



**MAKING GERMANY'S FASTEST,
FASTER!**

944 LS V-8 BASIC CONVERSION KIT

PART	QTY	COST
C5 1 Piece modified bellhousing, new long dowel pins, and ¼ bellhousing spacer	1	
Adapter Plate pre-assembled with hydraulic throw out bearing, custom hydraulic line and fittings, and hardware	2	
Organic Clutch Disc with Porsche center spline	1	
Motor Mount kit complete with engine mount uprights, block plates, rubber isolators, and hardware	1	
Custom road-race oil pan with 10AN In & Out, spring loaded trap doors, oil pump pick-up tube and hardware	1	
Oil Pan Gasket	1	
Remote Oil Filter Mount and hardware	1	
Front cross member, Control Arm, and sway bar drop kit with hardware	1	
Pilot bearing and pilot bearing bushing	1	
Brake Master Cylinder Mount and Pushrod with hardware	1	
Custom Ignition Coil Mount Bracket with hardware (Fits all LS Engine Coil Options)	1	
Custom extended SS clutch line with bleeder valve for remote bleeding	1	
Total		\$2,995.00

OPTIONAL PARTS

RENEGADE 944 TO LS SERIES COMPLETE COOLING SYSTEM	Including high efficiency custom radiator, HP puller fan and mounts, thermostatic control switch, 30 amp relay, and pre-wired harness, assembled and ready for installation in the stock 944 radiator location.	\$1,295
CUSTOM BUILT LS STEEL SHORTY HIGH FLOW HEADERS	With 1¾-inch primaries and V-Band flanges.	\$949
CUSTOM BUILT LS STAINLESS STEEL LONG TUBE HEADERS (pictures)	1⅞" primaries for a perfect fit long tube header in a Porsche 944/951/968. They are 304 stainless with a thick head flange and 3-inch collectors	\$2,495
CERAMIC COATING FOR SHORTY HEADERS (pictures)	High temperature black ceramic coating.	\$225
CERAMIC COATING FOR		

LONG TUBE HEADERS (pictures)	High temperature black ceramic coating.	\$375
CUSTOM REMOTE FILTER OIL LINES	One pair with all needed fittings.	\$245
COOLANT TEMP SENDING UNIT	With correct VDO output. Please specify your gauge value when ordering.	\$30
OIL PRESSURE SENDING UNIT	With correct VDO output. Please specify your gauge value when ordering.	\$70
CUSTOM OIL PRESSURE SENDING UNIT ADAPTER		\$30
LS FLYWHEEL		\$145
SPEC STEEL FLYWHEEL (picture)		\$335
SPEC ALUMINUM FLYWHEEL (picture)		\$425
SPEC STAGE 1 CLUTCH DISC & PRESSURE PLATE (picture)	*Features an integrally molded carbon-based, high performance organic lining that offers smooth engagement and excellent life. This lining has an integrally molded steel backing for strength under high clamp loads and temperatures. The hub is double sprung with spring cover relieves for flexibility and heat treated components for strength and durability. best for street and limited track/off-road usage. (599 ft lbs torque capacity)	\$379
SPEC STAGE 2 CLUTCH DISC & PRESSURE PLATE (picture)	*Features pure segmented or full faced kevlar disc with steel backing. This lining features excellent drivability like the stage 1, but offers slightly longer life and higher torque capacity. The hub is double sprung with spring cover relieves for flexibility and heat treated components for strength and durability. Best for street, drag, pulling and autocross. (690 ft lbs torque capacity)	\$519
SPEC STAGE 2+ CLUTCH DISC & PRESSURE PLATE (picture)	*Features a multi-friction disc in a full faced configuration with carbon semi-metallic on one side and kevlar on the other. Bridging the gap between stage 2 and stage 3, the 2+ offers drivability and engagement quality characteristic of the stage 2, but with a 15-20% higher torque capacity. The hub is double sprung with spring cover relieves for flexibility and heat treated components for strength and durability. Great for street, drag, autocross, road racing, pulling, rally and drift. (782 ft lbs torque capacity)	\$529
SPEC STAGE 3 CLUTCH DISC & PRESSURE PLATE (picture)	*Features a carbon semi-metallic 6 puck sprung hub disc that has been the leading puck clutch in drivability, life and torque capacity. This unit is designed for street and race cars that require an aggressive but streetable engagement and high torque capacity. The hub is double sprung with spring cover relieves for flexibility and heat treated components for strength and durability. Great for street, drag, road racing, pulling, rally and drift. (832 ft lbs torque capacity)	\$479

SPEC STAGE 3+ CLUTCH DISC & PRESSURE PLATE (picture)	*The flagship stage for a high powered street or race car that requires a manageable and friendly engagement, the stage 3+ features a carbon semi-metallic full faced material that offers unparalleled life, friction coefficient and drivability characteristics in one single package. The hub is double sprung with spring cover relieves for flexibility and heat treated components for strength and durability. Great for street, drag, autocross, road racing, pulling, rally and drift. (967 ft lbs torque capacity)	\$659
SPEC STAGE 4 CLUTCH DISC & PRESSURE PLATE (picture)	*This unit is a solid hub version of the stage 3. The hub is solid 8- rivet and the assembly is heat treated for strength and durability. It's available in a 3, 4, or 6 puck configuration. Use the 3 puck for the lightest option or the 6 puck for the smoothest engagement. The 4 puck is a good compromise for both. Street drivable in 6 puck configuration, but not street friendly due to the rigid hub. Best for drag, road racing, pulling, rally and drift. (832 ft lbs torque capacity)	\$479
SPEC STAGE 5 CLUTCH DISC & PRESSURE PLATE (picture)	*Features a full-metallic disc with the highest possible friction coefficient. Street drivable but not street-friendly. The hub is a solid 12-rivet and the assembly is heat treated for strength and durability. Best for extreme street and drag racing. (1060 ft lbs torque capacity)	\$619
LS Series CUSTOM FUEL REGULATOR / FILTER / RETURN COMPLETE KIT	With correct fittings for your Porsche stock fuel lines.	\$245
ENERGY SUSPENSION MOTOR MOUNT UPGRADE	Plus mount modification. \$90 added to upgrade stock mounts included with basic conversion kit.	\$140 / pr.
CUSTOM BUILT POWER STEERING LINES	Cores required. (need both pressure and return off of the rack(Porsche) and power steering pump pressure side fitting(GM))	\$250 / pr.
LS1 STARTER	New	\$270
LS3 STARTER	New	\$229
LS Series/LT-1 CUSTOM CV/TRANSAXLE MOUNTED SPEED SENSOR KIT (picture)	With reluctor, speed sensor and bracket.	\$130
MODIFIED INTAKE KIT (picture)	This kit requires modification of the hood latch assembly, clearancing of the hood and the need for hood pins.	\$595
LS Series TO 944 CUSTOM THROTTLE CABLE		\$75
HEATER CONTROL H VALVE	The LS Series heater return loop must remain intact for the required bypass system designed into the motor. If you plan to run a heater, this type of H valve is required.	\$29
	Includes: Custom adapter blocks to mate 996 front calipers to 1987 and later 944 suspension, custom stainless steel brake lines, hub centric rings, 996 front rotors, and complete hardware.	

944 TO 996 BIG BRAKE KIT (FRONTS ONLY)	This is a complete kit and you provide your own calipers and brake pads depending on your build/goals with the vehicle (Designed to be used with 1999–2004 year 996 Front Calipers. May require larger diameter wheels. Ask Renegade for more details).	\$1,295
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Ordering Terms

- All parts are shipped UPS unless otherwise specified.
- We accept all forms of card payments(Credit or Debit), Money Orders, Company Checks, Personal Checks, Cashier Checks, and PayPal. We will charge a \$35 fee on all returned checks.
- All Kit orders average 6-8 weeks as they are custom made to order. Occasionally some kits may take longer due to different variations in production or material availability. Please plan accordingly.
- Due to the nature of custom work, a 50% non-refundable deposit is required upon placement of order.
- All parts, prices, and specifications subject to change without notice. All custom parts and components are non-returnable and non-refundable.

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