question is what do I have to do with this PCM to make it work. Likewise, does the truck need to have the manual transmission already in and be running for the flash to be installed, or can the flash be done beforehand while the automatic is still in so I can simply put everything together when I am good and ready. The reason I ask is because I live in Houston, but I am going to do the entire conversion in San Antonio over a weekend where my father's shop is. Since this is my daily driver, I will be driving it home with the automatic still in and then pull it apart for the swap. The issue with the mileage is this, I have heard conflicting reports that the PCM checks mileage or something to that nature. Does the mileage get flashed or not. Will the mileage difference matter or not. I will appreciate information anyone can give me on this subject. Thanks I would go to the high performance Pcm from Mopar for your truck with a manual trans set up. I got the Mopar PCM from krcperformance.com and they will flash your vin number in for 35 bucks. I love the performance gain and if you have to get a new computer then go for the high performance one. They only made up till 2000, good luck. Works very well without any codes what so ever. Problem though, it will not pass emissions. When the OBDII is plugged in, your VIN is read into the computer. The VIN on your truck is still an automatic transmission and it's no longer there. You

cannot change this no matter what PCM you have. My truck failed because of this. Not an issue since I moved though. Barry Not sure how legal that is though. www.bgchrysler.com talk to Dave Casper.

Barry If you cant change it, the OBDII computer at the smog station will continue to look for the auto transmission because the VIN says to. When it cant find the appropriate responses from it, it fails the vehicle. Blames it on faulty emissions equipment. Done this already with my RT in North Carolina, had the stock PCM reprogrammed to eliminate the auto trans part. Even with all the emissions equipment on it, it fails. I have no codes either, so the truck runs like stock. If you get a new PCM that hasnt been flashed yet, you can flash a manual VIN into the computer. Then have it programed to suit whatever other mods you want. Fools the OBDII also. At the time I didnt think about it and had the stocker reflashed. I since moved and now it doesnt matter anymore. Barry You say youve done the auto to manual swap and you seem like you know what youre talking about. I was wondering if you would be willing to answer some questions for me that are listed below. Also, will it pass emissions in this configuration. I really appreciate you taking the time to read this. This is my daily driver and as much as I want the manual, I HAVE to have my truck run reliably and operate properly which of course right now it does. I just want to make absolutely sure this swap will work before I tear apart my good running vehicle. Ive been going through autos like mad and know a guy that will do a good rebuild on a manual for me. Mine is a 95 so it is only OBD I but I know Mopar has different computers for the manual and autos. Do I have to change the trans wiring harness over or will that be the same. Thanks Geoff 95 dak sport, nicely built 318 and 46rh swapped in Wasnt on mine at any rate. Need the pedal assembly, more than likely a new driveshaft, maybe new crossmember to mount the rear of the trans on. I am assuming you are getting a Ram manual tranny and having that modified. I put a t56 in mine so a lot more was needed. I am sure some other things will be needed also.

For your swap, probably go to salvage yard and pick up most of the above parts. Product names, logos and trademarks of third parties are the sole property of their registered owners. Based on the radius, a new location list is generated for you to choose from. I have been told it is fully built but have zero proof. What I do no is it looks very clean. Again I have zero proof an have not seen it run. If you would like to have a look. Pulled to do a 6.7 swap and i was tired of looking at the rusty block. Ran great, have a video of it running the day I pulled it. Cylinder head cracked where the coolant plug is over tighten plug, only leaked on the outside of the block until jb weld putty came in. Didnt burnt coolant, didnt make oil, and didnt burn oil. Can come with rocker arms, theyd be off the 6.7 I bought, but they were in a fire Didnt want to clean off the melted plastic,. Truck is in great shape I dont want to sell but I dont have time to finish its sitting on brand new 35s it was mid Cummins swap but does not come with motor I bought it for my 2nd gen cummins but I changed my plans on the swap. I got it from an auto shop it works good came out of a truck with 90,000km. We apologize for this inconvenience and encourage you to visit www.motortrend.com for the latest on new cars, car reviews and news, concept cars and auto show coverage, awards and much more.

MOTORTREND.COM If you remember, those regular cab models came with a 500hp, 8.3L, allaluminum Viper V10 engine and sixspeed manual transmission. Ram also released a Quad Cab version with an automatic transmission. Both models were street brutes with more than 500 lbft of torque available through much of the power band. However, with a Hellcat under the hood, more than 500 lbft of torque would available at the rear wheels—not just the flywheel! Dakota Customs, located near Rapid City, South Dakota, specializes in Hemi conversions and has swapped numerous Hellcat engines into Jeeps.

But this was the shop's first Ram project, which presented its own set of challenges. There are cooling fan differences, ABS brake differences, and more." The team retained the stock eightspeed automatic transmission, flexplate, and torque converter. This swap was performed on a

fourwheeldrive truck, although it would be just as uncomplicated with a rearwheeldrive model. Grinding was needed to clear the alternator, and a little surgery was needed on the firewall to make room for the intercooler fluid lines. Dakota Customs used a Hellcat PCM and fused the stock wiring harness with a Hellcat automatic harness. The team basically laid out the two harnesses, noted the differences, and consulted wiring diagrams to make sure the correct pin connectors were utilized. For example, the Hellcat requires a multiphase fuel pump to keep up with the supercharger demands. Dakota Customs couldn't use the stock Ram pump, so the crew swapped in an Aeromotive dual fuel pump and regulator. Also, the Ram comes with an enginedriven fan, but Dakota Customs wanted an electric fan to address cooling issues. The crew found one from an older Ram V6 pickup and calibrated the PCM to operate it accordingly. With these looks and power, there was only one more thing to do—think of a name. The Ram Cat The Hell Ram The Rebel Hell The possibilities are endless. The necessary Hellcat connections are then integrated into the factory harness. The Hellcat requires longer wires on the harness. Also, the Hellcat uses separate wiring for the coils and fuel injectors. Normally, they're taped together. They also took a look at exhaust options, finally settling on the exhaust manifolds from a 2010 SRT Grand Cherokee. The Cherokee exhaust manifolds have also been installed. The locating tab on the support rim around the mounting hole was removed to allow the new fuel pump to settle into place and be secured to the tank. A single line then flows up to the regulator.

The Hellcat supercharger does have a standalone intercooler system. The reservoir was mounted on the passenger side of the engine bay, and the pump was mounted in front of and below the reservoir to always stay primed and avoid any cavitation issues. The stock lower hose worked just fine. Every time someone either uttered the. We apologize for the inconvenience and thank you for your understanding and support. Please call or email for more information before placing your DSS have custom made the internals of these CVs to use the larger center bar that is the strongest tested part on the market today and is used not claimed in each and every 9, 8, 7, and even 6 second IRS record breaking car out today. DSS designed this kit using a.375 spacer on the front mount, this spacer will allow the use of a simple nodular or forged aluminum case right up to the ProBolt thru case with out having to change anything the procases are longer, just remove the spacer and its ready. If you are using a center section from a different manufacturer, modifications may be necessary and you are on your own. We cannot guarantee fitment for any center section other than the Strange 5bolt unit. DSS have custom made the internals of these CVs to use the larger center bar that is the strongest tested part on the market today and is used not claimed in each and every 9, 8, 7, and even 6 second IRS record breaking car out today. My plan is to swap in the 2.8 Cummins crate engine or possibly the 05 to 06 VM Motori 2.8 diesel out of the Liberty. Will the VM bolt up to my transmission. Does anyone make a bellhousing adaptor for the Cummins swapThere is also a transmission housing adapter that the 2.8L engine must have 05015067AA Mopar part number. If you can line up a donor Liberty engine and the automatic transmission parts are still around, make a careful comparison of parts.The Cummins alternative is currently without an adapter to the 545RFE.

Advance Adapters does some 42RLE pieces like the RubiCrawler and is familiar with that transmission; the Liberty used the 42RLE with gas and diesel engines prior to the 545RFE. The Dakota also used the 42RLE before the 545RFE. The JK Wrangler and late TJ Wrangler used the 42RLE. There is also a transmission housing adapter that the 2.8L engine must have 05015067AA Mopar part number. If you can line up a donor Liberty engine and the automatic transmission parts are still around, make a careful comparison of parts.The Cummins alternative is currently without an adapter to the 545RFE. The JK Wrangler and late TJ Wrangler used the 42RLE.Thank you so much! Of course I have more questionsIf I swap in the VM 2.8, can I use its PCM in my Dodge. And will I need a seperate transmission controller. How much of the donor Liberty will I need to do the swap.These controllers are available for popular G.M. transmissions like the 4L60E and 4L80E. I am unclear whether there is an aftermarket, standalone computer for the 545RFE Chrysler

transmission, though I doubt it. The PCMs are different. You need to run the diesel engine from the Liberty VM computer. Here are part numbers for engine controllers, note that the part numbers are not the same. The 2006 Liberty is a partial CANBus wiring system, your 2004 Dakota is not. This could be a big challenge around wiring and what each wire does. So the biggest obstacle if you use a 2006 engine would be wiring and the PCM interface. In the 2017 walkaround interview of the Cummins 2.8L diesel at SEMA Show see the magazine home page for the video, Steve Sanders explains how easily the Cummins engine will operate as a standalone unit. That still leaves an automatic transmission with controller needs. The prospect of either the Cummins or VM diesel engine into your Dakota chassis involves consideration for the PCM, wiring and the chassis electronics.

Also, the Liberty has a PCM and a body controller in 2006, likely reflective of hybrid CANBus wiring needs. It makes sense that the 2005 2.8L VM engine would be an easier chassis and wiring package to swap over. Also note the issues around OBDII and postOBD diagnostics.

<http://gbb.global/blog/compal-gl30-service-manual>