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Perkins 6-354 swap

06-24-2014, 01:49 AM Anyone IFSJA into Perkins T6354? Hi All Just wondering if any of you guys are into Perkins, especially 6,354, both N.A. and turbo. Searched- perkins perkins diesel perkins 6,354 T6,354 Before anyone mentions it, please don't mention Cummins or GM 6.2/6.5, Power Stroke, Isuzu... just want to focus on this engine. Thank you. The only mention I found on IFSJA was a little 4 cyl co-engine, a kindcat/perkins 4 popper—someone posted a pic of this non-FSJ on this site. If there is/have been some buried clue about these- what suggestions for better search terms? Even if you're not placing one FSJ.... maybe someone here has to deal with them... particularly in the PNW region? And if so, would you please state which you could use as a reliable source of parts and technology? There is an online mention of this engine used for tractors, and folks adapt their path to use with a change in crank ia push. From what I've read so far online, they're reliable units, you can still service them ok, some guys even tweak them a bit more doomph, there are vids of these Fords, Dodges, Internationals.... seems to be everything but FSJ. They were even offered as an option for 60-70's fullsize trucks, and have read both stick shift and automatic ones. However, not too much information about the bellhousing(s) needed, or what the adapter is calling on the car. Just trying to collect good, reliable info about it. The thought of one of T6's with Wag's sorta got me grinning. Thanks much to your guys, any and all the comments, experiences, and techie stuff most welcomed. 06-24-2014, 07:23 AM Gear Head Join Date: Jan 05, 2006 Location: Alamogordo, NM Posts: 589 I am by no means an expert on the content available on IFSJA but try to keep up with diesel content. I can't remember it ever being discussed. Most guys here turn it into what is good/available and secondary..... Cheap. I've never personally seen this engine for sale. That's why you see so much info about 6.2, 4BT, 4BD, 6BT swap. I'm excited that you're interested in a new swap and look forward to the pictures and write up. _____ Remember; When it comes to tools and toys forgiveness is always easier than permission! 06-24-2014, 9:03 AM I told you about the '68 Dodge LCF 3 ton with Perkins (N/A) and Clark 5 speed (O/D) here in Monroe for \$1,800. It wasn't aboard (there was a box truck) and I test drove it after adjusting all the brakes. 17 mpg with O/D is average because of Jtruck or 3 tons. They were used in Massey Ferguson tractors back in the day. (there was one farm growing) The engine weighs about as much as the rest of the truck! Little 4 cyl diesel Mazda pickups and early rangers had Perkins/Mazda built. _____ Jeep is entertaining only. Any correlation between them and reality is just random. Last time at 09:06 Carnuck : 06-24-2014, 10:02 AM Join Date: April 28, 2000 Location: PNWet, CSR Posts: 22,392 The only ones I've been around were pretty old 4 and 6cyl for those commercial fish boats, but it was mostly back in the 80's so have no idea about the current parts of accessibility. In the past there is quite often an engine back then 40-60 footer. The old 6cyl engines could move the plugged 50 footer along smartly even bucking a stiff current. One could try some marine site info about Perkins. Cool old engines. _____ joe don't mind me. I'm just here alibi 06-24-2014, 06:42 Hi guys Hi guys-Thanks for chiming in Kaumens-haha, not guaranteed to swap yet. Just trying to collect info now before anything might even think happen. As for the pics/write up that'd be amazing in and of itself—no camera, no computer skills here. It would be nice to be able to archive such a thing. And, yep, I agree with you on why other engines are more popular, they get more press, more aftersales support, and seem to be able to buy cheaply if from a ruined truck. Carnuck-no, didn't know the details about Dodge, except to go mention, or that it was for sale. In a large old 60's Dodge apartment with a crane on the way up into the mountains of Carnations, it just sits in a bowl-like depression at some property. It would be cool to just look at it, but don't even know who owns it. I like some of those old funky '60's trucks, though. And yes, I know some of the diesels can kinda heavy-marinised ones are pretty porky—but the water cooled the exhaust and the intercooler weighs several hundred pounds. Joe-yes, from what I've been able to read, they have a great rep for reliability, and when tuned in properly, are pretty thrifty. After viewing some of you tube a few years back, and seeing some factory installs online, just thought it might be cool to have a period of diesel in the old wag. However, sometimes imagination does not correspond to reality! Thanks much for all the comments, guys. This is appreciated. 06-25-2014, 09:09 AM the guy at the tree store next door finally sold his Perkins powered '66 Travelall. _____ Jeep gauges are for entertainment only. Any correlation between them and reality is just random. 06-25-2014, 09:23 PM Join Date: April 28, 2000 Location: PNWet, CSR Posts: 22392 Quote: Originally Posted by bmax65 I know some of the diesel can kinda heavy-the heavy-these are pretty porky-but water-cooled exhaust and ulerosis weighs several hundred pounds. If you find a good motor don't fret about heavy water cool the exhaust system. This is not an ordinary seagoing work boat application. Most ran the usual heap of exhaust and the engines were either raw water or heat Cooled. Do you have this property, but a little more, using the highway to convert vehicles of a vehicle type, such as Article 10(1)(a), which generates additional information. _____ joe don't mind me. I'm just here alibi 06-26-2014, 04:27 AM Joe-yes, kinda figured so much Hi Joe-Was kinda thinking that probably buried under all that boat stuff is just a conventional mill. I know some engines may have a special application for different heads, pistons, etc. Believe me, I'm just still learning all this junk.... just poking around, trying to find good info. I'm not in a position to move on to something that's far away from home right now. So, figured I'd better do some research and learn stuff in the meantime, like variations in the way goes apps, fuel pumps, turbo sizes, etc. From what I've read on the Perkins website, the basic T6 got a bit modded over time. If this ever did happen, I know it's going to be quite a bit of work, both recovery and suspension- guessing stock wag springs might not cut it. Again, gotta get to the search and reading before one dime is spent. Heck, metalworking/prep/paint is just going to take off... hoping an initial assessment of 99% cancer free will happen true for the body. There are already some probs in the doorway, and a bloody tailgate. Gotta get the basic stuff down first. If this can even happen, I want it to look like a period of factory-type work, from being a back-from mega-wheeler hack/cut, or modern... what's the word.... Bling. Just a little raised, maybe steelies, winch/drag bar front, and Barden-style bumper behind. Hmmm... J4000 Wag? One Tonne Waggy? In any case, apologize for answering the novel.... just got a lot of stuff running through my head. 06-26-2014, 06:58 AM Join Date: April 28, 2000 Location: PNWet, USA Posts: 22392 Quote: Originally Posted by bmax65 If this ever did happen, I know it'll be pretty much work, both drive and suspension- guessing stock Wag probably doesn't cut it. Again, gotta get to the search and reading before one dime is spent. Yes, the engine is a cheap part and expensive store costs to get all that and bolted to the road for use is where most DSL swap plans get a run. I don't know anything about how widely Perkins was used for road use. Those I've seen in the boats were originally from old mining-construction logging equipment. Cranes, towing lines, stationary gen kits etc. The FSJ swap prolly be much cheaper to install at the cost of sticking with a more conventional dsl engine and buying a complete donor truck. Each You have thousands invested in DSL swaps. Cool project, but not for the light of the wallet. _____ joe don't mind me. I'm just here to 06-26-2014, 08:21 AM That was why I proposed a 4bd1a Isuzu engine with 5 speed I found, because the participant here sells engine mounting adapter kits. _____ Jeep gauges are for entertainment only. Any correlation between them and reality is just random. 06-26-2014, 07:53 PM Murphy's Law Poster Child Join Date: Dec 03, 2003 Posts: 10707 NE715 was really friggin cool platform. Shortened FSJ frame with Toyota FJ40 (?) body. Perkins Diesel and can't remember the rest. ___ You know it's bad when your car is on the EPA's 10 most wanted list! '82 J10/65 J2000 06-26-2014, 08:08 PM Bleedin' Gasoline Join Date: May 22, 2006 Location: Alabama Posts: 2139 Maybe someone can chime in on the Perkins Diesels that were available on the M715. Memphis sold new box factory conversion kits for years. I do not know the details, but they were available when I did my first M715 renewal in the early 90s _____ DDs 67 KJ715 4bt AA OD 465 np205 78 J20 Chevy 305 nv4500 np205 Projects Sons Build 1980 short J10, j20 asis, 4bt, nv4500, np205, abbreviated M715 bed and wings Freedom is not free, it's paid with blood 06-28-2014, 11:55 AM member Join Date: May 13, 2011 Location: SnoValley, WA Posts: 63 I don't think it would give you any good, but Jeep offered perkins diesel CJ5/6. I poked the hood CJ6 at me that left the factory with a 4 cylinder. The owner said it's not much of a highway platform. Like all diesels, I'd look up the RPM curve and calculate what transistor and gearing setup you need to get down the highway. Target max torque rpm _____ '78 Wag, 401/TH400/QT pulling rust down the road. Chevy 6.2L turbo diesel waiting in the wings... 06-28-2014, 09:59 PM Noob! Join Date: January 24, 2014 Location: tamworth NSW Posts: 13 Perkins is a good old engine 6-354 were installed in the truck here, In Australia back in the 60s they weren't fast but they did the job and I did see 1 equipped with f350 about 8 years ago everytime i sore would be pulling a big trailer and both would have loaded them drove it for years with the right gearing would be a good setup 06-29-2014, 12:32 thanks for the comments guys, keep em coming Hi All-Thanks for all the comments, keep em coming. For more (about what I can find) read about these, they are tough and reliable units. Some vids online are pretty cool, even in NA form, they have their sounds turbod, even more so, you couldn't mistake it for Cummins. And a little quieter than Screamin' Jimmies heheh. Trench-yes, I only recently learned about the 60's, Perkins CJs. Kinda cool, probably no faster than flattie/H--head/OHV 4 poppers, but it's not for the hotrod. Bill-wow, didn't know the M715's offered diesel fuel. The only 6 bangers I've read about from this time period are Hercules and Perkins.... wonder if someone else offered- Detroit, maybe like 3 or 4-53? It would be very interesting to know about it. Joe/Carnuck-oh yes, loud and clear. If anything was to happen, it would get all the bits together in the first place. Not having that can certainly kill any project's progress. Still just looking, searching, etc. Gotta get other stuff cleaned up, stuck, and fixed in the first place. It's still in a driving position now. Thanks much again all.... wow, if anyone can dig pics of the FSJ with T6354/6354, please do it, would love to see them! Have a good weekend. 10-20-2014, 09:17 AM member Join Date: 17 October 2014 Location: Ireland Posts: 32 Hey, there is probably not much use for you now, but I have 2 N/A 635.4 is here, very often in Europe, they are a very nice running engine, easy/cheap service, as far as putting one Jeep goes, I'll probably say it's a big heavy lump with pretty low zs and definitely not easy juice! Modern Perkins Phazers run rings around them, too, have 220phazer with roughly the same fuel/h consumption with more than 2x HP 10-21-2014, 10:35 PM Hi 350 Hi 350- Ireland, eh? Interesting. Kinda cool to hear from distant folks, some of you have amazing platforms.... Sportside Dan's recent post about the secret garden at FSJ's was stunning. Yes, from what I was able to read, Phazers was the next leap forward. But I'm kind of a stubborn vintage-minded guy, if I can do a diesel swap, I'm interested in some of the older pieces so far, the info isn't easy to find, most folks all want modern stuff. Any diesel magazines here focus on Cummins/Duramax/PowerStroke.... I get it, they're young and what's sold. Wish there were some vintage diesel mags with some real good tech folks, but it just doesn't seem to exist. Kind of hard to tell who is spinning tales and who tells the truth about these engines as far as mpg goes. Have a read about guys getting 20-25mpg older Ford and Chevy pickups with 6,354, which isn't bad for big heavy brick trucks.... I know wag is a bit lighter than the F250/C20. If a good unit could be found, there would n't be looking for mega-power, black smoke-type stuff. Just nice, clean restore with turbo setup, tweak it to the best combo power/mpg, and just enjoy it. Have watched some T6 and NA 354 vids online, and Perkins just has to sound all the same.... doesn't sound like modern diesels, which is cool. Also from your neck in the woods, saw a few vids of Commer knocker engines, man, they are pretty wild. They, and Detroit, will definitely make their own music.... if Detroit wasn't as doggone heavy (or if I had one ton J truck or M715), I'd love to try one. They got the OT section here, maybe you could post some pics of your stuff? Always cool to see what others are building/working on. Thanks for the comments, no luck with your stuff, too. 05:47 PM Member Date of accession: 17 October 2014 Location: Posts: 32 Just quick thought,A deutz air cooled would be a pretty cool transplant engine also lighter and they run very nice, durable as you get and economical to, I have on with the tractor, 912 6cyl with turbo slapped on, it's black skinny but still pulls like a train and refuses to give up, will get around the pics after all, but most of my stuff should be considered junk with most ppl 10-22-2014, 7:16 am Deutz does not do so well in transport vehicles. Vibrations, smoke and smell drive people away from them. _____ Jeep gauges are for entertainment only. Any correlation between them and reality is just random. Random.

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