

3VZ-FE conversion.

Posted by smurfster - 2011/11/25 19:43

Going to have a craic at this guys. The car is a 92 Na t-bar. The car is clean as a whistle but after looking at Brian's conversion and several, actually loads of V6 mr2's on you tube I was hooked. I chatted with Slipeslider after buying the car and he said he said had a V6 and would I be interested. Couple of months past and more research was done I made the the trip to collect it.

<http://i286.photobucket.com/albums/ll118/trismurf/288499aa.jpg>

Big thanks to Slipeslider for the lend of the trolley, straps and the tea!

<http://i286.photobucket.com/albums/ll118/trismurf/f070a6ad.jpg>

Touch down

<http://i286.photobucket.com/albums/ll118/trismurf/40bfef2b.jpg>

The car for the beast!

<http://i286.photobucket.com/albums/ll118/trismurf/62979f88.jpg>

Most of the bits needed came with the engine so it almost ready for some tlc. I made up an engine stand out of a tool box trolley that was belonging to my dad.

First attempt was to high.

<http://i286.photobucket.com/albums/ll118/trismurf/87766435.jpg>

<http://i286.photobucket.com/albums/ll118/trismurf/d39d1fdc.jpg>

So I spent the next evening modifying it again and it's sitting pretty now

<http://i286.photobucket.com/albums/ll118/trismurf/677e3b8e.jpg>

<http://i286.photobucket.com/albums/ll118/trismurf/4ad97aaa.jpg>

Next job is to clear a shelf or 2 to make room for strip down and labelling (dear Santy can I have a bigger shed!)

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Re: 3VZ-FE conversion.

Posted by Peggyontherun - 2011/11/25 19:58

Cracking build keep us update with lots of pictures and step by step instructions

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Re: 3VZ-FE conversion.

Posted by Infamous - 2011/11/25 20:20

Nice one man, I'll be looking forward to this, can't get enough of engine builds.

Keep us updated with plenty of pics!

Good luck with it. :)

=====

Re: 3VZ-FE conversion.

Posted by slipsliderg - 2011/11/25 21:10

Good luck with the swap Smurfster, need anything just give me a shout. Hopefully see you out in Mondello with it next year chasing a Mrk I :woohoo:

=====

Re: 3VZ-FE conversion.

Posted by Marty J - 2011/11/26 01:35

I don't know if it is the Smirnoff Black I have been drinking tonight, but when I saw this thread I kept on having visions of the old Frankenstein films. :huh:

So smurfster let us know when it is "alive" :evil:

OK drunk guy has finished, nothing to see here, please move along. :silence:

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2011/11/26 12:29

Cheers lads.

Any visions of Frankenstein in the mirror this morning Marty :fatcat:

Sounds like a challenge Slipslider?! :heyhey:

=====

Re: 3VZ-FE conversion.

Posted by Marty J - 2011/11/26 13:13

Just out of bed half an hour ago, looking a bit like the monster. :laugh:

Good luck with the conversion, here's a KC for your build.

=====

Re: 3VZ-FE conversion.

Posted by Quandry - 2011/11/28 09:43

Looks like fun smurfster! :D

What's the plan of attack then?

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2011/11/28 10:08

Quandry wrote:
Looks like fun smurfster! :D

What's the plan of attack then?

Strip down and replace all gaskets and seals. Rebuild and pop it in :blink:
In two minds about steel or standard head gaskets? What do ye reckon?

In another note turbo has developed a power loss and what sounds like an exhaust blow this morning.
Am I looking at a manifold leak?

=====

Re: 3VZ-FE conversion.

Posted by Spidey - 2011/11/28 10:51

I remember listening to Grwinkles V6 as he drove past up in Carlingford last year - lovely sound B)

Keep an eye out for a Supercharger in the future :)

=====

Re: 3VZ-FE conversion.

Posted by Quandry - 2011/11/28 10:56

smurfster wrote:
Quandry wrote:
Looks like fun smurfster! :D

What's the plan of attack then?

Strip down and replace all gaskets and seals. Rebuild and pop it in :blink:
In two minds about steel or standard head gaskets? What do ye reckon?

In another note turbo has developed a power loss and what sounds like an exhaust blow this morning.
Am I looking at a manifold leak?

Possibly, also potentially a blocked Cat converter?

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2011/11/28 11:23

I replaced the cat with a hi flow xs a year ago? Could do with a four legged cat inside though. I seemed to have picked a furry friend somewhere! :angry:
If supercharging the V6 I'd be as well to go with HG's now?

=====

Re: 3VZ-FE conversion.

Posted by Quandry - 2011/11/28 12:39

Jeez, how can a mouse even find anywhere to live in there! MR2 cabin is pretty small...

Seems like metal head gaskets would be a good option if you're going forced induction in the future.

You might want to take a good look at your downpipe - maybe it's split?

=====

Re: 3VZ-FE conversion.

Posted by Marty J - 2011/11/28 13:05

+1 on the metal head gasket.

Don't forget to do the valve seals while you have it stripped down. ;)

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2011/11/30 22:52

Quandry wrote:

smurfster wrote:

Quandry wrote:

Looks like fun smurfster! :D

What's the plan of attack then?

Strip down and replace all gaskets and seals. Rebuild and pop it in :blink:

In two minds about steel or standard head gaskets? What do ye reckon?

In another note turbo has developed a power loss and what sounds like an exhaust blow this morning.

Am I looking at a manifold leak?

Possibly, also potentially a blocked Cat converter?

Found the culprit :)

<http://i286.photobucket.com/albums/ll118/trismurf/401eb7b4.jpg>

New nut put on and tightened up. All seems to be fine again ;)

=====
Re: 3VZ-FE conversion.

Posted by Quandry - 2011/12/01 08:50

Kewl!

=====
Re: 3VZ-FE conversion.

Posted by smurfster - 2011/12/06 09:22

Just got an email back from a crowd making bi-metal gaskets for the 3VZ. Working out about €300 delivered. Plus heads and block have to machine to suit which will probably be the same again! So I'm skipping that one for a while :blink:

Passenger evicted!

<http://i286.photobucket.com/albums/ll118/trismurf/60f64b2e.jpg>

=====
Re: 3VZ-FE conversion.

Posted by Quandry - 2011/12/06 19:55

:X

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Re: 3VZ-FE conversion.

Posted by Infamous - 2011/12/06 20:28

Poor stuart little lol

=====
Re: 3VZ-FE conversion.

Posted by Peggyontherun - 2011/12/06 20:33

classic i had 9 of them in the unit last year where im building the Lambo rep i killthem one by one and lay them outside the door never had another one :silly:

Re: 3VZ-FE conversion.

Posted by smurfster - 2011/12/07 13:44

<http://i286.photobucket.com/albums/ll118/trismurf/3e991580.jpg>

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Re: 3VZ-FE conversion.

Posted by sean - 2011/12/07 22:17

hi smurfster that black mr2 looks like the one that was sold in duleek a few months ago by a bloke i no . it would be nice to see the conversion done i only seen that on the net didnt think anyone over here done it

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2011/12/07 22:28

sean wrote:

hi smurfster that black mr2 looks like the one that was sold in duleek a few months ago by a bloke i no . it would be nice to see the conversion done i only seen that on the net didnt think anyone over here done it

Yeah that's her! Bought it to break it but felt it was a shame to! Kc'd for spotting it B)

=====

Re: 3VZ-FE conversion.

Posted by sean - 2011/12/08 00:12

taught so barry done a lot of work on it but when he tuck the motor out he got new seals of the net then when he put it back in it didnt run right i was talking to him two weeks later he had sold it . its a lovely motor to good to scrap alright

=====

Re: 3VZ-FE conversion.

Posted by Briweekes - 2011/12/18 09:42

sean wrote:

hi smurfster that black mr2 looks like the one that was sold in duleek a few months ago by a bloke i no . it would be nice to see the conversion done i only seen that on the net didnt think anyone over here done it

Just finished my V6 conversion and absolutely love it! I'm in Co Clare, here's a clip I made yesterday, just need to find a nice smooth winding road before I make a movie of it in action.

<http://www.youtube.com/watch?v=Dbp5TBaXdE4&feature=g-upl&context=G2a24238AUAAAAAAAAAA>

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2011/12/18 13:41

The engine cover done in carbon fibre looks really well and as for the for the sound. What more motivation could a lad ask for! You may need help for the in action movie (when are we calling down again!)

weight loss! Air con and power steering pump removed.

<http://i286.photobucket.com/albums/ll118/trismurf/ff9b44c0.jpg>

Any good Ideas how I'm goin to open the 19mm crank pulley bolt? :woohoo:

=====

Re: 3VZ-FE conversion.

Posted by Briweekes - 2011/12/18 15:48

smurfster wrote:

The engine cover done in carbon fibre looks really well and as for the for the sound. What more motivation could a lad ask for! You may need help for the in action movie (when are we calling down again!)

Any good Ideas how I'm goin to open the 19mm crank pulley bolt? :woohoo:

I tried my best to remove the crank pulley bolt on mine (long bars, pulley holder etc etc), but when I realised I just didn;t have the tools, I dropped the engine off at a my regular garage, they got it off in no time at all, for peanuts. Saved me having an accident.

That'd be cool you coming over again so we can get a few driving clips sorted for the next movie instalment Smurfster.

=====

Re: 3VZ-FE conversion.

Posted by slipsliderg - 2011/12/18 22:15

smurfster wrote:

Any good Ideas how I'm goin to open the 19mm crank pulley bolt? :woohoo:

Pneumatic or electric impact gun with six sided impact socket.

=====

Re: 3VZ-FE conversion.

Posted by Briweekes - 2011/12/19 19:27

smurfster wrote:

Any good Ideas how I'm goin to open the 19mm crank pulley bolt? :woohoo:

Quandry said on Twobrutal for his swap "The crank pulley was a real pain in the ass. Finally 1,5 meter tubing on the breaker bar and a UNP profile bolted to the pulley was enough to crack that nut"

=====
Re: 3VZ-FE conversion.

Posted by smurfster - 2011/12/19 21:44

I had the same grief on the turbo! Breaker bar on the ground and blip the starter wasn't enough to crack it! Lifted the car off the ground :woohoo:

It's next on the list now. Getting close to taking off the cams and heads now.

<http://i286.photobucket.com/albums/ll118/trismurf/3ee9e732.jpg>

<http://i286.photobucket.com/albums/ll118/trismurf/b15a99eb.jpg>

Nasty looking in here.

<http://i286.photobucket.com/albums/ll118/trismurf/3f12a6cd.jpg>

Old timing marks so she's had a belt at some stage

<http://i286.photobucket.com/albums/ll118/trismurf/5dff33b2.jpg>

Re: 3VZ-FE conversion.

Posted by smurfster - 2011/12/20 21:51

Well the crank pulley bolt didn't put up much of a battle after. I burned out a hole to suit a 19mm impact socket in piece of 50x50 box steel. I lined up the 2 dowel holes and drilled them. I then found the longest pipe I had and bang. Job done :)

<http://i286.photobucket.com/albums/ll118/trismurf/9f5b4c45.jpg>

<http://i286.photobucket.com/albums/ll118/trismurf/2e6cff86.jpg>

The timing belt had been change before but I'm not chancing it after seeing this.

<http://i286.photobucket.com/albums/ll118/trismurf/931a953f.jpg>

Crank pulley came off handy and lower cover. Next up I took off the alternator and removed the thermostat housing. Pretty grim looking in here

<http://i286.photobucket.com/albums/ll118/trismurf/be815567.jpg>

Next on the list is to remove the camshafts.

Re: 3VZ-FE conversion.

Posted by slipsliderg - 2011/12/20 22:09

Good progress going there, but jesus its a dirty little fecker inside, will you need to get the block flushed out, would probably be worth doing.

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2011/12/24 09:40

slipsliderg wrote:

Good progress going there, but jesus its a dirty little fecker inside, will you need to get the block flushed out, would probably be worth doing.

Meeting a bloke next Friday. He's going to pressure test and check the heads and re seat valves etc.....He's also talking the block to be flushed. Seems to me she was left up with some kind of rad weld in it?!

Got the cams and heads off yesterday

<http://i286.photobucket.com/albums/ll118/trismurf/3a3fd06a.jpg>

Rear bank off first. These 3 cylinders are fairly dirty looking but the gasket seemed to be working.

<http://i286.photobucket.com/albums/ll118/trismurf/20b0509e.jpg>

The locker in the background came for a work job last week. Perfect timing. It's now fairly full of all parts labeled :)

<http://i286.photobucket.com/albums/ll118/trismurf/1e7e7fd1.jpg>

2 intake valves stuck open not sure why but hopefully not bent!

<http://i286.photobucket.com/albums/ll118/trismurf/994cd0b7.jpg>

The front bank was much cleaner.

<http://i286.photobucket.com/albums/ll118/trismurf/43b83ae5.jpg>

I'm enjoying the progress so far. Next move i think is oil sump & pump off. Take out oil baffle. A quick cleaning and off it goes for some tlc!

=====

Re: 3VZ-FE conversion.

Posted by Briweekes - 2011/12/24 11:06

Keep the pics and progress coming!

Hopefully you won't find any fossilised bits on there. Working on the 3VZ is a pleasure, although I'm not keen on the idea of taking mine out again, I kind of miss working on it (don't tell the wife!).

=====

Re: 3VZ-FE conversion.

Posted by Quandry - 2011/12/24 13:09

No harm dropping in some forged pistons while you are there... I vote for a turbo conversion also! :evil:

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2011/12/30 22:50

Quandry wrote:

No harm dropping in some forged pistons while you are there... I vote for a turbo conversion also! :evil:
Still waiting on those lotto numbers to come in! :laugh:

Sent off the heads and block today to get checked out and cleaned up. Last few pics before I loaded it up

<http://i286.photobucket.com/albums/ll118/trismurf/fca4b11d.jpg>

<http://i286.photobucket.com/albums/ll118/trismurf/f6ffa4db.jpg>

Won't know any more until the end of next week now!

=====

Re: 3VZ-FE conversion.

Posted by slipsliderg - 2011/12/30 23:57

Hope everything is OK, fingers crossed. If there is any issues with it let me know.

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2011/12/31 01:13

slipsliderg wrote:

Hope everything is OK, fingers crossed. If there is any issues with it let me know.

Doubt if there'll be any issues. After doing my own bit of a clean up she looks fairly sound!

<http://i286.photobucket.com/albums/ll118/trismurf/58434d42.jpg>

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2012/01/10 21:41

I've been tidying up a few bits while waiting on the block and heads to come back.

Rocker covers cleaned up and sprayed

Before

<http://i286.photobucket.com/albums/ll118/trismurf/c0de00fe.jpg>

After

<http://i286.photobucket.com/albums/ll118/trismurf/753bbf68.jpg>

<http://i286.photobucket.com/albums/ll118/trismurf/57c2e9c7.jpg>

Engine cover primed and center sprayed

<http://i286.photobucket.com/albums/ll118/trismurf/914a4588.jpg>

Finished

<http://i286.photobucket.com/albums/ll118/trismurf/7a5e8f34.jpg>

Next up is the plenum. I'm going with just black and silver. I was thinking all sorts of colours but keeping it simple for now

<http://i286.photobucket.com/albums/ll118/trismurf/71f9939d.jpg>

I dropped in the valve seals to the guy who's doing the heads for me tonight. He says the heads are not warped and in good overall condition. But I have a couple of bent valves. Not sure how this can be? It's a not interference engine and even though all timing marks were 100% matching up before stripping it down? Any thoughts?! He says I should have it back Saturday week :)

=====

Re: 3VZ-FE conversion.

Posted by Quandry - 2012/01/11 08:18

They're non-interference as long as the spring is doing its job. Maybe some springs collapsed or bound, or maybe when the timing belt was changed they didn't time it right?

Great thread mate- kc! :)

=====

Re: 3VZ-FE conversion.

Posted by slipsliderg - 2012/01/11 09:05

Don't know myself, drop me a PM if you need new valves.

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2012/02/02 21:38

Still no engine back yet :(The block was stripped today and it turns out we've a few issues here. Pistons are good but the rings are caked. Main bearing and big end bearing are getting changed. Trust washers are also being replaced. Parts will be in on Tuesday and he says I'm looking at the end of next week. Should be as good as new after this :)

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2012/02/13 18:47

http://www.ebay.com/itm/Lexus-ES300-Toyota-Camry-V6-3-0L-Pistons-w-Rings-3VZFE-/300500930207?pt=Motors_Car_Truck_Parts_Accessories&vxp=mtr&hash=item45f7404e9f
Oversized 0.50 ;)
Ordered these today. Anxious wait begins.

=====

Re: 3VZ-FE conversion.

Posted by Marty J - 2012/02/13 18:56

Exciting times ahead, hope the rebuild goes smoothly for you. :)

Did you go for NPR by recommendation or review ? I can't say I have heard of them before.

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2012/02/13 19:03

Marty J wrote:

Exciting times ahead, hope the rebuild goes smoothly for you. :)

Did you go for NPR by recommendation or review ? I can't say I have heard of them before.
Recommend by Paul Woods Marty! Not being done for hp gains. I'm hoping to overcome some cylinder damage

<http://i286.photobucket.com/albums/ll118/trismurf/7f29c350.jpg>

Thats the worst of 3 cylinder. The other 3 like new.

=====

Re: 3VZ-FE conversion.

Posted by Marty J - 2012/02/13 19:07

That's nasty looking. :ohmy:

Which explains why your going with the oversize pistons.

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Re: 3VZ-FE conversion.

Posted by Quandry - 2012/02/13 19:38

Should be a good option if Mr V6 himself is suggesting them!

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2012/02/20 20:12

Look what the postman dropped in today ;)

The build continues :clap:

<http://i286.photobucket.com/albums/ll118/trismurf/3860ccf8.jpg>

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Re: 3VZ-FE conversion.

Posted by Peggyontherun - 2012/02/20 20:28

That was quick Savage :lol:

=====

Re: 3VZ-FE conversion.

Posted by Briweekes - 2012/02/20 21:50

Wow, they do look lovely, I want one to have on the wall as an ornament!

=====

Re: 3VZ-FE conversion.

Posted by Quandry - 2012/02/21 02:35

Very nice indeed Smurfster :)

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2012/02/27 21:40

Update time! All bits and pieces have been collected and are now back in the shed for reassemble ;)

0.5 oversized pistons (not sure on cc difference?)

<http://i286.photobucket.com/albums/ll118/trismurf/c6bb3bf0.jpg>

Block nice and smooth (metal HG's in the future?)

<http://i286.photobucket.com/albums/ll118/trismurf/bcd18040.jpg>

Sump prepared ready to be put on.

<http://i286.photobucket.com/albums/ll118/trismurf/1059cc5a.jpg>

Next job is to put the heads back on and torque up!

=====
Re: 3VZ-FE conversion.

Posted by smurfster - 2012/03/08 14:17

Heads are torqued on and I've started getting the cam covers back on. Starting to look good :)

<http://i286.photobucket.com/albums/ll118/trismurf/8c832041.jpg>

<http://i286.photobucket.com/albums/ll118/trismurf/7866ffb6.jpg>

Cleaned the rocker cover bolts and new washer seals.

<http://i286.photobucket.com/albums/ll118/trismurf/de09bc53.jpg>

All new seals and gaskets. Might get a bit more done at it tonight

<http://i286.photobucket.com/albums/ll118/trismurf/2ae3edfa.jpg>

=====
Re: 3VZ-FE conversion.

Posted by smurfster - 2012/03/08 23:50

Had to set the backlash on cams cogs! Tricky little piece of work!

<http://i286.photobucket.com/albums/ll118/trismurf/08dae1d2.jpg>

<http://i286.photobucket.com/albums/ll118/trismurf/c18e8a5f.jpg>

Need to source a timing belt kit now

<http://i286.photobucket.com/albums/ll118/trismurf/36660855.jpg>

=====
Re: 3VZ-FE conversion.

Posted by slipslidery - 2012/03/09 09:08

Very nice Tristan, are you using some grease on the cams to minimise and start up damage. I have seen most engine builders put a red type grease on the cams while building up the engines.

Sorry if this info is a bit late.

=====
Re: 3VZ-FE conversion.

Posted by richardc9052 - 2012/03/09 09:30

Im going to ask, even though you probably dont want to knwo yourself.. how much has the v6 cost you so far to buy and rebuild? :D

Also, lovely work! :D

=====
Re: 3VZ-FE conversion.

Posted by smurfster - 2012/03/09 10:45

All cams are oiled up Slipesliderg. Nearly made a boo boo on setting the backlash on the cogs! Sorted now tho.

Not sure on costs yet Richard. Running around €1000 all in so far on the engine :violin:

=====
Re: 3VZ-FE conversion.

Posted by richardc9052 - 2012/03/09 13:38

Not bad, for what will basically be a fresh engine thats cheap.. i rang cork engines to see how much they would rebuild my 3sge for and he estimated 1500-2000.. it was a bit of an ouch.. ill stick to second hand moment haha

=====
Re: 3VZ-FE conversion.

Posted by smurfster - 2012/03/09 14:00

Have you called joe in Galway? Big savings if you can do the labour yourself!

=====
Re: 3VZ-FE conversion.

Posted by SteveH - 2012/03/09 14:43

Any idea how much this will affect your insurance? I know you'll probably need an engineer's report, but how will they decide on your premium?

=====
Re: 3VZ-FE conversion.

Posted by smurfster - 2012/03/09 15:45

SteveH wrote:

Any idea how much this will affect your insurance? I know you'll probably need an engineer's report, but how will they decide on your premium?

Hi Steve. Not sure on that one yet! It'll be on my classic policy (limited milage).

=====
Re: 3VZ-FE conversion.

Posted by Spidey - 2012/03/09 16:17

smurfster wrote:

SteveH wrote:

Any idea how much this will affect your insurance? I know you'll probably need an engineer's report, but how will they decide on your premium?

Hi Steve. Not sure on that one yet! It'll be on my classic policy (limited milage).

I was looking into this before when i was looking at a V6. If anything, you could even get it cheaper than an MR2. The way they look at it is if it is going to make it worth more or make it faster. So, if on the phone, just stress that engine came from a Camry saloon, rated at a "much lower" 185hp.

If you already have a limited mileage policy, i can't see them upping it.

=====
Re: 3VZ-FE conversion.

Posted by SteveH - 2012/03/09 18:39

smurfster wrote:

SteveH wrote:

Any idea how much this will affect your insurance? I know you'll probably need an engineer's report, but how will they decide on your premium?

Hi Steve. Not sure on that one yet! It'll be on my classic policy (limited milage).

Ah cool. And what year is your car? Was wondering about the classic policy myself.....

=====
Re: 3VZ-FE conversion.

Posted by smurfster - 2012/03/09 20:57

There both 92 Steve but you need a daily driver. I'm hoping to add the second for €50.

=====
Re: 3VZ-FE conversion.

Posted by smurfster - 2012/03/18 10:48

So Ive been adding a few more bits on to my 3vz. I'm waiting on a new timing belt kit.

A new thermostat complements of Brian. Thanks!

<http://i286.photobucket.com/albums/ll118/trismurf/f1b11ea1.jpg>

New water pump. Note the metal impeller. Mr Woods discovered that the plastic impeller is not as good to circulate water and can cause overheating in some cases!

<http://i286.photobucket.com/albums/ll118/trismurf/f4da3fee.jpg>

<http://i286.photobucket.com/albums/ll118/trismurf/f4862c24.jpg>

Got the car jacked up last night (3t chain block) ready to drop the engine. Working with this link on this job.

<http://www.fueltopia.co.uk/forum/topics/mr2-3sge-to-3sge-engine-change>

<http://i286.photobucket.com/albums/ll118/trismurf/3f1c16ee.jpg>

Hopefully I'll get the 3sge out today (subject to mimmys day duties!)

<http://i286.photobucket.com/albums/ll118/trismurf/bb2f4c0a.jpg>

=====

Re: 3VZ-FE conversion.

Posted by slipsliderg - 2012/03/18 11:42

Not far off now Tristan, but Mammy's day may put a stall on the progress today.

I am heading down to Fern's tomorrow, will bring the AFM with me if you are able to meet me.

=====

Re: 3VZ-FE conversion.

Posted by Briweekes - 2012/03/18 21:14

Yep, looks like you got the right water pump there, getting the 3SGE out should be a piece of cake if you have the guide

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2012/03/18 23:19

slipsliderg wrote:

Not far off now Tristan, but Mammy's day may put a stall on the progress today.

I am heading down to Fern's tomorrow, will bring the AFM with me if you are able to meet me.

That would be great Ray. Give me a ring when your near by.

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2012/03/19 12:46

brianweekes wrote:

Yep, looks like you got the right water pump there, getting the 3SGE out should be a piece of cake if you have the guide

At 1am this morning she was about 12in dilated

<http://i286.photobucket.com/albums/ll118/trismurf/661dacd0.jpg>

and at 1:30am my 2 gave birth to a lovely 3sge. Ready for a new home ;)

<http://i286.photobucket.com/albums/ll118/trismurf/72d87872.jpg>

=====

Re: 3VZ-FE conversion.

Posted by Quandry - 2012/03/19 19:51

hehe :)

good job smurfster - KC for the next step!

=====

Re: 3VZ-FE conversion.

Posted by Briweekes - 2012/03/19 22:13

Brilliant, congratulations! nice pic with the dog wondering what all the fuss is about

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2012/03/31 09:01

Rear subframe ready and waiting to go back on.

<http://i286.photobucket.com/albums/ll118/trismurf/b5c4064c.jpg>

Still waiting on a timing belt kit. I'm also in the process of trying to get an NA LSD box :evil: Not that popular it seems :where:

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2012/04/09 23:02

Almost have the LSD job ticked off the list. Picked one up in slane on Saturday. It's out of a celica ss111 beams.

<http://i286.photobucket.com/albums/ll118/trismurf/6f3bdb95.jpg>

Started dismantling the box yesterday.

<http://i286.photobucket.com/albums/ll118/trismurf/d7d3f3cf.jpg>

<http://i286.photobucket.com/albums/ll118/trismurf/b8920394.jpg>

Old diff out

<http://i286.photobucket.com/albums/ll118/trismurf/d953cfc0.jpg>

This was the hardest job. Reusing the old bearings so they had to be swapped from old to new. Reason is different sizes. Crown wheels also swapped for that reason. Speedo cogs swapped green for kmph old grey one for mph.

Home made pullers

<http://i286.photobucket.com/albums/ll118/trismurf/3d6019b0.jpg>

Old diff and left overs

<http://i286.photobucket.com/albums/ll118/trismurf/182dc5df.jpg>

Almost back together B)

<http://i286.photobucket.com/albums/ll118/trismurf/1edf5723.jpg>

I followed Mr Woods pretty intense "how to guide" on TB for this task

=====

Re: 3VZ-FE conversion.

Posted by slipsliderg - 2012/04/09 23:08

Jesus, fair play to you Smurfster, pretty epic taking on the gearbox. Did you consider the longer 5th gear.

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2012/04/09 23:23

slipsliderg wrote:

Jesus, fair play to you Smurfster, pretty epic taking on the gearbox. Did you consider the longer 5th gear.

Probably should have but I'm not building it for mpg gains ;)

=====

Re: 3VZ-FE conversion.

Posted by Quandry - 2012/04/10 11:18

Flipping heck Smurfster, that's some serious work you're doing there. Legend and kc!!

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2012/04/25 13:52

Getting close to fitting now. Just waiting on getting my flywheel sorted.

<http://i286.photobucket.com/albums/ll118/trismurf/3ebd93b4.jpg>

=====
Re: 3VZ-FE conversion.

Posted by Infamous - 2012/04/25 15:56

Looking great Smurfster, fair play man!
KC+1 for sharing all your pics with us etc.

=====
Re: 3VZ-FE conversion.

Posted by slipsliderg - 2012/04/25 21:42

Nice work Tristan, did you get somebody in Ireland to sort your flywheel for you or are you getting one.

=====
Re: 3VZ-FE conversion.

Posted by cozy90 - 2012/04/25 23:36

ohhhhhhhhhhhhhhhhh yes :silly:

=====
Re: 3VZ-FE conversion.

Posted by smurfster - 2012/04/26 08:46

Cheers lads

slipsliderg wrote:

Nice work Tristan, did you get somebody in Ireland to sort your flywheel for you or are you getting one.

Collecting the flywheel tonight hopefully. B)

After a lot of phone calls and enquiries I found a machinest in a back alley in arklow.

=====
Re: 3VZ-FE conversion.

Posted by smurfster - 2012/04/26 22:20

<http://i286.photobucket.com/albums/ll118/trismurf/f28cd921.jpg>

Ready to rock'n roll B)

Re: 3VZ-FE conversion.

Posted by slipsliderg - 2012/04/27 20:06

Excellent, looking forward to hearing her roll.

=====

Re: 3VZ-FE conversion.

Posted by Infamous - 2012/04/27 20:22

What had to be done to your flywheel?

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2012/05/07 23:15

Infamous wrote:

What had to be done to your flywheel?

The inside holes is the 3sge pcd. The pcd on the 3vzfe are different. So the holes had to be machined to suit (elongated).

Also longer flywheel bolts had to used.

Finally got the engine off the stand. Flywheel torque on and clutch fitted.

Colour coded techniclutch :P

<http://i286.photobucket.com/albums/ll118/trismurf/13ec83a8.jpg>

<http://i286.photobucket.com/albums/ll118/trismurf/97d2bd0b.jpg>

Next up was to mat the gearbox to the engine. A few mods here but noting to complicated.

One hole on the box had to be drilled slightly bigger.

<http://i286.photobucket.com/albums/ll118/trismurf/dab6229b.jpg>

I made up a platform to slide the engine under the car. A few roller bearings into a counter top done the trick!

<http://i286.photobucket.com/albums/ll118/trismurf/e799a4f8.jpg>

<http://i286.photobucket.com/albums/ll118/trismurf/a3f6dde6.jpg>

Got the car back in and hoisted up. The low slung trolley was a gift here

<http://i286.photobucket.com/albums/ll118/trismurf/f6939aaa.jpg>

Only way is up from here ;)

<http://i286.photobucket.com/albums/ll118/trismurf/e0e4d3c2.jpg>

Destination arrival and a couple of mounts fitted

<http://i286.photobucket.com/albums/ll118/trismurf/cce764fe.jpg>

And last but not least Mr Woods genius mount :cheer:

<http://i286.photobucket.com/albums/ll118/trismurf/a938c5dd.jpg>

Next on the list is the plumbing and wiring :woohoo:

=====

Re: 3VZ-FE conversion.

Posted by Infamous - 2012/05/08 02:03

Wow :o Your making great progress man, really looks the business too!
Be sure to get some videos up when you finally bring her to life! :)

=====

Re: 3VZ-FE conversion.

Posted by Quandry - 2012/05/08 08:16

Well done Smurfster! I like the roller bearing setup - great idea (kc)

=====

Re: 3VZ-FE conversion.

Posted by Peggyontherun - 2012/05/08 09:25

Great work Tristian i may pop up the road and see it you may give me directions where you are

=====

Re: 3VZ-FE conversion.

Posted by sean - 2012/05/08 10:35

looks a proper brute well done it looks brill :woohoo: :woohoo:

=====

Re: 3VZ-FE conversion.

Posted by slipsliderg - 2012/05/08 14:29

I thought you were a bit low on posts over the weekend, fair dues Smurfster.

PW mount looks good.

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2012/05/08 20:14

Cheers guys. Got a good bit done yesterday. 20yrs of grime in the engine bay had to go before I fitted it.

@peggy Call over any evening mate. Next right after yours and keep going till ya see the yellow one in the yard on the left.

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2012/05/13 09:36

Started on the wiring last night. :ohmy:

Camry Ecu in place

<http://i286.photobucket.com/albums/ll118/trismurf/bafba628.jpg>

Starter relay wired up (green box)

<http://i286.photobucket.com/albums/ll118/trismurf/631c67e7.jpg>

Fuse box in a mess!

<http://i286.photobucket.com/albums/ll118/trismurf/7408bd5e.jpg>

Laptop for assistance.

<http://i286.photobucket.com/albums/ll118/trismurf/eb9aea9e.jpg>

75% percent of the way there

<http://i286.photobucket.com/albums/ll118/trismurf/929cc72a.jpg>

=====

Re: 3VZ-FE conversion.

Posted by slipsliderg - 2012/05/13 12:11

Nice one Tristan, is it difficult to do the wiring or more a wire by wire thing and checking continuity each time.

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2012/05/13 12:18

Using PW's guide is fairly straight forward but can get frustrating when wires between different revs are different colour!

Any chance you would have the 4th Ecu plug off the Camry up there?! :laugh:

=====

Re: 3VZ-FE conversion.

Posted by slipsliderg - 2012/05/13 12:24

Nope everything is gone, is it something from the loom.

=====
Re: 3VZ-FE conversion.

Posted by smurfster - 2012/05/13 12:32

It's off the Camry chassis loom. I think i can re-pin one of the 3sge plugs to suit?!

=====
Re: 3VZ-FE conversion.

Posted by Briweekes - 2012/05/13 19:43

You don't hang about!

Looks familiar, I remember doing mine like it was yesterday. That guide is good- I woudn't have contemplated doing the conversion without it- especially when all the spaghetti spews out), so long as you cross check and use the multimeter, and go about it methodically (Paul withdrew his guide after one or two cases where some plonkers didn't use common sense, and blamed the guide).

=====
Re: 3VZ-FE conversion.

Posted by Infamous - 2012/05/13 19:53

Jebus that's a lot of Spaghetti!

Fair play Smurfster for tackling that.

Have you much more to do now once you have the wiring sorted?

=====
Re: 3VZ-FE conversion.

Posted by Quandry - 2012/05/14 08:36

Good stuff Tristan. No doubt you are so looking forward to hearing it run, but also enjoying the conversion. Looks like fun!

=====
Re: 3VZ-FE conversion.

Posted by smurfster - 2012/05/14 09:08

Quandry wrote:

Good stuff Tristan. No doubt you are so looking forward to hearing it run, but also enjoying the

conversion. Looks like fun!

Can't wait!

I've almost finished the electrics. Pipe work next on the list.

I swapped out the rpm reader last night. 4 cylinder to 6 cylinder.

Here's the part.

<http://i286.photobucket.com/albums/ll118/trismurf/6b651acf.jpg>

Dials that were on the car

<http://i286.photobucket.com/albums/ll118/trismurf/c177f1ca.jpg>

=====

Re: 3VZ-FE conversion.

Posted by Peggyontherun - 2012/05/15 20:57

Just been up to see this credit you Smurfster :)

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2012/05/20 02:03

We have lift off :evil:

Video soon!

=====

Re: 3VZ-FE conversion.

Posted by Infamous - 2012/05/20 04:06

Awesome! :D

Looking forward to said video!

=====

Re: 3VZ-FE conversion.

Posted by SteveH - 2012/05/20 07:36

Been dying to see this!

=====

Re: 3VZ-FE conversion.

Posted by slipsliderg - 2012/05/20 08:19

Woohoo, Looking forward to the start up video, have you much more to do after she starts up. Exhaust etc.

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2012/05/20 09:20

Cheers guys

slipsliderg wrote:

Woohoo, Looking forward to the start up video, have you much more to do after she starts up. Exhaust etc.

Ive a good list of stuff to finish off. Clutch bleeding, gear linkage,subframe, drives, wheels (half sprayed), tidy up pipe work and electrics. I need to put on the downpipes (Brian's) and exhaust! I nearly passed out when she came to life :laugh:

=====

Re: 3VZ-FE conversion.

Posted by Briweekes - 2012/05/20 10:02

Briliant, you must be really pleased- well done. Come on, get a video done (don't worry about the pipes, make it LOUD!)

=====

Re: 3VZ-FE conversion.

Posted by Peggyontherun - 2012/05/20 10:56

Congrats remember me for the first spin only a a mile away from ya ;)

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2012/05/20 12:51

Peggyontherun wrote:

Congrats remember me for the first spin only a a mile away from ya ;)

Likewise in the Lambo :laugh:

=====

Re: 3VZ-FE conversion.

Posted by Marty J - 2012/05/20 13:17

That's dedication, great work smurfster. I am looking forward to watching the video, don't forget we want to hear that V6 too (vroom vroom :laugh:).

So how many V6 MR2's do think are in Ireland now ?

=====

Re: 3VZ-FE conversion.

Posted by Infamous - 2012/05/20 13:53

^There are 3 on this site that I know of.... Gwrinkle, Brianweekes and now Smurfsters. Anyone I have left out? :O

=====

Re: 3VZ-FE conversion.

Posted by slipsliderg - 2012/05/20 15:37

Infamous wrote:

^There are 3 on this site that I know of.... Gwrinkle, Brianweekes and now Smurfsters. Anyone I have left out? :O

4 Pdraig the lad from outside Longford that bought mine and he also has Black Betty which he plans on doing a V6 conversion on as well.

So 5 in time hopefully.

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2012/05/20 19:45

http://www.youtube.com/watch?v=JTmuqZrmXTI&feature=youtube_gdata_player
:laugh:

=====

Re: 3VZ-FE conversion.

Posted by Briweekes - 2012/05/20 20:38

The sweet sound of success- brilliant!!!!!!!!!!!! :yes: :yes: :yes: :yes: :yes:

(hey don't forget about the front and rear engine mounts ;-):clap:

=====

Re: 3VZ-FE conversion.

Posted by slipsliderg - 2012/05/20 21:56

That sounds fecking great Smurfster well done, Kc'd.

=====

Re: 3VZ-FE conversion.

Posted by SteveH - 2012/05/20 23:39

So jealous!! Love 6 cylinder!!

=====

Re: 3VZ-FE conversion.

Posted by Quandry - 2012/05/21 09:54

Sounds like an absolute beast! :domo:

=====

Re: 3VZ-FE conversion.

Posted by Peggyontherun - 2012/05/21 10:46

The Beast from the South East :clap:

=====

Re: 3VZ-FE conversion.

Posted by ricky2 - 2012/05/21 13:26

Well done Smurfster Kc'ed

=====

Re: 3VZ-FE conversion.

Posted by cozy90 - 2012/05/21 17:47

ohhhhhhhhhhhhh yes what a sound :yes:

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2012/05/30 08:59

Not much happening here at the moment Been busy working. I picked up a turbo engine lid for it at the weekend.

In black

<http://i286.photobucket.com/albums/ll118/trismurf/eb405076.jpg>

But it came with this :silly:

<http://i286.photobucket.com/albums/ll118/trismurf/c87b893e.jpg>

All panels look to be good and straight. But the sills are gone with rust.

Parts I'll be possibly using are

Power steering

Leather interior

Engine lid

Clifford remote alarm/locking

Glass covers for t bar

Jdm back bumper

Front parking light lens

Stainless back box.

Then there will be a big de-clutter sale :woohoo:

=====

Re: 3VZ-FE conversion.

Posted by Peggyontherun - 2012/05/30 10:26

Am looking for 2 clips what the seat belts go into for the Lambo/Mr2

=====

Re: 3VZ-FE conversion.

Posted by slipsliderg - 2012/05/30 19:05

Oh now your done for, the disease is spreading.

Congrats on the purchase of a donor, what else is wrong with it.

=====

Re: 3VZ-FE conversion.

Posted by Peggyontherun - 2012/05/30 20:36

Hay Slip he has got the toyota disease :)

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2012/05/30 22:17

slipsliderg wrote:

Oh now your done for, the disease is spreading.

Congrats on the purchase of a donor, what else is wrong with it.

The previous owner had it in his folks drive way for ages and his mam told him to get rid!
Its not driveable. Sills are rotted off it. Rear ball joint gone. No back discs and the front are well rusty too.

@ Peggy call over when ever you want those clips.

Mrs Smurfster ain't impressed :laugh:

=====

Re: 3VZ-FE conversion.

Posted by Peggyontherun - 2012/05/31 11:10

Cheers Lad drop in on your way by this evening if you are around i will be out at the car

smurfster wrote:

slipsliderg wrote:

Oh now your done for, the disease is spreading.

Congrats on the purchase of a donor, what else is wrong with it.

The previous owner had it in his folks drive way for ages and his mam told him to get rid!
Its not driveable. Sills are rotted off it. Rear ball joint gone. No back discs and the front are well rusty too.

@ Peggy call over when ever you want those clips.

Mrs Smurfster ain't impressed :laugh:

=====

Re: 3VZ-FE conversion.

Posted by Quandry - 2012/05/31 13:39

Congrats another 2!? :D

=====
Re: 3VZ-FE conversion.

Posted by smurfster - 2012/06/25 09:09

I got a good few bits sorted out over the weekend.

Downpipes chopped and modified to go over the subframe and back in its original position.

Sounds sweet. Video to follow!

<http://i286.photobucket.com/albums/ll118/trismurf/5efb5acb.jpg>

Coolant pipes finished and nearly air free!

All engine mounts finished.

Gear linkages finished and clutch bled. Then disaster struck. Seal went in slave cylinder and pissed out fluid all over the place!

Had 2 kids to take care of for a while.

Mobile Crèche services available!

<http://i286.photobucket.com/albums/ll118/trismurf/854889d9.jpg>

Left to do.

Swap out the clutch slave cylinder

Add more coolant.

Sort out the AFM brackets

Tidy up the wiring in the booth (rastafarian hairdo!)

=====
Re: 3VZ-FE conversion.

Posted by Quandry - 2012/06/25 10:27

looks like you have some budding assistants there smurfster!! :D

=====
Re: 3VZ-FE conversion.

Posted by Peggyontherun - 2012/06/25 10:33

Classic the new child seats :silly:

=====
Re: 3VZ-FE conversion.

Posted by slipsliderg - 2012/06/25 11:19

Thats it Smursfter, get the kids to sort out the wiring, and when it goes wrong deduct the costs of a Paul Woods wiring loom from the pocket money. Pretty soon they will be qualified auto electricans :laugh:

I see thru your cute photo, it's like me and my child labour, Daniel is actually time served mechanic at 9

years old. Just couldn't admit it until I realised I am not alone in this method of training ;) :laugh:

=====

Re: 3VZ-FE conversion.

Posted by Briweekes - 2012/06/25 20:46

Nice pipes, looking forward to the vid!!

=====

Re: 3VZ-FE conversion.

Posted by SteveH - 2012/06/26 00:11

Looking good!

Dying to hear her

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2012/06/29 23:01

Sounds very tame when idling but roars with a small bit of trottle!

http://www.youtube.com/watch?v=ueh1pTWcNeA&feature=youtube_gdata_player

=====

Re: 3VZ-FE conversion.

Posted by Redmk1 - 2012/06/30 00:07

nice one, will you have her finished for the show

=====

Re: 3VZ-FE conversion.

Posted by Infamous - 2012/06/30 01:56

Nice job Smurfster, sounds great! B)

KC+1 for sharing video.

Re: 3VZ-FE conversion.

Posted by slipsliderg - 2012/06/30 10:38

Smashing stuff Smurfster, delighted it turned out so well for you.

Can't wait to hear it at full chant and on load, well done.

You have Kc B)

=====

Re: 3VZ-FE conversion.

Posted by cozz90 - 2012/06/30 13:37

V6 :woohoo: :woohoo: :woohoo: :woohoo:

YES!!!!!!!!!!!!!!!!!!!!!! :evil: :evil: :evil:

=====

Re: 3VZ-FE conversion.

Posted by Peggyontherun - 2012/07/05 09:34

This is a weapon of a car big credit to you Smurfster :)

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2012/07/17 08:52

A few more mods done since the Terenure show.

Homemade decat!

<http://i286.photobucket.com/albums/ll118/trismurf/2137c46a.jpg>

Still running a bit quiet for my liking (hard to know if it's even ticking over sometimes!)
Anyone with a nice turbo exhaust for sale pm me!
Had a few lighting issues. Front parking lights disconnected over the drivers side footwell.
Fog lights switch was not working and when I sorted all that out the indicators gave up.
Top tip "if the indicators are not working and the hazzards are. Check the hazzards switch"
This melted my head for hours!
<http://i286.photobucket.com/albums/ll118/trismurf/2439f3f1.jpg>
A previous owner had converted to rev3 back lights but had only 2 of 4 lights working. Little bit more soldering
<http://i286.photobucket.com/albums/ll118/trismurf/23de3682.jpg>

Performance wise the V6 is starting to open up nicely. 600 miles done since the conversion. Oil and filter to be changed after the first 1000 miles. Can really let her open up then :evil: I'm getting more miles to tank than the tubby (50 miles more approx)
The gearbox is running silky smooth after the LSD conversion. Well worth doing! :fatcat:

=====

Re: 3VZ-FE conversion.
Posted by Briweekes - 2012/07/19 09:39

Mine is the same at low revs, I adjusted my throttle to bring the minimum revs up a bit. Best thing I did was cut a large hole and fitted the adjustable air vent in the bulkhead behind the drivers seat to the engine bay, can open up to hear the lovely sound, or close it if I'm on a long run. Also handy if you're the type of person who likes to know how your engine is running by the smell of it (thankfully no exhaust fumes coming thru)

=====

Re: 3VZ-FE conversion.
Posted by smurfster - 2012/07/20 22:31

Oem decals stuck on this evening ;)
<http://i286.photobucket.com/albums/ll118/trismurf/b98d5cb2.jpg>

=====

Re: 3VZ-FE conversion.
Posted by Marty J - 2012/07/21 00:56

Boasting about your quads, big show off :P

=====

Re: 3VZ-FE conversion.
Posted by smurfster - 2012/09/08 20:23

Oil catch can fitted.

<http://i286.photobucket.com/albums/ll118/trismurf/96E7FCCD-CFA8-4E66-A2D0-54346B8B6B20-563-00000F6E51DF37F.jpg>

<http://i286.photobucket.com/albums/ll118/trismurf/CD692C1D-7C8C-4169-8C73-5F106985E188-563-00000F6E15D6DAE.jpg>

Over 2k covered in her now. All going well so far

Next move is to change the exhaust after next weekends dyno

Car wash this evening. A little Toyota meet :P

<http://i286.photobucket.com/albums/ll118/trismurf/9155EF62-7CA3-459B-B136-C00F9388847B-563-00000F6D6FA7BA7.jpg>

<http://i286.photobucket.com/albums/ll118/trismurf/7EB4259B-EC36-4509-A9BD-81975ED8D18C-563-00000F6DDFB14B8.jpg>

=====

Re: 3VZ-FE conversion.

Posted by TurboD - 2012/09/08 21:11

A lot of car washing got done hey ,are people driving from Ballivor to get there Hilux washed ? You must have special water . God what will we all do when the water charges come in .

=====

Re: 3VZ-FE conversion.

Posted by cozy90 - 2012/09/08 22:23

very nice collection of cars their B)

=====

Re: 3VZ-FE conversion.

Posted by silverlux - 2012/09/09 08:26

KC for love to your 2 :yes: :violin:

=====

Re: 3VZ-FE conversion.

Posted by Chas - 2012/09/09 10:36

This is the best thread I have seen in a long time. kc heading your way. Also might think about asking you to do a conversion for me. How much would you charge?

=====
Re: 3VZ-FE conversion.

Posted by smurfster - 2012/09/09 11:13

Chas wrote:

This is the best thread I have seen in a long time. kc heading your way. Also might think about asking you to do a conversion for me. How much would you charge?

Thanks lads. There's a cheap deal over on two brutal at the moment. :yes:

<http://www.twobrutal.co.uk/forum/showthread.php?20349-3vz-fe-swap-bundles>

=====
Re: 3VZ-FE conversion.

Posted by smurfster - 2012/09/14 23:07

Trial fitted these this evening for tomorrows dyno run.

VW r32 back box with the pipes in the middle.

Little bit off center but they'll do for now ;)

<http://i286.photobucket.com/albums/ll118/trismurf/7299A7D9-CE78-4D49-9616-0081B50B2161-5271-0000782301BFBB6.jpg>

The little man testing the sound. He's 4 on Sunday :laugh:

http://www.youtube.com/watch?v=N8rIJCUXHmc&feature=youtube_gdata_player

=====
Re: 3VZ-FE conversion.

Posted by slipsliederg - 2012/09/15 08:24

Sounds fantastic, can't wait to hear it on the rollers.

=====
Re: 3VZ-FE conversion.

Posted by Spidey - 2012/09/15 09:49

Hard to look at V6 threads - always tempts me with the 2GR :(

=====
Re: 3VZ-FE conversion.

Posted by finnegan777 - 2012/09/15 12:57

which is faster. 3sgte or v6 :) absolute sweet build man :) :yes: :yes:

=====

Re: 3VZ-FE conversion.

Posted by smurfster - 2013/07/25 11:13

V6 went for her 1st Nct this week :blink:

First off I had to open the engine lid for the guy as he had spent ten minutes trying to figure out how to open it.

So on he went looking slightly bemused.

He failed it for rear wheel alignment which I knew was out after the conversion and rear brakes sticking which happened on the way in to the test center.

All in all not bad considering what's been done to it.

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Re: 3VZ-FE conversion.

Posted by Redmk1 - 2013/07/27 13:55

That was a good result, nothing major , :yes:

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Re: 3VZ-FE conversion.

Posted by slipsliderg - 2013/07/27 16:21

Nice one Smurfter Kc'd and well wear.

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Re: 3VZ-FE conversion.

Posted by M3 mick - 2016/04/14 08:32

Just to drag up an old post!! Seen and heard this yesterday seriously cool car and sounds great with the v6! Well done

Cheers

Mick

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