

This is Google's cache of <http://www.club202.com/forums/printthread.php?s=6a28cbeaee7c4caa8a221a85dc3d8409&threadid=7059>. It is a snapshot of the page as it appeared on 1 Jun 2010 15:56:49 GMT. The current page could have changed in the meantime. [Learn more](#)

These search terms are highlighted: **birth of another c55**

[Text-only version](#)

[CLUB202.COM](#)

Pages (15): **[1] 2 3** » ... **Last** »
[Show all 224 posts from this thread on one page](#)

CLUB202.COM (<http://www.club202.com/forums/index.php>)

- **Performance Tuning** (<http://www.club202.com/forums/forumdisplay.php?forumid=8>)

-- **birth of another C55** (<http://www.club202.com/forums/showthread.php?threadid=7059>)

Posted by 98c43amg on 06-05-2005 08:12 PM:

birth of another C55

The conversion is happening. My C4.3L motor came out yesterday (I actually feel sad & guilty). 5.4L is to go in today. I took a lot of pics; though the wife has the digital camera on her trip so I had to use our APS camera. Will have it developed to a CD.

Carl (coolcarlskic43) couldn't have been more correct. He set me up with a great guy to do it. The whole krew is a pisser; lots of euro tuner talent and "enthusiasm" (haven't seen a pissing contest to that degree about who's car can kick who's ass for about 20 years, but with wads of cash this time! 🤔 ... though I figure that was answered in the wee hours of the morning after the work was done). more to come. 🤔

```

:
: a.k.a. c55m8o
:
: Old W210 E55s never die ... they just turn into W202 C55s! 🤔
:

```

Posted by Under Pressure on 06-05-2005 08:42 PM:

Nice. A few years ago (before E55 motors became more available) the cool W202 thing to do was forced induction. This is definitely going to be the new hotness!

<http://www.tamparacing.com/gallery/data/500/10706amg.jpg>

Posted by albanianbenz on 06-05-2005 08:49 PM:

about how much does the labor of this swap run, if I send it to same guy doing yours?

I assume all the parts cost around \$8k

Posted by 98c43amg on 06-06-2005 07:46 AM:

IT'S DONE!

It's Done ... And it's more then I could have imagined!

Right after restart, there was a "scarry" bunch of minutes (to me at least) with all the clanking coming out of the engine. After all, it had a complete valve job, so there was some concern in the back of my mind that not everything went together perfectly. But I was assured the lifters were so dry, it would take some time for it to "lube up". And that's what happened.

I let Jeff, the guy who did the work, have 1st crack at behind the wheel. Picture this -- a man who owns a turbo'ed C36 (used to be dual turbo measured @ 450hp @ the wheels, now one big honk'n turbo), who's no stranger to run'n it out and a good street race here and there -- exclaiming very enthusiastically saying things to the effect of "holy shit man, this car is fast ... this car can run..." (with three people in the car too). I'm not say'n my car's compared to his. But the fact that my car can impress a guy like that ... I'm freak'n on cloud nine.

Stock exhaust, Stock chip (on RON93 ignition retard), and it rips -- low milage engine with a good valve job making a lot of compression has a lot to do with it I'm told. I'm kind'a sorry I dished out the dough for chip'n it (wheels are in motion and I already paid 100%). But Carl and Jeff think I'll still get more out of it.

To answer, he spent I'd say, 20 hours on my job (25 - 30?). However realize, mine was in a fire, had crap throughout the cooling system so needed a few hours work to flush it clean; water and crap in the heads and some cylinders, so hours with that, had a valve job so was broken down to the point before removing the rods from the crank, then rebuilt , and needed =every= external part transfered from my C43 motor to the E55 motor (I basically got a long block with problems). Carl's job was more like 10 - 12 hrs I believe (not counting the post install problems they encountered due to the one of the cam's timing being off and the resolution of that).

I'm not going to estimate any cost though as every job is unique; I might owe Jeff more for the extra work he didn't expect with the original quote. But those are the hours. You should be able to get an engine from \$5000 - \$10000. The hourly or job rate to install. Plus ancillary parts that wear that you don't want to re-use on the new replacement, then plugs, fluids, etc.


I can't imagine a better man to do the job however.



::::

:: a.k.a. c55m8o

::::

:: Old W210 E55s never die ... they just turn into W202 C55s! 

::::

Posted by coolcarlskic43 on 06-06-2005 11:51 AM:

It's just amazing just how fast Steve's car feels. I'd swear it feels a tad quicker than mines. Yep Steve's car is a real beast so now I understand that there are now four w202's in the US with the 5.4L motors installed and Jeff is now the builder of two of them.

Congratulations Steve!

I knew you'd love it.

<http://img98.exs.cx/img98/2508/c55andc434cc.jpg>

silver 1998 AMG c43 to C55 convert(293whp/307lbft TQ) ,1999 M3,1995 400 whp eagle Talon Tsi AWD,94 BMW 325i to M332i(M3)conversion

Posted by 98c43amg on 06-06-2005 04:28 PM:

Thanx for everything Carl. 

I still think your car feels more like a locomotive when it hits second. The RON93 setting I'm running just makes it jump off the line a bit more. Amazing how close the two cars are tho. (for all those reading, Carl and I played a bit. when we both sync'ed up a good launch for about a 3/16th mile run, the two were absolutely neck & neck) I kinda think if we ran it out through 4th you'd have me. I Gotta go for a dyno!

This is Google's cache of <http://www.club202.com/forums/showthread.php?s=30b54063e635715120a8b3709813ef22&threadid=7059&perpage=15&pagenumber=10>. It is a snapshot of the page as it appeared on 9 May 2010 10:22:35 GMT. The current page could have changed in the meantime. [Learn more](#)

These search terms are highlighted: **birth of another c55**

[Text-only version](#)



CLUB202.COM > CLUB202 > Performance Tuning > birth of another C55



Pages (15): [« First ... « 8 9 \[10\] 11 12 » ... Last »](#)

[« Last Thread](#) [Next Thread »](#)

Author

Thread

NEW THREAD

NEW REPLY

c55m8o

C55 Charter Member



from a different thread ; posted here for better categorization and organization of material & answers...

| |
|--|
| Registered: Jun 2005 |
| Location: 40°-55'-44" N / 73°-24'-07" W |
| Posts: 1140 |
| Status: Offline |

quote:

Originally posted by sig425
the list of what one would need to buy is tough to find. Can I do it with just a block and heads or do in need the intake, injectors, UIM etc as well?

Yes, (if I understand you correctly) you just need a long block. Everything, I mean everything, can come off the 4.3L engine and get swapped onto the 5.4L engine. Of course, parts that wear should be replaced, however you really don't need to buy "anything" if you don't want to. I even was surprised @ 63K miles, I was recommended not to waste money on a new water pump.

- I'd change the plugs (I went with Denso's)
 - Change the belt
 - I was recommended to change the belt tensioner, as I was told that can go after 60K.
 - I had the flywheel sensor changed.
 - You can't help but replace all those fluids (sure adds up in \$\$\$ too).
- btw, I never realized, you have to take care filling the radiator fluid; have to force open the thermostat to force the air out in the beginning as you prime the engine with the fluid, as the engine is dry @ the start after the swap.
- DEFINITELY new motor mounts -- makes a world of difference (I have a separate thread on just that). There's some disagreement whether the E55 mounts are sturdier then the C43 mounts ... I went with the E55 mounts regardless.

However to repeat, all electrical related systems (wiring harness, wires, ECU, coils, etc) and fuel related systems (fuel pump, filter, injectors, anything

else), intake manifold, airbox, all ancillary external components, are swappable from the 4.3L motor to the 5.5L motor.

[My C43/55](#) | [Making of the '55'](#) | [MBenzNL On Board](#) | [SpeedyBenz Suspension](#) | [Shop Pix](#)

Last edited by c55m8o on 09-03-2005 at 11:26 PM

09-03-2005 11:23 PM

| | | | |
|---------|---------|-------|-----------|
| PROFILE | SEND PM | EMAIL | HOME PAGE |
| FIND | BUDDY | EDIT | QUOTE |

sig425
Senior Member

| |
|--------------------------|
| Registered: Aug 2005 |
| Location: fly over state |
| Posts: 257 |
| Status: Offline |

[Report](#) | [IP: Logged](#)

09-04-2005 03:29 PM

| | | | |
|---------|---------|-------|------|
| PROFILE | SEND PM | EMAIL | FIND |
| BUDDY | EDIT | QUOTE | |

I think I may have just answered my question about supercharging or bigger motor.

Now I just need to find a motor!

Im guessing calling salvage yards to ask for an e55 from 99 to 2000 is the best bet?

Last edited by sig425 on 09-04-2005 at 03:45 PM

Ashkan's C280
Senior Member

| |
|----------------------|
| Registered: Apr 2004 |
| Location: so cal |
| Posts: 1275 |
| Status: Offline |

[Report](#) | [IP: Logged](#)

09-04-2005 07:36 PM

| | | | |
|---------|---------|-------|------|
| PROFILE | SEND PM | EMAIL | FIND |
| BUDDY | EDIT | QUOTE | |

what about 01-02 those should work too right?

97 C280 RIP 09-14-07 killed by a reckless rice rocket jetta (I just try and remember the good times)

C43

Clear Corners, ss oil filter, avantgrade grill, sport pedals, clk door pins

c55m8o
C55 Charter Member

| |
|---|
| Registered: Jun 2005 |
| Location: 40°-55'-44" N / 73°-24'-07" W |
| Posts: 1140 |
| Status: Offline |

[Report](#) | [IP: Logged](#)

quote:

Originally posted by Ashkan's C280
what about 01-02 those should work too right?

Yep ; word is from Jeff M. (mb mech who did the swap) in 2001 the compression went from 10.5:1 to 11:1 (tho the specs still say 10.5:1 ; I dunno).

[My C43/55](#) | [Making of the '55'](#) | [MBenzNL On Board](#) | [SpeedyBenz Suspension](#) | [Shop Pix](#)

09-04-2005 08:04 PM

[PROFILE](#)
[SEND PM](#)
[EMAIL](#)
[HOMEPAGE](#)
[FIND](#)
[BUDDY](#)

[EDIT](#)
[QUOTE](#)

knvs
Senior Member

Registered: Mar 2004
Location: SF
Posts: 464
Status: Offline

[Report](#) | [IP: Logged](#)

quote:

Originally posted by c55m8o
Yep ; word is from Jeff M. (mb mech who did the swap) in 2001 the compression went from 10.5:1 to 11:1 (tho the specs still say 10.5:1 ; I dunno).

what does that mean? bc I swapped in a 2001 engine into my car.

09-04-2005 08:05 PM

[PROFILE](#)
[SEND PM](#)
[EMAIL](#)
[FIND](#)
[BUDDY](#)

[EDIT](#)
[QUOTE](#)

sig425
Senior Member

Registered: Aug 2005
Location: fly over state
Posts: 257
Status: Offline

[Report](#) | [IP: Logged](#)

more compression = a good thing = more power for less work

09-04-2005 08:40 PM

[PROFILE](#)
[SEND PM](#)
[EMAIL](#)
[FIND](#)
[BUDDY](#)

[EDIT](#)
[QUOTE](#)

sig425
Senior Member

Registered: Aug 2005
Location: fly over state
Posts: 257
Status: Offline

[Report](#) | [IP: Logged](#)

what about other cars? SL class? Sorry Im such a newb but I would imagin it will be tough to track down a motor since e55's are probably not as plentiful as say ford taurus

09-04-2005 08:44 PM

[PROFILE](#)
[SEND PM](#)
[EMAIL](#)
[FIND](#)
[BUDDY](#)

[EDIT](#)
[QUOTE](#)

c55m8o
C55 Charter Member

Registered: Jun 2005
Location: 40°-55'-44" N / 73°-24'-07" W
Posts: 1140

Yup. Supposedly I did too ... weird think is it said 2000 on the manifold in chalk. However the car the engine came out of (according to the engine serial #) was a 2001 E55, so I'm hoping I have the higher compression too.

[My C43/55](#) | [Making of the '55'](#) | [MBenzNL On Board](#) | [SpeedyBenz](#)

Status: Offline

Suspension | Shop Pix

Report | IP: Logged

09-04-2005 08:45 PM

[PROFILE](#)
[SEND PM](#)
[EMAIL](#)
[HOMEPAGE](#)
[FIND](#)
[BUDDY](#)
[EDIT](#)
[QUOTE](#)

coolcarlskic43
Senior Member



quote:

Registered: May 2004
Location: NYC
Posts: 724
Status: Offline

Originally posted by c55m8o

Yup. Supposedly I did too ... weird think is it said 2000 on the manifold in chalk. However the car the engine came out of (according to the engine serial #) was a 2001 E55, so I'm hoping I have the higher compression too.

Report | IP: Logged

Sure did feel like it! 😊

<http://img98.exs.cx/img98/2508/c55andc434cc.jpg>

silver 1998 AMG c43 to C55 convert(293whp/307lbft TQ) ,1999 M3,1995 400 whp eagle Talon Tsi AWD,94 BMW 325i to M332i(M3)conversion

09-04-2005 08:53 PM

[PROFILE](#)
[SEND PM](#)
[EMAIL](#)
[FIND](#)
[BUDDY](#)
[EDIT](#)
[QUOTE](#)

Ashkan's C280
Senior Member



Registered: Apr 2004
Location: so cal
Posts: 1275
Status: Offline

few mroe question is the tranny from 00 c43 the same as the tranny as 00-02 e55? Also are the drive trains and diffs from 00-02 e55 same as the drive train and diff from 98-00 c43? Last question can quick shift be added to a 98,99 c43 tranny? One mroe question last one... How much can these tranny's hold (e55,c43). Thanks, I know n00b questions but I am not sure which parts were the same during these years.

Report | IP: Logged

97 C280 RIP 09-14-07 killed by a reckless rice rocket jetta (I just try and remember the good times)

C43

Clear Corners, ss oil filter, avantgrade grill, sport pedals, clk door pins

09-05-2005 06:15 AM

[PROFILE](#)
[SEND PM](#)
[EMAIL](#)
[FIND](#)
[BUDDY](#)
[EDIT](#)
[QUOTE](#)

c55m8o
C55 Charter Member



quote:

Registered: Jun 2005
Location: 40*-55'-44" N /

Originally posted by Ashkan's C280
few mroe question...

| |
|-----------------|
| 73*-24'-07" W |
| Posts: 1140 |
| Status: Offline |

[snip]

[Report](#) | IP: [Logged](#)

.
. .
....dunno
. .



Seriously tho, I'd just be answering 2nd or 3rd hand. With that said, yes, they're the same tranni ... however many posts here and on other boards have described how the tranni has evolved and grown more reliable in later years.

E55 uses a bigger (heftier) rear differential and longer gears (2.82:1 or thereabouts vs. 3:07:1 for the C43) ... driveshaft should be the same.

dunno about quick shift (I like rowing the shifter for direct gear selection better anyway) ; dunno about torque handling in general ; tho it's pretty safe to say the tranni in the C43 can handle what the E55 motor can dish out.

...what's it matter?

[My C43/55](#) | [Making of the '55'](#) | [MBenzNL On Board](#) | [SpeedyBenz Suspension](#) | [Shop Pix](#)

09-05-2005 06:30 AM

| | | | |
|---------|---------|-------|-----------|
| PROFILE | SEND PM | EMAIL | HOME PAGE |
| FIND | BUDDY | EDIT | QUOTE |

c55m8o
C55 Charter Member



quote:

| |
|---|
| Registered: Jun 2005 |
| Location: 40*-55'-44" N / 73*-24'-07" W |
| Posts: 1140 |
| Status: Offline |

Originally posted by sig425
what about other cars? SL class? Sorry Im such a newb but I would imagin it will be tough to track down a motor since e55's are probably not as plentiful as say ford taurus



[Report](#) | IP: [Logged](#)

...any M113.9## 5.4L engine I believe...

[My C43/55](#) | [Making of the '55'](#) | [MBenzNL On Board](#) | [SpeedyBenz Suspension](#) | [Shop Pix](#)

09-05-2005 06:34 AM

| | | | |
|---------|---------|-------|-----------|
| PROFILE | SEND PM | EMAIL | HOME PAGE |
| FIND | BUDDY | EDIT | QUOTE |

Ashkan's C280
Senior Member



is there anyway to beef up this tranny, i.e. if you were going to add

| |
|----------------------|
| Registered: Apr 2004 |
| Location: so cal |
| Posts: 1275 |
| Status: Offline |

kompessor or just some better internals and wanted make the tranny stronger, how would this be done? is there another tranny that could be used? Or can parts from another tranny be used? Aftermarket?

[Report](#) | [IP: Logged](#)

97 C280 RIP 09-14-07 killed by a reckless rice rocket jetta (I just try and remember the good times)

C43

Clear Corners, ss oil filter, avantgrade grill, sport pedals, clk door pins

09-05-2005 08:27 AM

| | | | |
|---------|---------|-------|-------|
| PROFILE | SEND PM | EMAIL | FIND |
| BUDDY | EDIT | | QUOTE |

Ashkan's C280
Senior Member



Happy Labor Day!

| |
|----------------------|
| Registered: Apr 2004 |
| Location: so cal |
| Posts: 1275 |
| Status: Offline |

97 C280 RIP 09-14-07 killed by a reckless rice rocket jetta (I just try and remember the good times)

C43

Clear Corners, ss oil filter, avantgrade grill, sport pedals, clk door pins

09-05-2005 08:32 AM

| | | | |
|---------|---------|-------|-------|
| PROFILE | SEND PM | EMAIL | FIND |
| BUDDY | EDIT | | QUOTE |

coolcarlskic43
Senior Member



quote:

| |
|----------------------|
| Registered: May 2004 |
| Location: NYC |
| Posts: 724 |
| Status: Offline |

Originally posted by Ashkan's C280
is there anyway to beef up this tranny, i.e. if you were going to add kompessor or just some better internals and wanted make the tranny stronger, how would this be done? is there another tranny that could be used? Or can parts from another tranny be used? Aftermarket?

[Report](#) | [IP: Logged](#)

Donnie Drummond told me he's using the stck C43 Tranny in his 11.5 sec S/C C43/55. So it's more than capable to handle the power of a supercharged M113 motored car. The newer E55 compressor trannies are better though for the built extra Pwr from those F/I motors.

Yes speed shift can be adapted to the 98-99 C43 trannies. The 2k C43 already comes with the speedshift tranny and is the same in the E55.. Finally, most automatic trannies can get beefed up if you have the payola(\$\$).

<http://img98.exs.cx/img98/2508/c55andc434cc.jpg>

silver 1998 AMG c43 to C55 convert(293whp/307lbft TQ) ,1999 M3,1995