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Renntech 6.0 liter

I rolled the dice, and bought a site-unseen 1992 400E with a Renntech 6.0 liter conversion. The car has 175k miles and the engine was supposedly swapped out 75k miles ago. The story is that it originally had a 6.2 liter upgrade, and that was replaced with the 6.0 liter.

Ok, so first the good along with the prices from a 1998 Renntech price list (not sure about what items came packaged with what upgrades and how accurate the prices are/were, so take it easy on me):

1.) I haven't verified the stroke yet, but the motor pulls like hell, so I think the 6.0 is still in there. The engine is supposed to be the higher output 6.0 with the Renntech cams. I hope to verify that when I pull the cams to do the timing chain. The price shown is \$5k less if it does not have the cam upgrade. The Renntech modified LH module is still in the CAN. Under the valve cover is super clean. I will post a pic of that. (\$32,750.00)

2.) The car has a custom radiator and stays at 80° C or thereabouts all the time. (\$1,225.00)

3.) LSD diff with 2.82 ratio. (\$3,990.00)

4.) Transmission upgrade. Not sure about this, but I will be tearing into the tranny in a week or so. I also do not know what the upgrade is. A friend has suggested that the Renntech increases the number of clutch packs. Although, the price for such an upgrade sounds too cheap in the price list. (\$1,290.00)

5.) ASR defeat circuit. (\$985.00)

6.) Stainless steel exhaust including headers, downpipes, dual cats, 129 resonator, and rear muffler. (\$12,600.00)

7.) Rear subframe modifications. Not sure what they mean about this, but the car has adjustable rear links that look much stronger than OE. I will look closely at the subframe next time I am under there to verify. I have seen the camber/toe kit listed for \$500 so the price I show might be optimistic. (\$1,950.00)

8.) The front sway bar is bigger than my 400E's so I guess this is a 500E sway bar, but the rear looks like it is the same. I will take measurements.

9.) Bilstein shocks and struts.

10.) I think the car has 500E brakes. The fronts measure 300mm and the rear are 280mm.

I know that most of these upgrades have been figured out by you guys and can be done at a fraction of the Renntech prices, for example the ASR defeat. I didn't even bother listing the price for the brake upgrade since larger brakes can be had for under \$1000 on all four corners. I can't imagine a custom exhaust builder charging even 25% of the Renntech exhaust price, and I know a custom radiator could be built for half their price.

And now the bad:

1.) The car has 175,000 miles on it.

2.) The interior could use a serious cleaning. It is in overall good condition, but there are a bunch of little issues that need tending to. The wiring and stereo are going to require some attention.

3.) The car has 175,000 miles on it.

4.) The tranny is smoked, toast, kaput, etc. I have had the car for a few days, and in that time it has lost reverse, and downshifts out of 4th unnecessarily. Sometimes it won't upshift into 4th. It slips bad in all gears, and it is getting worse.

5.) The car has 175,000 miles on it.

6.) The front rotors have had it. I am going to do a silver arrow upgrade on the brakes, and then put these calipers on my 400E.

7.) The car has 175,000 miles on it.

8.) The right front bumper and fender is slightly pushed in. I think I can fix this pretty easily. The car could use a refresh on the paint. It has the usual chips, dings and scratches.

9.) Did I mention that the car has 175,000 miles on it.

I probably paid too much for the car, but even with the tranny problem I am happy with the purchase.

click here and choose slideshow <http://s709.photobucket.com/albums/w...nntech%20600E/>

I will be posting dyno results and 1/4 miles times once the tranny is done.