

# **RX8 Totality Swap Purchase Guidelines and Pricing Information**



**Below are the driveline components needed to complete the LFX Totality Swap:**

## **•2012-present (2019) 3.6L LFX engine:**

We suggest purchasing an engine from a FWD variant instead of one from a Camaro. The engines are equal for the purpose of our swap and produce identical power output. The FWD LFXs are newer, cheaper, and more abundant.

**Note:** If using a FWD engine, you will need to purchase a Camaro intake manifold, front + rear water outlets, CCV tube, and oil pressure sensor. If using a Camaro engine, you will need to purchase the FWD engine fuel line. The part numbers for these parts are listed below. They can all be purchased on Rockauto.com. We recommend replacing the high pressure fuel sensor on all engines as we've experienced problematic sensors on multiple swaps.

### **If converting FWD LFX:**

- Intake manifold: 12642700
- Front water outlet: 1511056
- Rear water outlet w/ thermostat: 12652327
- CCV tube: 12638437
- Oil pressure sensor: 12674782
- High pressure fuel sensor: 12635273

### **If converting RWD LFX:**

- Fuel line: 12671745
- High pressure fuel sensor: 12635273

## **•2012-2015 Camaro 3.6L engine accessories:**

The alternator, starter, and A/C compressor can be purchased new or used. Your build can include a/c or you may choose to leave it out. No power steering pump or bracket is needed as the RX8 has an electric power steering unit. The alternator bracket should be purchased new. Keisler Automation sells our own version of the a/c compressor bracket because the OEM unit is extremely expensive. Our unit is less than 30% of the price. Below are OEM part numbers for the accessories and alternator bracket.

- Starter: 12644788
- A/C Compressor: 1522273
- Alternator: 13502988
- Alternator bracket: 12612734

## **•2010-2015 clutch and flywheel assembly:**

We recommend purchasing LUK OEM dual mass assembly for street and light track use. For high performance, the Spec single mass flywheel and clutch assembly is preferred. The LUK unit is equipped with new concentric slave cylinder. The Spec unit is not. We recommend purchasing a new concentric slave cylinder for the SPEC unit.

- LUK- 04262
- Spec- SC36A-2 and SC361-2
- CENTRIC Slave Cylinder- 13862024

# RX8 Totality Swap Purchase Guidelines and Pricing Information

## •2010-2015 Camaro 3.6L MV5 Manual Transmission:

Any manual transmission from the 2010-2015 3.6L Camaro

## •2010-2015 Camaro 8.6" Rear Differential:

- 2010-2015 V6 automatic differential- WILL NOT WORK
- 2010-2015 V6 manual transmission and V8 automatic transmission- 3.23 LSD
- 2010-2015 V8 manual transmission- 3.45 LSD
- 2010-2015 V8 manual transmission 1LE- 3.91 LSD

**Note:** If you are building a daily driver and are concerned with decreased fuel economy and high RPMs on the interstate, we recommend the 3.23 differential. If you want all out performance, the 3.91 will produce 20% more torque at the wheels. These differentials are rare and expensive. We recommend purchasing the 3.23 differential and GM performance 3.91 ring and pinion set. This combination will be substantially cheaper than purchasing a 3.91 differential outright. Aftermarket high performance LSD units are also available and can be installed when completing the ring and pinion exchange. The Eaton Truetrac is a great unit for the price. Many aftermarket gear ratios are available if the ones above do not fit your needs.

- 1LE 3.91 GEAR KIT: 22813040
- Motive Gear Differential Carrier Shims: SS12
- Eaton Detroit Truetrac Differential: 912A686
- American Axle Master Bearing Kit: AAM74060018
- ACDelco Differential Axle Seals: 92230580

Below are the gear ratios for the MV5 transmission. You may use these to determine which rear differential gear ratio best fits your needs-

First: 4.48 Second: 2.58 Third: 1.63 Fourth: 1.19 Fifth: 1.00 Sixth: 0.75 Reverse: 3.67

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***After the items above are purchased, our Totality Swap Kit is all that is required to complete your project.***

## Automatic RX8 Donor Conversion:

Starting your project with an Automatic RX8 donor car is fairly simple and straightforward thanks to the comprehensive Totality swap. Below are the various items that need to be purchased to complete the conversion-

- Manual transmission equipped brake pedal assembly
- Manual transmission equipped brake master cylinder reservoir
- Clutch pedal assembly
- Shift boot or complete center console assembly

**NOTE:** A jumper wire will need to be installed in the automatic donor car wiring to bypass the OEM function of the Neutral Safety Switch. We can provide documentation for this simple procedure.

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## Pricing:

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Good condition RX8 roller:-----\$500.00-\$2000.00

Used drivetrain components:-----\$1500.00-\$3000.00

Custom exhaust:-----\$200.00-\$1200.00

LFX Totality Swap:-----\$8000.00

A/C Lines:-----\$350.00

Totality Track Package:-----\$1000.00

Complete Totality Swap Installation:-----\$2000.00

- Shipping charges are established after the order is confirmed. Expect \$125.00-\$200.00 for UPS ground with insurance to ship an entire Totality Swap Kit within the contiguous 48 states. We can also ship worldwide on a case by case basis.
- We accept check, bank wire transfer, Paypal, and online payments through our website for purchase of the Totality Swap Kit. If using Paypal or a transaction through our website, an additional 3% will be added to the total amount to account for CC transaction fees.

**In-House installation:** Turn key cars start as low as \$14,000.00 and the build process can be completed in as little as 1 month depending upon our current production workload. We will personally pick you up from the airport in your Totality Swapped RX8, then bring you to our workshop for an overview before you happily drive your RX8 home. We can also coordinate with your shipping courier to deliver your RX8 anywhere within the US.

Our above installation figure is based upon the client delivering the donor car and all of the needed components listed above. If the client would like us to source the donor and/or the new and used drivetrain components, the price will be adjusted accordingly as this process is quite time consuming.

We typically stock donor RX8s and turn key cars ready for immediate sale. Ask us for our current inventory.

**Thank you for trusting Keisler Automation to restore another Mazda RX8 into a worthy daily driver or track car. We hope you enjoy the full experience as much as we have!**

**- Andrew Keisler | Owner of Keisler Automation**