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Jeep tj transmission swap auto to manual

NV3550 5 Speed NV3550 Conversion See Pricing Package Below. We had a few customers who wanted to replace their 3-speed automatic with a 5speed handmade. One reason is the 5 speed has overdrive and 3 speed does not. Another reason is that for whatever reason, they prefer the stick. The NV 3550 is considered the best trance stick ever supplied with a jeep. This package is for 6 cyl jeeps, if you have a 4 cyl automatic, you will need a set of NV3550 to replace the AX5, and we will need to add a flywheel to this kit. THE NV4500 Conversion There is another popular 5 speed conversion for these jeeps: the NV4500. This trance is an oversized way to apply, and requires lifting the body or extensive flooring pan changes to fit. The usual incentive for this transformation is to get the truck style wide ratio, almost granny 1st transmission, which can be useful for off-road use. On the other hand, this conversion will make your jeep drive look more like a truck. If this looks like an option or you, High Impact has access to a package using the NV4500 to replace the AX15. NV3550 Conversion Details Adaptation to Transfer Case NP231 - This transfer case found stock in jeeps from 1989 to 2000, and most jeeps (except rubicon) are from 200+ year. About 87-88 jeeps will have 231. Units that came with a 2.5L 4 cyl engine, and units that came behind the Peugeot 5spd (1987-88) will have 21 spline input gears. If you want to keep this transfer case, you will need to replace the input gear with a 23 spline part (listed below). The rest of the NP231 Tcases came with 23 spline input, and will bolt up directly to the NV3550 transmission of the Dan 300 - Note: NV3550 tail drilled to fit NV231. The D300 will fit, however will rotate down approximately 9 money: Tailhousing must have 6 holes re-drilled. If desired, an adapter rotating plate kit is available to make this bolt together. Atlas II Transfer Case - This case is available in configurations for a straight bolt up Conversion Package High Impact has available a package providing you with all the basic essential ingredients for this swap. The NV3550 will be sing under the body without lifting the body. Only minor floor pots of mods are needed where the changer handle comes (you will need to cut a hole and install the boot) package: Parts can be purchased separately as well. Package Total \$2,802 Restored NV3550. Comes with a two-year, 24,000-mile warranty. Included: Adapter/Installation Kit - This kit delivers a brand new bellhousing and external slave cylinder and hose kit. This system will be easily installed in Wrangler. Cherokee will require member and transfer the case of a change change. Shift Pen (NV3550) Included Bellhousing Kit Inc. Pilot Bearing, Release Fork T/O. Included Transfer Case Change Bracket (NP231) Included Flywheel Included Throwout Bearing included Pressure Plate Included Disc Clutch included master cylinder not included. You will need to purchase this based on the year, make and model Jeep. Slave cylinder and hose kit: When replacing the inner slave, this kit delivers the necessary external slave, hose and adapters to the master cyl included Hello all new to this four. I drive 04 with 4.0 currently 42rle transmission is going to swap it for nv3550. Just want to get some information if any of you knows if the nv3550 bell is housing the bolt pattern just like the 42rle if it's a straight bolt on the engine, or if I need an adapter. If any of you have any pictures nv3550 bell shelter. Thank you in advance! Be easier to just trade Jeeps Reaction: lxtsy indeed, you can re-think of your plan. I have a nv3550 and all I love is a driving guide and about 300K miles under my belt with them you're not going to like nv3550. It's noisy, doesn't shift well, makes a ton of heat and jut really not so good. There are more streams here asking for help with them, then there are praise for them. You'll need a load shift such as clutch and pedal brake assembly, manual starter (starters differ between auto/guidance), new knee-jerk position sensor (in bellhousing), proper-sized pilot bearing for handle (which I heard may be a wild goose chase), and of course a transistor, grip, slave cylinder and associated lines, pressure plate, etc. Not sure on the wiring to use, but I believe you will need to remove the 42RLE to use y TCM, but I don't think you'll need a brand new wiring strap. The rear drive should actually be the same, but the front drive won't... But the automatic drive will work on the manual, but not the other way around. I know it's been done before, and when I looked into it the conclusion that I came to you basically need the same year a full donor vehicle near you, doing a swap ... at least that would be the easiest way I think. IIRC, all to make a swap of Jeeps Davey was about \$2,000, but that was a couple of years ago when I asked. Reactions: Japhet I changed the NV3550 to a 42RLE equipped with 4.0 2004 TJ Unlimited, and I learned a lot. My lessons only apply to these two transmissions attached to 4.0. I'll be positive for some assumptions based on my experience if you're going the other way but promise nothing. I'm doing an engine swap that requires guidance because it uses a variety of PCMs that can't control Auto, and I don't want the daisy chain shares of Jeep PCM to keep it working. I never took care of the car anyway. First, to dispel some myths: you don't need new driveshafts, the transfer case sits in exactly the same place. If you transmission from the same model run entrance and weekend shafts between trance and engine and trance will work. Big reservation! If you have a SKIM, otherwise known as a key, quit now! You'll need a cluster, a SKIM module of the column, keys, ignition (so you don't have to rekey yours) and PCM from your handheld donor car of the same model year. It's prohibitively expensive, and as many say in response to manual auto swap forum themes you can also sell your auto jeep and buy a manual. I was doing an engine swap so I stopped trying to make stock stuff work when I found out it, it just aint worth the hassle. SMMY is a wicked bitch. You will know you have if you have a gray key. If you have an entire donor vehicle available, go with God, but SKIM is definitely stored in the cluster as well, don't believe anyone who speaks otherwise. If disabling the SKIM was as simple as disabling the module and slapping the \$150 used PCM out of the jeep without it, then it wouldn't be much of a stealing deterrent. I guess all that's stored in the cluster is the error code to check SKIM, not VIN or specific skim codes, so you could replace everything else with SKIM parts from the donor and it works, but probably not. I bought a computer from a rescue donor that definitely never skim and my key light still came on solid when I tried to start the jeep, yes the SKIM module was removed from the jeep. I bought another one to double check, throwing more money into that hole. Some companies will require you to remove SKIM, so if your jeep doesn't have a key, you can walk away with buying PCM from a donor with SKIM and wiped it off. Don't plug in the PCM to find out if it has an hour key or it will write SKIM in a cluster and you are effed. You have to make sure before you turn the key that nothing has SKIM on. Reprogrammes that sell refurbished computers go by VIN, and if you have a car they will send you an automatic computer, so you need to find that the magic car donor of the same model year, the same engine, and either no SKIM or every damn part I mentioned earlier to do the SKIM job. If no jeep had skim I suppose it would have worked. I don't promise anything. Enough about SKIM already! Things you need: PCM from TJ manual is the same crap as yours. Automatic and manual PCMs are different firmware and cannot be reflashed from one to the other. Chances are, the new PCMs will work with your jeep, but not the old ones. Maybe the expert can weigh on this. I tried to find a compatibility list for the model of the year, but never found this information. If you know, don't be silent! A hand snack. Starters differ between manual and automatic. The mounting of the pains are different too, but I did this to work with some bolts of automatic dust coatings. Mechanical gearbox NV3550 or NSG370. Neither talk to PCM, so you can use either. The AX15 may work too, but if you're going for this swap why not get a new gearbox with the availability of finished parts that's pretty cheap? Also, screw that inner slave cylinder. So I went with 3550. The six speed would be cool, but the model with the appropriate bellhousing, apparently, can only be found in 05-06 Wranglers, and they are pricey. Parts for manual trance that are different from automatic and what you need from front to back: Dust cover, dust covering the bottom mounting bolts, flywheel, flywheel bolts (it's impossible to find new ones, but there's a GM crossover part I'll post later when I find the package) pilot bearing, clutch plate, clutch cover, throw away the bearing, (so basically a full clutch replacement kit), a fork that's a small clip that holds the fork in place, a slave cylinder, a hydraulic hose to master the cylinder, a master cylinder (must be a block from the plate on the firewall that you remove to install it, and if you save the nuts from it you can reuse them on M/C) and grip/pedal the brakes (the top of the brakes probably have to source the change of tower and change handle if they don't come with your gear. The gearbox between the lower part of the transmission and the crusader/skid plate is different and the bracket that the exhaust hangs on the shorter because guide has no deep pan like auto and therefore thinner in the abdomen area. Things that are the same: the upper and lateral transmission of bellhousing to the engine fastening bolts can be reused, nuts and studs from the transmission case of tailhousing transmission will work. If you get gear from the same model range, input and weekend shafts will work together. They can be different in different years. As I said, the transfer case sits in the same place, so driveshafts the same, at least in my case they are. The cross dick/skid plate is the same with the same mounting holes and rubber transmission fastening (vibration damper) the same. Accessories: internal shift load, external shift load, shift handle. And you may need a new tunnel cover depending on the year because some of them have different hole sizes in them. I wasn't on my 04th. Or you can remove the entire trim replacement setup and install a stock rubber JK shifter load over the hole it works! Auto trance has massive wiring to use and half a dozen corks associated with it. If you want to simplify you need to source a hand strap to avoid the annoying task of stripping all that out, I just zip tied it aside at the moment. If you're going to guide for the auto you need an auto to use, which includes wiring for the entire Fron firewall back to the fuel pump. Enjoy the mess. Automatic transmission tells the reverse lights to come on so you will wire your own reverse light contour for a manual transmission, it helps if you source two contact oval-shaped plugs for this (probably (probably) (probably) to the one that connects to your case transfer 4wd indicator switch). In my jeep plug for the clutch switch (say PCM is ok to start a jeep) was already there. If you don't, then I think it will work anyway, because there is a 20A fuse in space 20 on the glove pad fuse panel that says Jeep is ok to start without a depressing clutch (because you have a car) I can only assume that's because SKIM screw me up and I never got to try. IN SHORT FUCK IS SWAP. It's possible with SKIM less ECU (does anyone know how to wipe this shit out of a cluster and steal a jeep?), but financially won't be worth it if you already have a full donor car in your backyard. (Are you all your manual jeep and gear in your car smashed? Me? I thought I'd give it a go because my jeep was beaten to hell and I could never sell it for enough money like this to buy a handmade Jeep LJ that also didn't beat the hell out. I'm doing a swap engine that won't work without offline transmission, so I had to pull a perfectly good 42RLE anyway. I don't recommend it if you keep all the rest of the stock. Reactions: Fouledplugs, GASnBRASS and Japhet I changed the NV3550 to 42RLE equipped 4.0 2004 TJ Unlimited, and I learned a lot. My lessons only apply to these two transmissions attached to 4.0. I'll be positive for some assumptions based on my experience if you're going the other way but promise nothing. I'm doing an engine swap that requires guidance because it uses a variety of PCMs that can't control Auto, and I don't want the daisy chain shares of Jeep PCM to keep it working. I never took care of the car anyway. First, to dispel some myths: you don't need new driveshafts, the transfer case sits in exactly the same place. If you use gear from the same model run the entrance and weekend shafts between the trance and the Tcase and between the engine and the trance will work. Big reservation! If you have a SKIM, otherwise known as a key, quit now! 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I guess all that is stored in it's a bug code to test SKIM, not VIN or specific skim codes, so you could replace everything else with SKIM parts from the donor and his work, but probably not. I bought a computer from a rescue donor that definitely never skim and my key light still came on solid when I tried to start the jeep, yes the SKIM module was removed from the jeep. I bought another one to double check, throwing more money into that hole. Some companies will require you to remove SKIM, so if your jeep doesn't have a key, you can walk away with buying PCM from a donor with SKIM and wiped it off. Don't plug in the PCM to find out if it has an hour key or it will write SKIM in a cluster and you are effed. You have to make sure before you turn the key that nothing has SKIM on. 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I work in a Jeep dealership and learn what to do with low-fat key reactions: Chris Exactly, why do you want to convert from a 42RLE to a NV3550? Mechanical gearbox NV3550 or NSG370. Neither talk to PCM, so you can use either. The AX15 may work too, but if you're going for this swap why not get a new gearbox with the availability of finished parts that's pretty cheap? Also, screw that inner slave cylinder. So I went with 3550. The six speed would be cool, but the model with the appropriate bellhousing, apparently, can only be found in 05-06 Wranglers, and they are pricey. Your post in general is very informative, but I would like to criticize this section a bit. The NSG370 shifts like garbage and the NV3550 is noisy. The 94-99 AX15s were all outer slave cylinders. The NV3550 is not readily available, and no parts unless they recover kits made by Chinese or Taiwanese abroad. The new enterprise disappeared and disappeared for a while. The AX15 is still 100% made new. I also like the 3rd AX15 gear ratio better. The third in the NV is a little higher, so the rpms are lower and it's a big more boggy driver when you put the jeep in the 3rd. Any of them would work well, but I would personally, AX15 for no good reason other than they still produced new and were something like 27 years. And if I had a TJ equipped with the NV3550, and the transmission would have happened south, I would have gone straight to the new AX15 as a replacement. Edit: Just realized that I'm criticizing the post, which is now about 6 months old. Sorry, LOL. Reaction: Chasietek, khakitj, GASnBRASS and 1 other person Old post, yes, but I agree @Brantley I. Although I have a 42RLE, if I was going to change the manual, I would put the AX15 there. Based on everything I've read over the years, this seems to be the best choice in terms of manual transmission. Reaction: ceccx650, Brantley and Jerry Bransford Meh ... I do not know. My 3550 shifts are very nice. Its a bit tacky coming out of gear, but overall, it's pretty good. I didn't drive the AX-15 back-to-back with it, but I drove TJ with the AX-15s. They don't seem bad either. I think both are worthy. If I ended up needing to replace my transmissions, I'd probably go AX-15 just because there are more of them in landfills and I believe they will be easier to recover. The 3550 takes all kinds of special tools ... I looked into it. Meh... I do not know. My 3550 shifts are very nice. Its a little tacky coming out of gear, but overall, it's pretty I didn't drive the AX-15 back in with him, but I drove TJ with the AX-15s. They don't seem bad either. I think both are worthy. If I ended up needing to replace my transmissions, I'd probably go AX-15 just because there are more of them in landfills and I believe they will be easier to recover. The 3550 takes all kinds of special tools ... I looked into it. The 3550 and AX15 both shift about the same. It's the NSG370 that doesn't shift very well. The NV3550 is a fine gear, but I just would prefer to choose the AX15 given the choice because of all the reasons listed above. That's great information! A couple of years ago I was looking to swap my 32RH for the NV3550 for no other reason than I thought the manual would be fun, and realized that it would cost about \$2,000. Then I drove a pair of handmade TJs and didn't particularly care about the vague feeling of a clutch or notchy shifter, but realized it's just like this. Then everyone pretty much said I was Eflin' stupid to get rid of the big 3 speed auto for a not-so-great guide with famous issues. Of course I'm glad I listened! Reaction: Jerry Bransford Big information! A couple of years ago I was looking to swap my 32RH for the NV3550 for no other reason than I thought the manual would be fun, and realized that it would cost about \$2,000. Then I drove a pair of handmade TJs and didn't particularly care about the vague feeling of a clutch or notchy shifter, but realized it's just like this. Then everyone pretty much said I was Eflin' stupid to get rid of the big 3 speed auto for a not-so-great guide with famous issues. Of course I'm glad I listened! Sports car, it's not. It shifts like a truck, which makes sense because it's an average transfer truck. Well, nv3550 anyway. I believe the axe is 15 as well. Both are good assists. The Axe-5 is junk, and the 6 speed in the 05s and 06s is a step backwards, and (I heard) The truth is a big part of my manual experience with VW with their direct communication short shifters and cable clutches. I like the feedback cable clutch gives you, the pedal conveys all the little nuances of what the clutch does. The hydraulic activated clutch is too vague and soft for my taste. Oh well, I'm lucky, and ended up with a great auto in my TJ. I'll leave a guide for sports cars. I had a lot of problems with the 06 42rle and I did with it, although I want to keep the Jeep as it is my first car and resource cheaper ax15. I also bought a PCM some time ago I can go back and trade for a guide, with that being said, I think it would be worth a swap as I bought two of the most expensive (I think) items I need. Any opinions? I had a lot of problems with the 06 42rle and I did with it, although I want to keep the Jeep as it is my first car and resource cheaper ax15. I also bought a PCM some time ago I can and trade for guidance, with this being said, I think it would be worth a swap as I bought the two most (I think) the elements that I need. Any opinions? Do you have a bellhousing conversion from AA to put the CPS in the right place on the right side of the engine? If you look at your manual trance bellhousing, you can see the CPS hole on the left side for comparison. Page 2 You use an outdated browser. It can't display this or other websites correctly. You have to update or use an alternative browser. I don't know though I know I'll need to buy this. I know it's an old thread, but I'm currently doing the same swap. Mines 2000 TJ with 4.0 car 42rle. My friend had a broken manual and gave me an engine and trance out of it for free. The wiring is used and everything with the engine. This is 04 TJ 4.0 with a manual trance. I bought an assembly pedal and a slave cylinder set up for it. But now from what I've read, won't it work once I get set up B.C. skim? Skim?

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