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2008 dodge charger manual conversion

- Start of discussion • #1 • before 9 mo Has anyone ever considered replacing a car with a manual from Challenger? - It won't fit, a portable tunnel of the wrong size. It will also need a custom driveshaft. Custom PCM, etc., is not worth buying challenger if you want a manual, it would be cheaper. - Has anyone ever said that many have. It costs too much. Even if you had ruined the same year challenger, still in for a ton of custom work. - It's done, more than a few times. If it's something you want and you can afford it, go ahead. Talk to Hotwireauto.com and Cleveland PAP. - I almost bought 300 when it went on sale a few years ago. Got as far as settling on the price, then gave up. Realized once something broke it would be a lot of headaches to fix it. - I almost bought 300 when it went on sale a few years ago. Got as far as settling on the price, then gave up. Realized once something broke it would be a lot of headaches to fix it. I looked hard at that Magnum, it was available right around the time I bought my current charger. The final decision came down to convenience (the charger was here, not OH), the updated interior and price. Fans of truly anonymous amount of horsepower will find much to love about the shape of the 2015 Dodge Challenger and Charger Hellcat models. Both send 707 ridiculous horsepower to the back wheels; The only question is whether you want your absurdity delivered with two or four doors. Oh, and whether or not you want the manual gearbox option. If you prefer to row with your own gears, the choice is made for you; on the Hellcat charger, as well as on any charger model, there is no manual gearbox option at all. I wonder why? So apart from almost no one – sorry, clutch fans, but that's true – would choose to buy a Charger with a manual transmission, that is? The answer, according to an industry insider in a post written on Jalopnik's Opposite Lock forum, is floorpan. It's probably no surprise to most of our readers that the Dodge Challenger and Charger share a large part of their chassis structure, which is codenamed LX in Chrysler, but there are still some significant differences under the skin due to the shorter cross-axle spacing and coupe bodyshell with challenger two doors, as opposed to the shape of the charger sedan. One difference is the floor difference, a huge piece of metal that makes the floor of the car and supports such essential items as car seats. According to user doodon2whls, the Dodge Challenger crash was tested way back in 2008 when it first reached the market with a floor seal that can accommodate a manual gearbox. The charger, admittedly, was tested and approved by the government two years earlier only with a floor floor seal with an automatic transmission, meaning it should be fully recertified for sale in the US, with new crash tests included, if Dodge decides to offer it with a six-speed manual. It's an expensive proposition, considering how few handheld Models Dodge would ever sell. The good thing, then, is that the eight-speed automatic transmission that Dodge pairs with almost all of its rear-wheeled vehicles is such a good unit. Having tested a number of charger and Challenger models in all compliance and with every available transmission option, we are here to tell you that you will be satisfied with Hellcat's 707 horsepower, whether channeled via automatic or manual transmission. MSRP: \$29,995 MSRP: \$26,670 MSRP: \$41,790 That viral TikTok star who got a free Nissan Frontier from Ocean Spray? Traded it for silverado 24 Denso fuel pump recall expands to 3.5 million vehicles in U.S. 0 2021 Lexus LC 500 Convertible Indoor Access Test | Lexus in its best 8 2021 Honda Rebel 1100 puts new spin on definition cruise ship 4 2022 Subaru BRZ revealed with 228 horsepower 35 2021 Chevy Tahoe and Suburban Review | Bigger and better than ever 4 Follow US news, reviews, photos, videos delivered directly to your box. Thank you for subscribing. Check your in-box to get started. More Info !function(f, b, e, v, n, t, s) { if (f.fbq) return; n = f.fbq = function() { n.callMethod ? n.callMethod.apply(n, arguments) : n.queue.push(arguments); }; if (!f._fbq) f._fbq = n; n.push = n; n.loaded = !0; n.version = '2.0'; n.queue = []; t = b.createElement(e); t.async = !0; t.src = v; s = b.getElementsByTagName(e)[0], s.parentNode.insertBefore(t, s)(window, document, 'script', '//connect.facebook.net/en_US/fbevents.js'); fbq(init, 174181139752304); fbq(fbq(fbq) track, PageView); fbq(trackCustom, ViewedVehicle, {year: , make: Dodge, model: Charger, trim: });> (function(i,s,o,g,r,a,m){[('GoogleAnalyticsObject']=r);i[r]=function(){(i[r].q|| []).push(arguments)};i[r].l=1*new Date();a=s.createElement(o), m=s.getElementsByTagName(o)[0];a.async=0;1.a.src=g;m.parentNode.insertBefore(a,m)})(window,document,'script','/www.google-analytics.com/analytics.js','ga'); create it(UA-71479133-1, car); ga(set, anonymizelp, true); ('set', 'dimension2', 'Dodge'); ga(set, dimension3, Charger); ga(set, dimension4, Why can't the Hellcat charger be ordered by manual transmission); ga(set, dimension5, Government/legal| Chrysler| Dodge| Car_Buying| Coupe| Performance|Sedan|dodge_challenger|dodge_charger|dodge_challenger_hellcat|dodge_charger_hellcat|autoblog_black); ga(set, dimension7, content); ('set', 'dimension8', 'story'); ga(send, page preview);> (function(d, t) {var a = d.createElement(t), s = d.getElementsByTagName(t)[0]; a.src = ; s.parentNode.insertBefore(a, s); (document, script); }> (function(d, t) {var a = d.createElement(t), s = d.getElementsByTagName(t)[0]; a.src = ; s.parentNode.insertBefore(a, s); (document, script); }> LX-platform chargers are getting very cheap, especially V6 models. A Mine just picked up a 05 with a 3.5 V6 at a municipal auction for \$1,600. It was a city police car with no police package that was given to state police cars, but it has the same shitty rubber interior as the state's police cars. Because of this low price, I wondered how difficult replacing the manual gearbox would be. Pedals from Challenger or Crossfire, maybe. The core hemi engines that have lost oil pressure are cheap and plentiful, so the Hemi Charger rod changer could be made cheaply. Grm thinks? The electronics are, unless you're going to rewire the car from the front bumper to the rear bumper, seriously. Or have a BSEE/BSEET. In addition, it is completely exacerated with factory parts. In response to Ranger50: Do you know which factory parts? In response to the M030: Challenger. Same platform as the charger. In response to Ranger50: Thank you I saw at least one done using parts that come from Challenger. I have a dream to do it myself one day, but it's still going to be a few years off. Basically two cars are exactly the same platform only different bodies. If you start with the V6 to take it bare and find the destroyed Challenger and take that naked one off and move all the wires, computers all over. It's not a small project. Another option would be to maybe set up a stand-in computer to control your Hemi, and then different transmission all together and make more bare car bones. The charger's stock has a ton of systems that complicate its operation. If you take some of that off, you could really light up the car. I'm not sure, but I don't think Dodge made a V6 manual challenger. I could be wrong, and I don't know what bellhousing screw pattern 3.5 benefits-can get happy and it uses the same as Hemi. In response to psteav: Afaik, the same sbm pattern. In response to psteav: There is a v6 Redline Challenger in my local dealership that I'm pretty sure has a manual in it. Unfortunately there is no v6 / manual challenger, and if it was it would have come with 3.6, not 3.5 anyway. 3.5 doesn't have a small block of mopar screw pattern. It has a Chrysler v6 pattern used on different engines from 3.3 in 1990. 2.7, 3.2, 3.3, 3.5, 3.8, 4.0, and MAYBE the new 3.6 (not safe at last). But of all these engines, the only RWD gearbox ever attached to any of them was 6spd in a 3.8L Wrangler. So there is a transmission that will screw at 3.5 (although who knows if the gearbox or mount location are even remotely compatible). How much of the other job entails, I'm not entirely sure. What year did Wrangler have 3.8/6spd? Maybe there's a seperable bellhousing that I could mate on a cheap, junkyard T5 5-speed from an old Mustang or Camaro Camaro