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## 4l60e to 4l80e swap crossmember

Swapping from the 4L60E to the 4L80E is not difficult to do in vehicles equipped with both transfers. Here are the main parts you're going to need to make your own 4L60E to 4L80E swap kit. It's not the easiest exchange to do, and a 4L60E can handle a lot of power on its own. Here's a good article on the 4L60E vs 4L80E. Wiring You are going to need to perform a new wiring harness to communicate with your ECM/PCM. It's relatively easy to do. Unfortunately, the adapter isn't cheap. They're always over a hundred dollars. Replacing the entire wiring harness is not easy, convenient, or cost-effective. It is far and away easier to exchange in the adapter. ECM The next thing you need to take care of when making a 4L60E to 4L80E swap kit is the ECM. It must be ref-flashed to properly control the 4L80E. There are many ways to get the ECM flash. You can try eBay. I've done it with great success before. You only buy it now on one of the many flash auctions. If you live in a decent-sized metro area, you can probably find someone to do it locally on Craigslist. The advantage of finding a local man is that if there is ultimately any kind of problem they can fix it right there on the spot. If you're going to do any kind of heavy change to the engine, you can send it to a tuner to make the transmission tables in the ECM change. If you did a cam, swap, heads, turbo, etc. your car isn't going to run properly unless the ECM is calibrated to work with not only the 4L80E, but also with the changes you performed to the engine. There are two considerations when you find someone to flash your computer again when you change your engine and exchange your transfer to the 4L80E. Have they ever flashed the ECM for your exact setup up front? If they did, they might have done it on the dyno. This is ideal because on the dyno you can find the exact air fuel mix, timing, etc... This will get you the most power out of your new parts. Do they ever come to town for Dyno events? If they do as you can get the mail order tune and wait for them to come to town. When they come in, they'll be able to get more power out of your car by adjusting it and making final adjustments right on the dyno. Try Speartech, they do great work. The 4L80E also has two Vehicle Speed Sensors, while the 4L60E uses only one. You need to hook the vehicle speed sensor onto your harness up to the FRONT VSS, not the rear one. If you hook up on the wrong one, you could end up with an idle problem. Crossmember Depending on whether your vehicle ever came with a 4L80E is going to have a huge impact on how expensive a crossmember is going to be for your 4L60E to 4L80E exchange. If the vehicle came with the 4L80E, you could walk over to nearest parts store, GM dealer, or salvage site and just pick one up. If, on the other hand, the vehicle you want the 4L80E exchange in has never come with a crossmember, it's a completely different story. You'll find a lot of people out there who will make a crossmember for your particular application. You can find it over at Jegs or Amazon. One thing to keep in mind when swapping a 4L80E in a vehicle it has never before been in is transmission tunnel clearance. Most people will end up knocking the tea out of their classic car trying to wedge this transfer there. The 4L80E is noticeably larger and longer than the 4L60E. Dipstick If you swap in a vehicle that had a 4L80E as a stock option, go ahead and order the dipstick for that vehicle. If not, try a Lokar flexible dipstick if you have trouble getting the one that came with the transfer to work. It's expensive, but it will work. Flex Plate/Torque Converter You can't reuse your flex plate, but you'll need to get a special torque converter to engage it properly. Alternatively, you can get the flexplate for a 4L80E and use the 4L80E stock torque converter. Driveshaft The 4L80E is taller than the 4L60E, so you'll need to get the drivetrain shortened to get it nice with your vehicle. Again, if the 4L80E was an option on the vehicle you think about swapping it in, than it would probably be more cost-effective to go to the salvage yard and grab the drives there. Miscellaneous 1998 PCM will not control a 4L80E. #10T. You get the 4L80E to Tahoe 4L60E transfer case adapter, custom made 4L80E to 4L60E transfer case output shaft, 4L60E to 4L80E wiring adapters, LS1 motor to 4L80E crankshaft spacer and a #10C custom built 4L80E crossmember that moves the transmission mount You first saw it here. Even the best built 4L60E transmission in a heavily 4WD supercharged Tahoe wound last long, a building 4L80E transmission is twice as strong as a building 4L60E transmission. (We need you to send us your crossmember to be changed in advance.) You may also need these parts. Only signed up customers who bought this product can leave a review. Page 2 #10T. You get the 4L80E to Tahoe 4L60E transfer case adapter, custom made 4L80E to 4L60E transfer case output shaft, 4L60E to 4L80E wiring adapters, LS1 motor to 4L80E crankshaft spacer and a #10C custom built 4L80E crossmember that moves the transmission mount You first saw it here. Even the best built 4L60E transmission in a heavily 4WD supercharged Tahoe wound last long, a building 4L80E transmission is twice as strong as a building 4L60E transmission. (We need you to send us your crossmember to be changed in advance.) You may also need these parts. Only signed up customers who bought this product can leave Check. Description Additional information reviews (0) #10D. Crossmember for the 4L60E to 4L80E transmission conversion, 2007 up Tahoe (NEW BODY STYLE) and some others. This custom made crossmember moves the transmission mount to the correct position for the 4WD Tahoe 4L60E to 4L80E conversion. Work with the #3XX deep throw aluminum pan that holds 3 3/4 extra quarters of liquid. (We need the last 8 digits of your VIN number to ensure you get the correct crossmeat. Price can vary with model.) This crossmember is not the same as a #10C. Only signed up customers who bought this product can leave a review. Page 2 Description Additional Information Reviews (0) #10D. Crossmember for the 4L60E to 4L80E transmission conversion, 2007 up Tahoe (NEW BODY STYLE) and some others. This custom made crossmember moves the transmission mount to the correct position for the 4WD Tahoe 4L60E to 4L80E conversion. Work with the #3XX deep throw aluminum pan that holds 3 3/4 extra quarters of liquid. (We need the last 8 digits of your VIN number to ensure you get the correct crossmeat. Price can vary with model.) This crossmember is not the same as a #10C. Only signed up customers who bought this product can leave a review. As you may know, the 4l60e & the 4l80e are really common transfers in GM, Chevrolet cars and a lot of other American cars. But what's actually the difference between the 4L60e vs the 4L80e transfer? Can you swap between them? In this article we discuss everything about this and you get the specifications for both transfers and the differences between this. Let's start with the specifications! 4L60E vs 4L80E Specifications Differences between the 4L60E & 4L80E transmission Even though these transfers look pretty much the same on the photos, there are a lot of things that differ between these transfers. Here are the main differences between these transfers. Remember that these are the main differences and that you can find other small differences if you do more in-depth research. 1. The size and weight The biggest difference is probably the size and the weight between the 4L60E and the 4L80e transmission. The 4L80e is much larger and heavier than the 4L60E. The 4L60E has a weight of 150 lbs without liquid and a length of 23.5, while the 4L80e has a weight of 236 lbs and a length of 26.4. Just with these numbers, you can probably calculate that there is a big difference in size and weight between these transfers. 2. Gear relations Another big difference between these transfers that are important to think about if you're going to swap them are the gear relations. For example, at first gear, the 4L60e has a gear ratio of 3.059:1 while the 4L80e has a gear ratio of 2.48:1. It is important to keep in mind if you are swapping between any of these transfers. You can for the new gear ratio with another rear axle rear axle, so it's not always a big issue, but it's good to know about. 3. Pan & pan gasket If you look under the transmission for the transmission fluid pan, you will realize that there is a big difference between the transfers. This is a great way to identify whether you have a 4L60e or a 4L80e transmission in your car. The 4L60e has a rectangular pan and gasket of 16 bolts and the 4L80e has a more oval-shaped transmission pan with 17 bolts. You can see the pictures of the gasket in the specification above. WATCH NEXT: Front/Rear Differential Symptoms, Repair and Replacement Cost4. Maximum torque Due to the size of the transfers, there is also a big difference between the durability of these transfers when it comes to performance. This is primarily due to greater internals within the transfers. The 4l60th transmission can handle a maximum scenic of about 350nm, while the 4l80e can handle 450nm- or even more. These numbers can differ greatly and you will get many different answers to how much it can handle. We have to remember that there is a big difference in the durability between a 30-year-old transfer and a new one. So the state of the transfer is important to consider when you want to know the maximum torque. 6. Wiring harness, controller and sensors There is a big difference when it comes to electronics of these transfers. The wiring harness and the transmission control unit are completely different and they are not compatible with each other. There are also differences when it comes to sensors, mainly that the 4L80e has 2-speed sensors that are different from the sensor on the 4l60e. If you want to swap to one of these transfers, remember to buy the control unit and harness as well. 8. Price Because the 4L60e is a lot more common than the 4L80e, there's also a big difference in the prices of both used and new transfers. This also applies to the parts because there are many easier and more available parts and whole transfers of the 4L60e than the 4L80e. If you want to find parts for this, I recommend you check online. If you have a 4L60e, you can probably go to a junkyard and find parts for your transfer depending on where you live. However, you can also find both new and used transfers and parts online; one of the places to watch for this is on Amazon. Here are some of the examples of what you can find. Similarities between these transfers If you look at the transfer, they actually look pretty much the same depending on the year of the transfers. One of the similarities between these transfers is that both are controlled electronically. The bolt pattern for the transfer case is also the same so that it will fit into an exchange without problems. One thing to consider is that the 4l60e was designated and 700r4 up front in earlier models and the 4l80e was named th400. READ NEXT: Automatic transmission symptoms, Function & Replacement Cost4L60E to 4L80E Exchange If you have checked the recent information in this article, you may have already figured out that the exchange between these transfers is not plug and play at all. There are a lot of differences in these transfers and here are some of the things you should consider if you're going to swap the 4L60e to a 4L80e transfer. Remember that some points may differ depending on the year and the car model of the transmission and the car you swap in. Swapping a 4l60e transfer to a 4l80e transfer isn't an easy job, but it's entirely do-able if you're willing to spend time and money. Here are the things you should consider: Transmission tunnel Due to the larger size of the 4L80e transmission, you may need to change the transmission on the car you're going to swap it to. Sometimes, the car models come with both 4L60e and 4l80e from the manufacturer and in these situations, you have to bear it in mind. However, sometimes you need to use a hammer and a welder to make it fit properly. Wiring harness There is a big difference when it comes to wiring and sensors for the transfers. You can do it yourself and repin and recreate the OEM wirings, but it's pretty difficult and time-consuming and it's not a job for a beginner. A much easier way to do this is to get a pre-made swap kit harness, which isn't cheap, but I can still recommend it because you'll save a lot of time and headaches. You can find the transmission wiring harness exchange kit here from Amazon: 4L60e to 4L80e Transmission Plug and Play Adapter Harness LS Exchange Dipstick The dipstick is different on the 4l80e transfer and you have to consider it when doing your exchange. If your car model comes from a factory with the 4l80e, get a dipstick from a transfer that's equipped in one of these cars. Otherwise, there are plenty of custom solutions that can be done or you can get a flexible dipstick like this one for 4l80e: Lokar XTD-35l8FM Transmission Dipstick Driveshaft/propshaft The 4l80e driveshaft is longer than the 4l60e and it should be considered when doing your swap. The same thing applies here, though. If your car model has with the 4l80e transfer of the factory, get a drive of one of these models if possible. If not, there are plenty of stores that can make the drives shorter for you. You can also measure and look for a float on other models to see if you can find one by the same length. Flex plate/torque converter You have two alternatives on this one to make it work properly. You can either get a special adapter set that normally includes a spacer and an input ace to make it work with your converter. Alternatively, you can use the flex plate and the scenic of the 4l80th transmission. READ NEXT: Transmission slips – Most common causes & FixesECM The engine control unit often needs to be reprogrammed and reprogrammed for the 4l80e transfer to work properly. You can search the web or find a local dealer to do this work for you. There are also predetermined control units for this, but it's often quite expensive. If you make any changes to the engine as well, it is recommended to let a tuner do the transfer reprogramming at the same time as they vote the engine on the dyno. Crossmember The 4L80e transmission case is longer than the 4l60e transmission, so the crossing member needs to be changed. You can either buy an already pre-made cross member or you can make one yourself with a welder and some skills. Remember that it is important to get the transfer lined perfectly straight. There are a lot of differences between which car you're going to convert and how much you need to rebuild the cross member. If the car you swap the 4l80e transfer in comes in with that transfer from the manufacturer, you can get one of these crossmembers and install it on your car for a plug and play situation. Overall, these transfers are completely different, even if they look almost the same. In summary, the 4l80e is larger and can take more power than the 4l60e. If you're going to swap your transfer, try to get as many parts as possible from the 4l80e transfer you buy, such as the scenic converter, bending plate, dipstick etc. I think I've covered the most important parts when it comes to the difference and the exchange between the 4l60e and the 4l80e transmissions. If I missed something or if you have any other questions, you are welcome to ask your questions below and I will answer them as soon as possible. I hope you enjoyed the guide! 4L60E vs 4L80E Differences: Exchange and Information was last modified: October 2, 2020 by Magnus Sellén Hello I am Magnus, the owner and the author of this website. I've been working with cars since I was 16 and I'm specialized with in-depth Automotive diagnostics. Also drive drives for the past 6 years. I'm here to give you answers to all your car questions and I hope you enjoy our content. Content.

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