

928 LS SERIES V-8 BASIC CONVERSION KIT (MANUAL TRANSAXLE CARS)

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	1	
Torque Tube Adapter that adapts the Porsche torque tube to our custom Adapter Plate	1	
Organic Clutch Disc with Porsche center spline	1	
Steel Motor Mounts that bolt to the 928 crossmember to accept stock Camaro LS Series rubber isolators	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	
Pilot bearing and pilot bearing bushing	1	
Custom extended SS clutch line with bleeder valve for remote bleeding	1	
Total		\$2,795.00

The above components include most hardware necessary to install the conversion kit.

928 LS SERIES V-8 BASIC CONVERSION KIT (AUTOMATIC TRANSAXLE CARS)

PART	QTY	COST
C5 1 Piece modified bellhousing, new long dowel pins, and ¼ bellhousing spacer	1	
Adapter Plate with hardware	1	
Torque Tube Adapter that connects the 928 torque tube hub directly to the GM crank and hardware	1	
Flexplate to work with stock GM based starter	1	
Steel Motor Mounts that bolt to the 928 crossmember to accept stock Camaro LS Series rubber isolators	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	
Total		\$2,795.00

The above components include most hardware necessary to install the conversion kit.

OPTIONAL PARTS

RENEGADE 928 TO LS Series COMPLETE COOLING SYSTEM for Manual Transmission	This is an extremely efficient all aluminum radiator and fits into the stock location with no modifications. Includes dual SPAL puller electric fans, aluminum shrouding to encase the fans to the radiator, thermostatic control switch to connect directly into the stock 928 electronics, pre-wired, completely ready to go for the LS series engine of your choice and uses off the shelf pre bent hoses.	\$1,895
RENEGADE 928 TO LS Series COMPLETE COOLING SYSTEM for Automatic Transmission	This is an extremely efficient all aluminum radiator and fits into the stock location with no modifications. Includes dual SPAL puller electric fans, aluminum shrouding to encase the fans to the radiator, thermostatic control switch to connect directly into the stock 928 electronics, pre-wired, completely ready to go for the LS series engine of your choice and uses off the shelf pre bent hoses.	\$1,995
MOTOR MOUNTS	New stock Camaro LS Series rubber isolators to work with Renegade custom 928 conversion mounts.	\$159

CUSTOM REMOTE FILTER OIL LINES	One pair with all needed fittings.	\$245
COOLANT TEMPERATURE SENDING UNIT	With correct VDO output to match your 928 stock gauge. Please specify your gauge value when ordering.	\$30
OIL PRESSURE SENDING UNIT	With correct VDO output to match your 928 stock gauge. Please specify your gauge value when ordering.	\$75
CUSTOM OIL PRESSURE SENDING UNIT ADAPTER	Adapts LS-series oil pressure block output to VDO sender.	\$30
LS FLYWHEEL		\$155
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
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	\$175
LS3 STARTER	New	\$250
LS Series CUSTOM CV MOUNTED SPEED SENSOR	With reluctor ring and GM sensor. (Bracket fabrication required to match auto or manual 928 transaxle.)	\$130
LS Series TO 928 CUSTOM THROTTLE CABLE		\$75
HEATER CONTROL, RETURN "Y", AND HOSE KIT COMPLETE	The LS Series heater return loop must remain intact for the required bypass system designed into the motor. The remainder of the 928 heater system is quite adequate and will work perfectly if used with this kit. Includes vacuum coolant control valve, custom return "Y", 11 clamps and hoses.	\$11