



Has anyone done a non-computer to computer engine swaps?

Post by: 65_flexible

Hi folks. I've got a bus conversion I'm in the process of restoring. My engine, a fully mechanical Detroit Diesel, is getting to the point it needs an in-frame overhaul. I've been giving serious thoughts to upgrading to a DDEC 8v92T, or a Series 60, and given I currently have no in-bus computers or OBD ports or anything, think it would be about the same effort for either upgrade.

I've been having trouble finding info on the in-bus computers and wiring needed, or finding other folk who have done any other fully mechanical to computerized engine swap, so I thought I'd reach out to the good folks on this board to see if anybody here had info or advice in this area. What say you, fellow bus nuts?

Post by: chessie4905

IMO, if you are serious about this, I would go with a series 60. Probably buy a whole semi-tractor with one in it in good shape. Everything would be there for your needs. Newer DDEC should be easier to deal with. I'm assuming you don't need a left-hand sideways engine. I have no idea how much you'd get into buying a tractor. Might be out of your price point, but easier than tracking down myriads of parts over months or years.

If you have a sideways engine, just fix what you have. Limited choices for that combo. Only practical alternative would be going to a 6V92. Even that would require changes and parts chasing.

Post by: lvmci

Gary and Van from B&B, put in a series 50 from a city bus into a 1960 Flexible, with a reduced amount

of the electrical connections and wiring.

Post by: luvrbus

The ISM Cummins 400 to 500 hp is easier and you will never keep a 8V92 cool in FLX

Post by: Van

Yes, I have done quite a few @ B&B Coachworks, we used donor buses. Not familiar with a '65 FLX, what's it got under the hood for power now? Last FLX we did was a Fifty something Starliner. Took out the 471 DD and shoehorned a Series 50/B500R in it that came from a Phantom transit from Oregon.

Post by: 65_flexible

Quote from: chessie4905

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This is a good idea, I hadn't actually thought of that. But given some of the quotes I've received are \$30k plus for an in-frame overhaul, it's probably a realistic option. The engine currently in there is a mechanical 8V92T that's longitudinal and standard rotation, 450 horsepower, two-side radiators with two gigantic hydraulic fans, so cooling has been fine. The series 60 would actually be smaller, and shouldn't have problems fitting.

Post by: 6805eagleGuy

As some know, I was able to pick up a bluebird LTC-40 at a decent price, (auction) which came with S60, B500 and full-length wiring harness. I also used driveshaft, charge air cooler, alternator, entire front wiring harness with relays, front steering box, tie rod, and steering wheel, not to include the air ride driver's seat. Start adding all that up and you have real money.

Donor bus is the way to go in my opinion. Didn't have to touch wiring hardly at all, and the rest I was familiar with, I.E. plumbing coolant, fuel, charge air and exhaust. Now on the DDEC side, I have a December '99 engine with DDEC 4, so I am before any emissions. Mine is set 430 hp, 1650# torque. For getup and go? It's a bus. It won't slam you in your seat. But when it hits 3rd gear, you know it.

