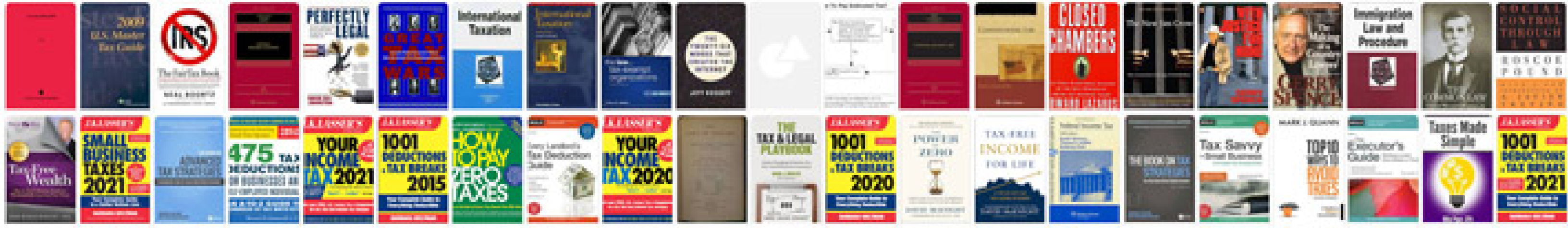

58x to 24x conversion box

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Remember Me? What's New? Page 1 of 3 1 2 3 Last Jump to page: Results 1 to 20 of Thread Tools Show Printable Version. I'm looking to install a nicely built LS2 into my 07 Z Sooooo, I don't really want to pull the crank to get a 58x wheel pressed on so I'm wondering if anyone has had any luck at getting to the PCM programming to make the change there? I've heard of this being done with "other" tuning SW but my tuner uses HP so I'm hoping someone has figured out a way around this problem. Thanks, -John. Originally Posted by jad Originally Posted by thesubfloor. I'm glad you decided against the Lingenfelter box as I used one in a buddy's car and it was a complete POS, leaving him stranded multiple times in a single week. Very interesting, I'm really hoping to find a programming solution. I guess worst case I will be swapping out the reluctor wheel and cam gear. Pull the crank, change reluctors, go. Screw the box. Gray Ghost- The abomination. Finally finished. Aparently it is possible to go from 24x to an E38 but not a 58x to a or the like James Short - James ShorTuning. Based on what I'm being told, it can be done with an E38 or an E Stock 5. I'm thinking the same thing I've thought about running it on my mm 6spd setup. Put a card MAF sensor in a 4. Originally Posted by LSxpwrdZ. I wish I had access to the PCM without encryption, I'd try to find the locations of the table s to make it easier to add. The people I've talked to who've said they've done it have essentially said just that. Didn't even think about using a 24x with a E38 computer? I dont know of any factory OSs that have this ability, if someone has done it then they've spent some time working in hex getting it to work. And then some Originally Posted by Jabbott. The E67 and the E38 are capable or running a 24x wheel. I have seen instances where the same tables are empty in 1 platform and fully populated in another, so that makes sense. All good about the ass comment, I was being a little snarky when I posted before. All good, I appreciate the honest reply. Actually they should not be different from one platform to the next. What that tells me is there may be and offset issues and the address is not lined up properly. Hopefully in that situation is a blank area of the ECU so if you populate it nothing will happen. The system was never designed for 24x, only 58x and a couple of different cam sensor options. Not saying it can't be done, but it's not as simple as changing a value from 58 to For example, the value that tells you how many teeth are on the relulctor is actually 60 and there are a few other things that need changing. The things is that the crank pulse not only tells the engine RPM, but it is also used for triggering code loops for spark, fuel, dod, cam phasers and a whole bunhc of other things that need to be calculated prior to delivering fuel pulses, spark etc. If someone wants to experiement i'm open to it. Let me know an OS you can test with and i'll add some things to play with. I count sheep in hex Page 1 of 3 1 2 3 Last Jump to page:. All times are GMT The time now is PM. Write Review. Gain insider access for ALL things Performance. Product Details This module is only designed for a newer engine with a 58x crankshaft trigger wheel and 4x camshaft trigger wheel going into an older 24x vehicle. It will not convert the 24x crankshaft trigger signal to a 58x crankshaft trigger signal and no module exists to do this. You must physically change the reluctors in the engine. This module does not work with front wheel drive LS applications. The Lingenfelter TRG module allows Gen IV GM V8 engines with the 58x crankshaft trigger or reluctor wheel and the 4x camshaft timing gear to be installed in earlier vehicles designed to accept the 24x crankshaft trigger wheel and the 1x camshaft trigger wheel without having to take the engine apart to change the cam timing gear or the crankshaft reluctor wheel. The Lingenfelter TRG is a plug-and-play design that connects directly to your existing wiring harness and to the factory engine sensors and has its own power source harness. Some early Gen IV V8 engine equipped vehicles that will need a camshaft sensor extension harness. TRG Key Features Fully encapsulated potted construction for increased durability High temperature glass filled Nylon low profile case Transient voltage and over voltage protection have been incorporated into the design to accommodate the ever increasing electrical demands of modern vehicle control systems. After a valid crankshaft and camshaft signal engine rotating is present the LED will switch to GREEN to indicate that the input signal s are valid and the 24x crankshaft and cam sync outputs are active. Related Items. Have always wanted to try it out but kinda reluctant Any problems? Pro's-Con's On the Lingenfelter site under description, it says it's pretty much straight forward plug-n-play. Just want a little more info of someone who's used it. Yeah I have used it since it came out. Its really plug in play, you wont even know its there. I have put several 08 LS2's in camaro's and trucks with no problems. It sure beats changing the relector wheel like before. It sucked tearing down a new motor just to change that. We have used several. I have had several malfunction. Were batting about. That's not good! Yeah, I'm trying to get an idea of what to expect, I mean, nothing's perfect Yeah, I have a few act up but they were all on trucks. Lingenfelter has been really great to deal with and stands behind there work. They think its a heat issue that causes some to mess up. I've never read the install manual for this thing, but mounting it in the engine bay should be a last option unless it's well clear of the motor. Though they didn't learn, look at the first Alloytec with the little Bosch ECM mounted on the head, are they stupid or what? And yes, they fail all the time 'just' 5 years down the track. And the engine is very smooth now Some didnt even get to summer. Mine played up almost instantly on a 30 degree day sitting in bumper to bumper traffic, probably due to the long headers and supercharger. The good thign about the kit is it gives you all the wiring details so if you need to lengthen the wiring it's easy to do. Stupid or maybe Bosch was a little overconfident or naive on their understanding of what "heat" really is. When the original VB Commodore pilot cars built in Germany by Opel came to Australia for initial testing as part of the V car program they literally fell apart on local roads and conditions. The struts punched through the strut towers without much effort. Cool temps and nice smooth roads in Europe dont add up to much when they come down under. But being a Jag fanatic to him this was acceptable because they weren't designed for Australian conditions. I have a friend who works at Logicar, he told me those VZ Alloytec ECM's are failing like you wouldn't believe these days, imagine what they will be like in another 5 years time. Cheers, Ross. Cheers, Ross LOL yes. And thats if the Jag was even running from stories I have heard. Went to school with someone whose father kept it secret that it was in the shop once every two weeks. Is that a Bosch brick to be? LOL yes. You know Jaguar has part numbers for the oil leaks too. I used to remind him the only thing that didn't fail on that car was the GM transmission they used. Yes it is. The issues Lingenfelter were having was half related back to heat. As the units got hot they put extra load on the power feed they were recieving from the crank outputs on the PCM. This inturn overloaded the circuit and the PCM went into shutdown protection mode. So it is not the module that has failed but the fact the PCM is in shutdown mode. To over come this Lingenfelter has redesigned their new units to have a seperate power and earth wire now and this is how they are shipping now along with some extra heat sheilding on the crank wires near exhaust. Reason why i say it is only half the problem Heat is that i have seen them from brand new on first start up have issues and once we bypassed this issue used an alternate power source all was good.. We have been using them since first release and have had a few come back. Great product! Buy one and it will be "gameover"! To over come this Lingenfelter has redisigned their new units to have a seperate power and earth wire now and this is how they are shipping now along with so extra heat sheilding on the crank wires near exhaust. No worries guys all is well! We are experiencing a similar problem with my car. Every time it gets hot out or I stop to update a tune, it quits. Happened to me last year while the car was hooked up for inspection rigth after the install. I think he said they are on backorder? Any help Brent? Thanks for a great product idea Joey installed and updated Converter TRG worked flawlessly. Thanks LPE for the quick turn-around. That is great Customer support : Ed M. All rights reserved. Remember Me? What's New? Page 1 of 3 1 2 3 Last Jump to page: Results 1 to 15 of Thread: 58x to 24x converter Box. Member Since Oct Location sydney Posts 2, Putting a L76, L98, LS3, LS7 or any late model engine into your early model car used to require changing the reluctor wheel on the crank to work with your early PCM, But not any more with a simple plug in device your late model engine will plug directly into your early model PCM, saving you time and money, no more changing reluctor wheels, no more stripping band new engines.. Well done to all involved making this. How accurate is the pulse width simulation? Re: 58x to 24x converter Box they work perfectly mate Re: 58x to 24x converter Box WOW i like See ya's in the new year when i get back Happy new year!! Re: 58x to 24x converter Box will make it very simple mate have a good one tonight and dont drink too much!! Re: 58x to 24x converter Box So does this mean you wont have to change the crank sensor or the knock sensors, can you use the stock L98 ones of these. Sounds like a very simple option having done a L98 conversion already. Re: 58x to 24x converter Box knock sensors need to be changed still. Re: 58x to 24x converter Box This great news! Going to mate soooo many people happy and save alot of money for alot of punters. Im going to have to try one of these out. Knock sensors I can understand because the PCM actually uses the 2 supplied 6ltr knock sensors and then checks the crank position to estimate what cyl is showing knock. Member Since Apr Location home Posts Re: 58x to 24x converter Box Certainly a leap forward! Re: 58x to 24x converter Box. Originally Posted by vxcalais. Member Since Aug Location S. Posts 1, Seems funny that a 58x to 24x converter box has hit the market. I remember various so called "experts" telling me it could not be done Thank you. Sorry if I have taken this thread of track. Some say the glass is half full, some say the glass is half empty. I say "Are you gonna drink that? Page 1 of 3 1 2 3 Last Jump to page:. Replies: 53 Last Post: , AM. Replies: 0 Last Post: , PM. Replies: 4 Last Post: , AM. The time now is AM. All rights reserved. Page Time: 0. The first step to this swap is knowing the differences between the two engines. The early version of the Gen III is equipped with a 24x reluctor wheel, drive-by-cable throttle body, rear mount cam sensor, and single-wire knock sensors are under the valley cover. The later version of the Gen III had all of these same features, only replacing the manual driven throttle body with an electronic unit. The Gen IV engines utilize a 58x reluctor wheel, relocated the cam sensor to the front cover, and moved to a smaller, more advanced two-wire knock sensors. There are a couple of different routes you can go depending on your build. While this has been done, according to Adams, this option does not offer a very high success rate. The first obstacle is the knock sensors. As mentioned before, the Gen IV uses a more sophisticated two-wire sensor the b

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olts to the side of the block. You will need to drill and tap these holes to accept the larger Gen III knock sensors. Secondly, you will need to convert the 58x signal back to 24x. This harness will plug into your OEM connectors and allow for the hook up of the remote-mounted knock sensors and the front mount cam sensor. More Stories Corvette Racing C7. We will safeguard your e-mail and only send content you request. We'll send you the most interesting LSX Magazine articles, news, car features, and videos every week. We promise not to use your email address for anything but exclusive updates from the Power Automedia Network. About Us Sponsors Advertising. News All News New Products. Corvette Racing C7. R On Bring A Trailer. What is Pro Touring? Article Sources. Lingenfelter Performance Engineering. Scoggin Dickey Parts Center. Latest News. More Stories. Late Model LS Power in your inbox. Subscribe Now. We think you might like No thanks. Classic Chevy Magazine. Drag Racing. Engine Tech.