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 [Today at 04:01:15 PM] [snakezulu7](#): lol
 [Today at 08:29:33 PM] [Wonderingraven](#): I wished there was a better ca18det guide, this one is kinda hard to follow

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**Here he comes, here comes
 Wonderingraven, he's a demon
 on wheels!**
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Author

Topic: 18det S12 Swap Guide (Read 31530 times)

sam31183

Dark Lord of The Drift
 Moderators
 S12 Guru

 Location: Long Beach Wa.
 Posts: 8,461
 Vehicle: 1985 Nissan 200SX



18det S12 Swap Guide

« on: 02:16:13 AM / 22-Aug-06 »

[Quote](#)

Important notes about this thread:

- The information in this thread may not apply to your year/engine S12. As such, it is recommended you use the information in this thread in conjunction with information provided in an S12 FSM/180SX FSM
- This thread will be edited and updated from time to time with information regarding the wiring/components for different years/engine configs of S12s as they can be different. If you find something different in your swap from the information provided in this guide, please pm me, an mod, or chat me up on msn messenger, email addy is theultimateinsanemonkeyisinyourhouse@hotmail.com
- As always, the writer of this guide, and the club that is hosting it on the forum are not responsible for any loss of money, time, loved ones, or valuable limbs that may arise during the long arguious (sp?) battle that is the CA18DET/S12 Swap.

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- Section 1: Tools recomended/needed for swap
- Section 2: Removing your engines
- Section 3: What to do once your engine is removed
- Section 4: Wiring
- Section 5: Install
- Section 6: Misc. recommended components
- Section 7: Helpful links with more information
- Section 8: Current CA18DET facts and myths

Section 1 Recommended tools for swap

Welcome to the exciting world of the 18det/s12 swap. With you just starting out here is an brief list of tools/literature

you will need to get going on your swap.

1. An socket set of some kind, doesnt matter which kind as long as its got like 10 mm all the way up to 22mm 23mm or so.
2. An set of open end wrenches, ranging in size as same as the sockets.
3. An set of ratcheting wrenches is recommended, but many times you can get away without.
4. An pipe that will fit over your ratchet handle that you can use as leverage for those more reluctant bolts.
5. Screw driver set with many different sets of bits.
6. Engine hoist, engine stand, jack, and jack stand.
7. S12 fsm for your appropriate year car, and 180SX fsm
8. An digital camera is nice if you run into any problems, or find out something that was originally said on the forum couldnt be done, to prove us wrong.
9. Torque Wrench.

Section 2: Engine Removal

1. Jack up car, drain rad fluid, oil, and transmission fluid.
2. Disconnect rad hoses, unbolt mount holding up driveline before transmission.
3. Set jack under tranny, raise tranny up an bit, then undo transmission mount bolts, slowly let transmission down.
4. lower car, disconnect engine harness, disconnect clutch slave, remove rad.
5. Find an place to hook engine hoist to engine, jack engine up slightly, unbolt engine mounts.
6. Meanuvre engine/transmission out of car and set in corner of shop.

Repeat process for front clip if you purchased front clip, if you have an motorset then dont worry about it.

Section 3: What to do once your engine is removed

You now have your stock engine/trans sitting in the corner of your shop and your ca18det sitting somewhere else in your shop...whats the next step? It depends on your scenario.

Scenario 1, You purchased an front clip, your CA18DET with C transmission are sitting on your shop floor.

First step, remove your 18det from its C transmission, and put your 18det on an engine stand. Next you need to replace the following, timing belt, head gasket, and water pump. Once that is done you need to take your engine off the engine stand, replace the clutch, then bolt it back up to your transmission. If you have some extra money, it is also recommended to replace the exhaust dumpipe at this time to as once the engine is in there is no real room to remove it and replace it...also you can get an larger one then stock.

Scenario 2, You purchased an motor set. First thing you need to do is put your 18det on an engine stand and replace everything that you would in scenario1. Normally with an engine set, they sell you the C transmission that came on the engine. If for some reason your engine is without the transmission just remove your stock transmission and mount it to your CA18DET.

Another thing to note is that on my engine my brackets where the same on my 18det as the ones on my 20e, which looked like this



Your brackets however may look like this, if they do, your stock ca brackets will mount to the block.



Also if you swap an S13 trans into an S12 MkII, it will bolt up to the S12's trans mount, but you will need the front half of an S13 drive shaft and bolt that up to the back half of the S12's. If you swap an S13 trans into an S12 MkI, you will need a custom trans mount. As for the driveshaft, I don't know, but the technique for the MkIIs might work. Or a custom 1 or 2 piece drive shaft may have to be purchased. (thanks to nemesis for mentioning this and needcafors13 for discovering this on his S12/KA drift car.)

Section 4: Wiring

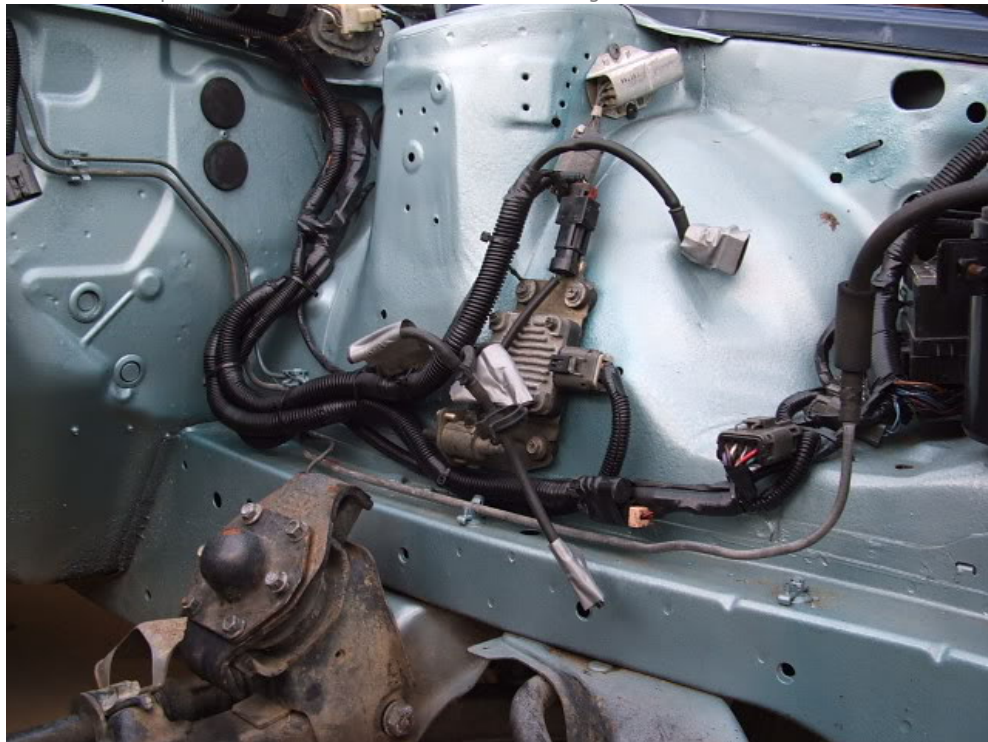
Before I go head on into wiring, I think its important to point out the things needed to make everything work. These are things you should look for if you are buying an engine set, or front clip. If you end up having to buy an used harness because you couldnt get one with your engine you will want to ask about these also.

Now naturally the system isnt to much different from the stock system...you have the engine harness, the maf, and the ecu. But you also have an ignitor and an dropping resistor. The dropping resistor looks like this



It is the silver rectangle box on the left.

(note, if your harness did not come with an dropping resistor you can use an dsm dropping resistor(1st gen dsm...IE 90 Eagle talon or eclipse), the write up for that is in the myth section.) And here is an pic of an ignitor, it is the silver box with ribbed protrusions on the outside of it above the engine mount



(pic courtesy

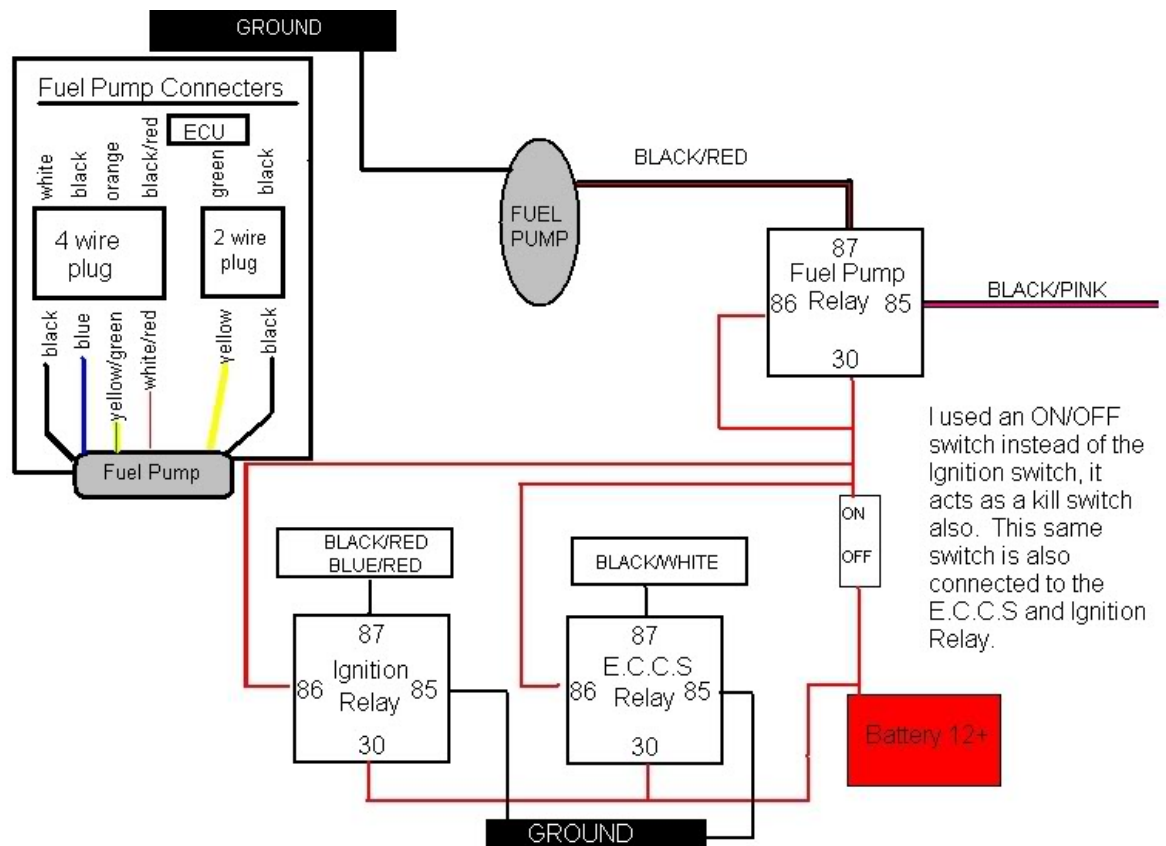
of umaii naa).

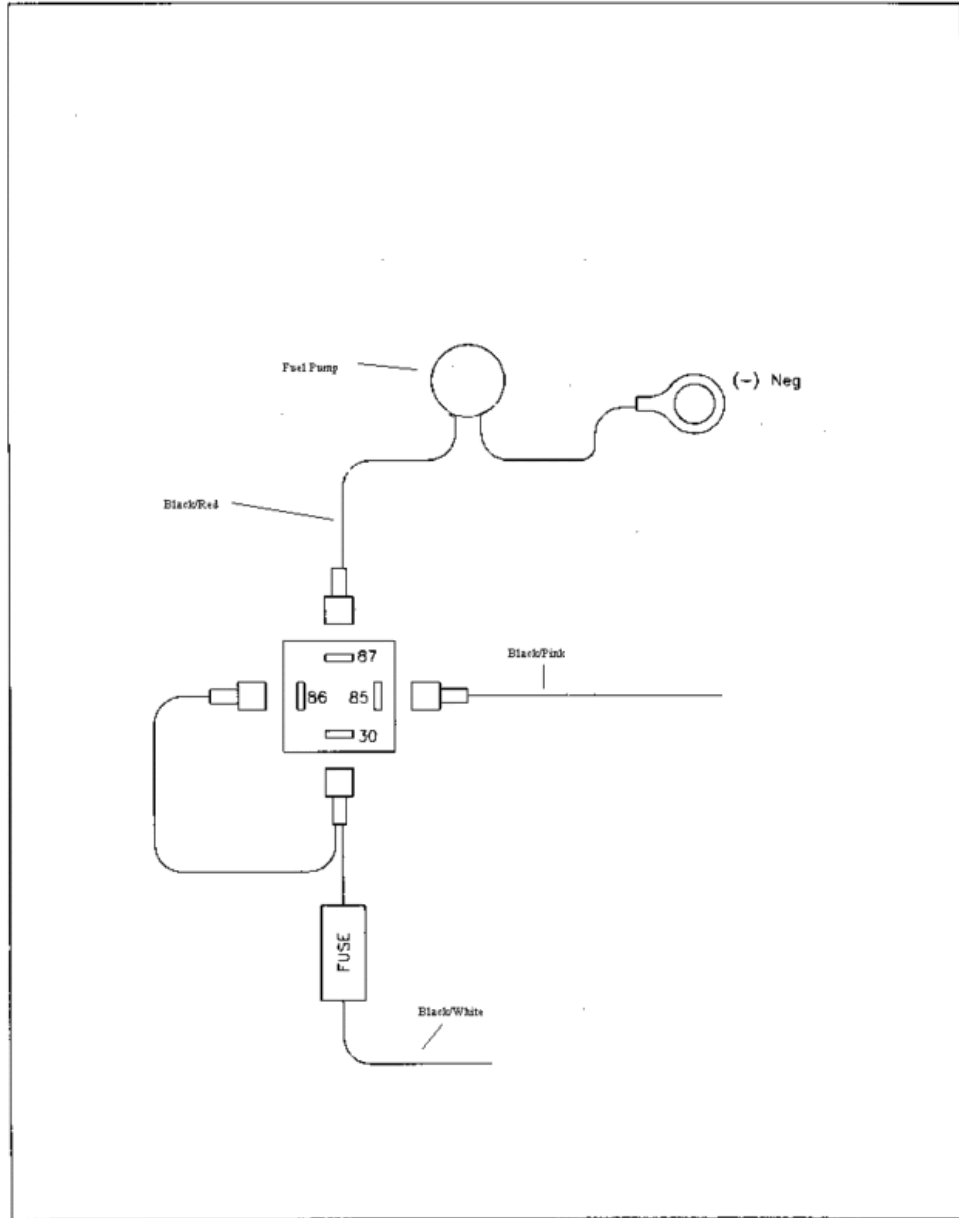
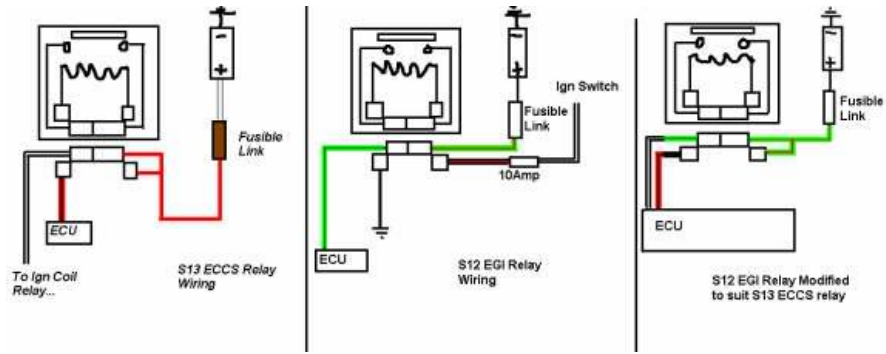
As for harness routing, this is how I have done it on my 85 lhd usdm s12.

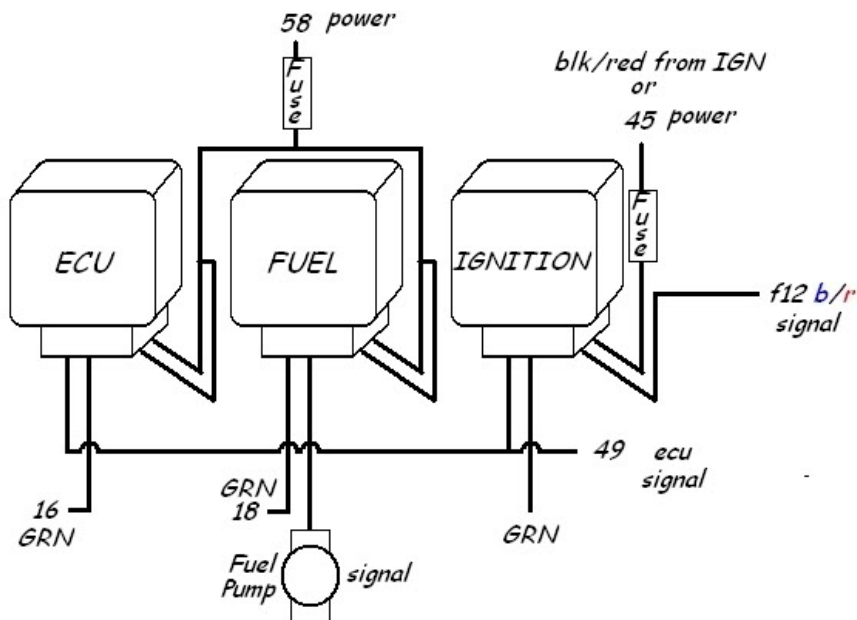
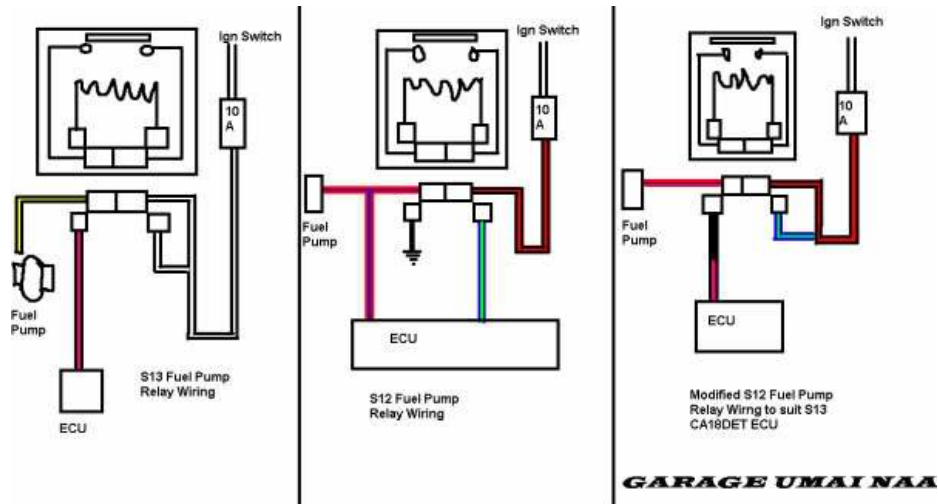
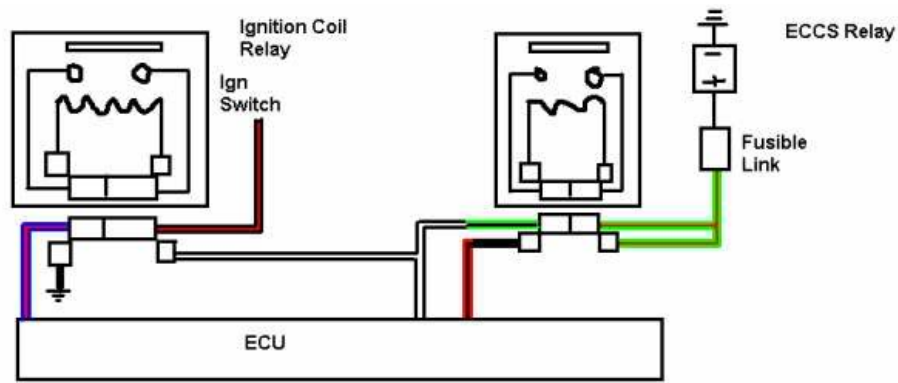


I pretty much routed it thru the same way the 20e harness runs. There is an plastic elbow piece inside the 18det harness tho that I removed by untaping the harness, removing it, then retaping the harness. This allowed me to gain an couple of inches on my harness. Now for the fun part...the wiring.

Here are some relays wiring diagrams, The KA/s12 wiring schematic and SR/S13 wiring schematic are less important, but are a good reference, and also are nice to have if you have a friend who might want you to help them with a swap.







S12 CA18DET RELAY DIAGRAM

Another important thing to remember, that isnt always shown in the wiring diagrams is that you should have a fuse and a fusible link inbetween each relay and its power source. A lot of people right now are just using fuses, and no fusible links and are getting away ok with it, however the fusible link is a good safety precaution to keep your ecu from

getting fried.

The below is previous wiring info, and should only be used in comparison with the relay diagrams, follow the diagrams tho, if the below doesnt match them, follow the diagrams instead.

Yellow/red wire on the s12 harness goes to the black and red wire on the 18det harness, this is for the fuel pump relay
 blue/red wire on the s12 harness goes to the reb and black wire on the 18det harness, this is ecu relay
 black/red wire on the s12 harness goes to the red wire on the 18det harness, this is ecu back up power
 blue wire on the s12 harness goes to the black/blue/red wire on the 18det harness, this is the main ignition power
 green/black wire on the s12 harness goes to the black white wire on the 18det harness, this the ecu power
 black/yellow wire on the CA18det harness, which is the idle air valve power, along with the o2 sensor which is the brown wire, both go to any 12 volt switched source.

The neutral switch on the CA which is green/orange goes to the neutral switch on the s12 harness which is also green/orange

For more clarification on the wiring, you should look at the ka/s12 swap and the s13/sr swap. The KA/S12 swap looks like this:

<u>Function:</u>	<u>s12</u>	<u>Location:</u>	<u>to</u>	<u>s13</u>	<u>Location</u>
Neutral Switch	Green/Orange	Under Dash White Plug		Green/Orange	Behind battery
Fuel Pump Relay	Yellow/Red	Under Dash White Plug		Black/Pink	
Fuel Pump Ground	Purple	Under Dash White Plug		N/A	
ECCS Relay	Blue/Red	Under AFM Gray Plug		Red/Black	
ECU Backup Power	Black/Red	Under AFM Gray Plug		Red	
Main Ign. Power	Blue	Under AFM Gray Plug		Black/Red	
ECCS Power	Green/Black	Under AFM Gray Plug		Black/White	
Idle Air Valve Power				Black/Yellow	
o2 Sensor Power	any 12V switch			any 12V switch	
				White Plug	Under Dash/ECU area
Tachometer	Green	Under Dash White Plug		Yellow/Red	
Speedometer	Use the Cable One			Yellow/Green	
Start Signal	Black/Yellow	Under Dash Sm. Wht. Plug		Orange	
Ground (multiple)	Black			Black	
Water Temp	Purple/White	Under Dash Sm. Blk. Plug		Blue/Black	

and the s13/sr swap looks like this:

ECU & Dash wiring

The colors on the wires that run from the ECU up into the dash matched up perfectly on both the SR ECU harness and the KA dash harness:

Back to Top

Wire Color

Use

- Yellow / Red stripe
- Tachometer signal
- Yellow / Green stripe
- Speedometer signal
- Orange
- Ignition start
- Black (may be more than one ground)
- Ground
- Blue / Green stripe
- AC signal
- Blue / Black stripe
- Water temp signal

On the mk2 s12 there is i believe 2 or 3 white plugs underneath the dash that you need to splice into certain wires into the ecu, but those wires are previously mentioned in the write up. In the mk1 there is one or 2 plugs that you need to splice wires off of. **As of right now I am a little unsure on both mk1 and mk2 plug counts. I havent started on my wiring yet, but as you can see I have almost all of the info. If you have done either swaps, please post up pics and or info for your model/year/engine of s12.**

If your car started with an mechanical speedometer, your speedo cable will connect right up to the 180sx C transmission, I belive that if you have an digital dash, it doesnt use an mechanical speed sending unit in the transmission so you will need to try to come up with an solution to that. Your stock tachometer tho will not work with the 18det as it sends the signal back off the coilpack differently then the 20e or 18et does from its normal coil. An solution for this is to use 4 IN4004 diodes connected to the coil side of the ignitor, then join them together to the 4 on the tacho side, and join the wire going to the tacho making sure the arrows on the diodes are pointing towards the tachometer and away from the coil.

Section 5: Install

The installation of the engine should be pretty straight forward from here. Put the engine/trans back into the bay and install everything back up in the reverse order from how you removed it. There are some components that you will need, and some that are recommended which I will cover in the next section. It is recommended to install your engine, then do the wiring first tho so you dont end up taking to much distance out of the 18det harness. But once the engine is installed and the wiring is done, only thing left to do is have the exhaust made up by an local shop, and pick up a couple components to make the car run a bit better.

Section 6: Recommended Components

Stock the 180SX came with an smic (side mount intercooler), now this is better then having no intercooler, but it is an good idea to upgrade to an fmic, especially if you install an boost controller and start running higher boost then stock. And if you only bought an motorset...you will prolly not even have the smic. An BOV (blow off valve) is also an good thing to have. Along with an oil cooler, and an oil catch can. It is possible to also use either the 180sx rad, or the 20e rad, here are some pics of my 180sx rad install:





It is also recommended to pick up an aftermarket oil temp gauge, and boost gauge.

Section 7: Helpful links with more information

These are all on www.nicoclub.com in the CA section stickied by one of our own club s12 members who happens to be an moderator on nicoclub.com, needcafors13

CA18DET Engine Facts

<http://forums.nicoclub.com/zerothread?id=114950>

FAQ's, Common upgrades, D.I.Y. upgrades, no-no's, etcâ€¦

<http://forums.nicoclub.com/zerothread?id=114953>

Part Numbers / Crossover Parts between USDM and JDM CA18's

<http://forums.nicoclub.com/zerothread?id=114952>

CA18DET Wiring Information and FSM

<http://forums.nicoclub.com/zerothread?id=114956>

Catch Can Installation Info:

<http://forums.nicoclub.com/zerothread?id=13750>

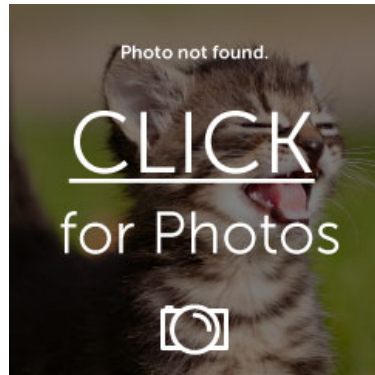
Other links tho to look at for more information regarding variations in european and australian engines would be <http://www.sxoc.com> and the australian s12 site.

Section 8: Current CA18DET Myths:

There are a couple of myths floating around this forum and others about certain things regarding the 18det.

One of them is that an dropping resistor from an 1st generation dsm (IE eagle talon, or eclipse, awd turbo.) will work with the 18det harness. As of yet, no one has given me anymore solid info...IE the part number for an dsm dropping resistor, and wether or not it has to be wired up any differently, or if it will plug right into the harness.

[Edit] This myth has been resolved, an big thanks goes out to MasterZenki off of nico for doing an quick write up on how to make the dsm dropping resistor work with the ca18det harness...and here it is.



So if for some reason your harness didnt come without an dropping resistor this will work for you.

Another myth, that was floating around, but has been proved wrong is that the mk2 rsx in japan didnt come with an CA18DET. However, it did come with an 18det, and also the s12 in japan was built into the early 90s. The s12 18det differs from the 180sx 18det in that its throttle body goes over the valve cover like the 18et. The engine also has 8 intake runners and came non intercooled. The engine used one coil pack to power all 4 plugs instead of individual coil packs.

Another myth that was going around on this forum was that the 18det wouldnt bolt up to the B transmission. Despite many australian members claiming that it bolted up fine. I myself didnt know for sure...and knowing what I know about the car I thought it possible that the B tranny in australia might of been different then the usdm or canadian, but my b tranny bolted up to my block without issue.

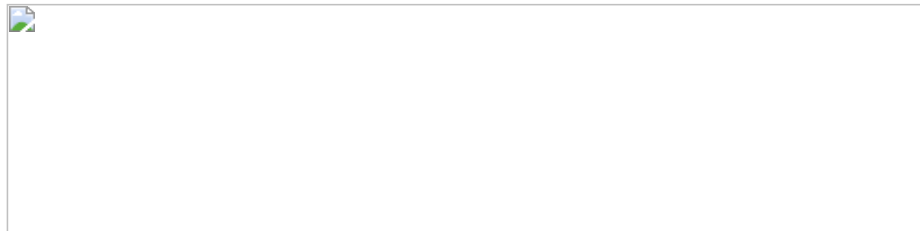
If you have an myth, send me an pm and I will add it to this post.

« Last Edit: 03:38:47 PM / 26-Apr-07 by sam31183 »

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[Build Thread Notch KA24DE Daily Driver](#)

Quote from: Kustamogen

haha me modding would be a disaster....Id get all power hungry and demand n00dz from everyone. Then make all the canadian s12er's come here and massage my feet and make me jello pudding.

Actually....mod powers plz?!?! 0:)

Quote from: Shark808 on 02:17:44 PM / 13-Dec-11

Tedious? This coming from a person who uses the word twice in a sentence? I laughed repeatedly...

yhav8

Full Member



Location: Hartselle AL

Posts: 897

18det S12 Swap Guide

« Reply #1 on: 02:37:00 AM / 22-Aug-06 »

[Quote](#)

nice

« Last Edit: 02:39:26 AM / 22-Aug-06 by yhav8 »

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sam31183

Dark Lord of The Drift
Moderators
S12 Guru
Location: Long Beach Wa.
Posts: 8,461
Vehicle: 1985 Nissan 200SX

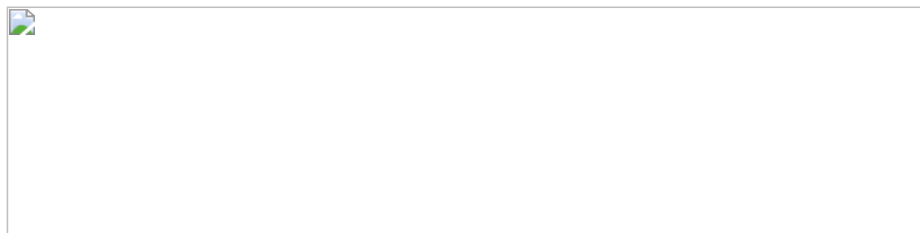


18det S12 Swap Guide
« Reply #2 on: 02:42:44 AM / 22-Aug-06 »

Quote

seriously...i have been meaning to do this for months and it took me like an good 2 hours to make that post going thru all the info I had and trying to put it out in an logical order...

Report to moderator Logged



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Quote from: Kustamogen

haha me modding would be a disaster....Id get all power hungry and demand n00dz from everyone. Then make all the canadian s12er's come here and massage my feet and make me jello pudding.

Actually....mod powers plz?!?!? 0:)

Quote from: Shark808 on 02:17:44 PM / 13-Dec-11

Tedious? This coming from a person who uses the word twice in a sentence? I laughed repeatedly...

drfts12

Full Member
Location: san jose
Posts: 225



18det S12 Swap Guide
« Reply #3 on: 03:01:45 AM / 22-Aug-06 »

Quote

looks real good man, good job! my 18det mounts were differnt as you stated.

« Last Edit: 03:13:50 AM / 22-Aug-06 by drfts12 »

Report to moderator Logged



<http://speedhunters.com/archive/2009/11/17...-continued.aspx>
SR20DET.Crower rods.CP pistons.Apex'i: headgasket. Power air filter.BC titanium springs & retaineres.BC 264 in&ex
cams.GREDDY:fmic.oil pan.intake manifold.bov. Megan Turbo manifold.Domo oil cap
6pt cage.turbo 4:11 welded diff.Megan s13 coilovers.s13 front suspension.SSR Longchamps
SOON: Apex'i Power FC, 550cc injectors, gt2871r.

Keith

Honored Veterans
S12 Guru
Location: B-ham, AL
Posts: 5,970



18det S12 Swap Guide
« Reply #4 on: 08:27:01 AM / 22-Aug-06 »

Quote

Dude.....this is fantastic! Finally a COMPLETE install guide!!

One question.....will the det "c" tranny not work in the s12? Is it longer than the "b" or "c" ca18et/ca20 tranny or something?

Report to moderator Logged



1984 S12 Turbo CA18DET swap * Custom top mount header & dump pipe * Mitsu Heavy Industries EVO III 16g turbo * Custom 3" turbo back exhaust with Magnaflow muffler * Front mount intercooler * Front mount oil cooler * Nismo fuel pressure regulator * Walbro 255 * DSM 450cc Injectors * Apexi Saic II * AEM Wide Band * AEM Tru Boost * Z32 MAF * Cometic head gasket * Centerforce Dual Friction clutch * Tokico lowering springs * Owned since 1989 *

2007 BMW M6 S85 V10 sweetness

2004 C5 Z06

2006 BMW E60 550i Sport Boner stock; SOLD *

~~*1995 Maxima* Owned since 1995~~ **SOLD**



sam31183

Dark Lord of The Drift

Moderators

S12 Guru



Location: Long Beach Wa.

Posts: 8,461

Vehicle: [1985 Nissan 200SX](#)



18det S12 Swap Guide

« Reply #5 on: 02:18:43 PM / 22-Aug-06 »

[Quote](#)

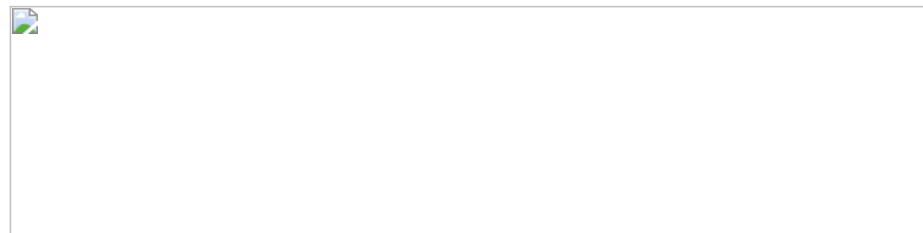
According to floodshark and premo, the C tranny and 18det bolted up fine to everything underneath floodshark's car. I am going to go out on an limb and say in most cases that the det with C tranny is the same basic dimensions as the 20e c or 18et c. By basic dimension I mean it bolts in the same and fits the same. Now, remember to keep in mind nissans hates us and the occasionally change things on us...even the 18det has differences. BTW I am of the belief that this is sticky worthy...anybody else?

Quote from: drfts12

looks real good man, good job! my 18det mounts were differnt as you stated.

Do you have any pics of your 18det mounts compared to your 20e mounts? I really want to see an set that are different...cuz mine are identical!!!

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[Build Thread Notch KA24DE Daily Driver](#)

Quote from: Kustamogen

haha me modding would be a disaster....Id get all power hungry and demand n00dz from everyone. Then make all the canadian s12er's come here and massage my feet and make me jello pudding.

Actually...mod powers plz?!?!?! 0:)

Quote from: Shark808 on 02:17:44 PM / 13-Dec-11

Tedious? This coming from a person who uses the word twice in a sentence? I laughed repeatedly...

Indecisive

Honored Veterans

S12 Guru



Location: Surrey, BC

Posts: 4,425

18det S12 Swap Guide

« Reply #6 on: 03:13:45 PM / 22-Aug-06 »

[Quote](#)

as far as I know, the S13 C tranny is longer than the S12 C or B tranny, so that's why you need a shorter driveshaft, and you need to cut a hole in your tranny tunnel.

When my motorset arrives, I'll take measurements of both trannies/bellhousings and get back to you guys.

Thanks for the writeup, it definitely deserves a sticky.

[Report to moderator](#) [Logged](#)

Quote



sam31183

Dark Lord of The Drift
Moderators
S12 Guru
Location: Long Beach Wa.
Posts: 8,461
Vehicle: 1985 Nissan 200SX



"I'm fairly sure that if they took porn off the internet, there'd only be one website left, and it'd be called 'bring back the porn'"

18det S12 Swap Guide

« Reply #7 on: 05:18:22 PM / 22-Aug-06 »

[Quote](#)

Thanks indy. BTW if anyone wires up there car, and the wiring differs from what has been written, please by all means do an quick write up for me thru an pm with how it was different from above, and your country of origin/year of s12/original engine and I will add to this write up.

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haha me modding would be a disaster....Id get all power hungry and demand n00dz from everyone. Then make all the canadian s12er's come here and massage my feet and make me jello pudding.
Actually....mod powers plz?!?!? 0:)

Quote from: Shark808 on 02:17:44 PM / 13-Dec-11

Tedious? This coming from a person who uses the word twice in a sentence? I laughed repeatedly...

demonic s12

BANNED Users
S12 Guru
Posts: 5,599



18det S12 Swap Guide

« Reply #8 on: 04:51:39 AM / 23-Aug-06 »

[Quote](#)

awesome write up, i will add to that when i do the swap on my mk2 auto...heh

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BANNED

sam31183

Dark Lord of The Drift
Moderators
S12 Guru
Location: Long Beach Wa.
Posts: 8,461
Vehicle: 1985 Nissan 200SX



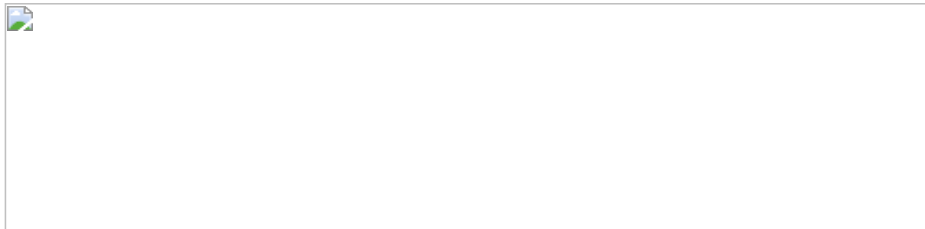
18det S12 Swap Guide

« Reply #9 on: 02:12:47 PM / 23-Aug-06 »

[Quote](#)

Arent you going to try to find an CA18DET with an auto tranny and leave your car an automatic?

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[Build Thread Notch KA24DE Daily Driver](#)

Quote from: Kustamogen

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Quote from: Shark808 on 02:17:44 PM / 13-Dec-11

Tedious? This coming from a person who uses the word twice in a sentence? I laughed repeatedly...

drfts12

Full Member



Location: san jose

Posts: 225



18det S12 Swap Guide

« Reply #10 on: 05:03:11 AM / 26-Aug-06 »

Quote

One thing that no one mentions is for the under dash white plug, how to you connect it into the det harness? Since that white plug is under the dash, and the det harness is in the engine bay.

Report to moderator Logged



<http://speedhunters.com/archive/2009/11/17...-continued.aspx>

SR20DET.Crower rods.CP pistons.Apex'i: headgasket. Power air filter.BC titanium springs & retaineres.BC 264 in&ex cams.GREDDY:fmc.oil pan.intake manifold.bov. Megan Turbo manifold.Domo oil cap
6pt cage.turbo 4:11 welded diff.Megan s13 coilovers.s13 front suspension.SSR Longchamps
SOON: Apex'i Power FC, 550cc injectors, gt2871r.

Nemisis

S12 Guru



Location: Racine, Wisconsin

Posts: 2,747



18det S12 Swap Guide

« Reply #11 on: 11:19:12 AM / 26-Aug-06 »

Quote

Okay, what I've read here (from someone else's swap, I think it was NeedCAforS13) If you have a MkII car and want to use the C trans from the S13 motorset, you can. All you need is the front half of an S13 driveshaft (he did a KA swap, and when the S13 trans went in he tried a 180SX front driveshaft and it didn't work, but the USDM 240SX S13 did) and then cut 3" out of the trans tunnel to accomidate the re-positioned shifter. Cuz on the MkII cars, the trans mount is in the same spot as the S13s and will accept the trans. MkI cars you need to fabricate a new mount. Thats basically what I'm getting at, but I think my explanation might be good content for the wright-up.

Report to moderator Logged

May she rest in peace 07-12-06
1984 Nissan Silvia RS12 CA18ET



~~~~~  
1992 Dodge Colt (Mitsubishi Mirage) Daily beater- 4 speed stick, needs some rust repair- project abandon, must sell due to reliability issues. \$500 takes the car and a bunch of goodies

1973 Volkswagen Super Beetle- Runs and drives perfect. Needs new drums all around and a speedo cable.

2007 Honda Ruckus- Awaiting funds for a 150cc GY6 motor swap, then probably gonna do a VW GTi K04 turbo conversion. ~put on hold for yet another year~

**sam31183**

Dark Lord of The Drift

Moderators

S12 Guru



Location: Long Beach Wa.

Posts: 8,461

Vehicle: 1985 Nissan 200SX



**18det S12 Swap Guide**

« Reply #12 on: 02:45:15 PM / 26-Aug-06 »

Quote

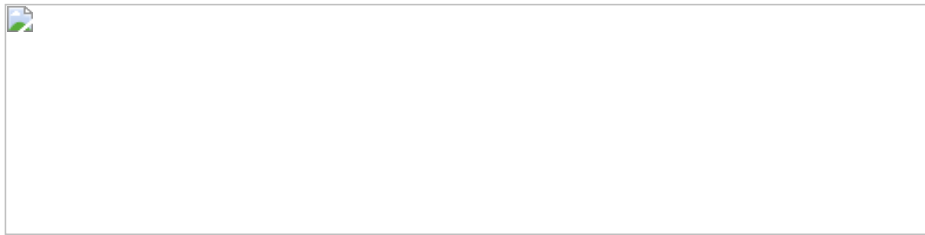
**Quote from: drfts12**

One thing that no one mentions is for the under dash white plug, how to you connect it into the det harness? Since that white plug is under the dash, and the det harness is in the engine bay.

When i talk about the white plug under the dash and splicing into the harness i am talking about taking the wires off the 18det harness before they go into the ecu, splicing them, extending them, and running them to that white plug. Did you mount your ecu inside the car? I have heard a couple people mounting there ecu's inside of the engine bay...

Nemisis, I will go back here in an day or two, make sense of what you typed, and add it to the write up.

[Report to moderator](#) [Logged](#)



**Dave Coleman for President of Earth!!!!**  
[Build Thread Hatch CA18DET Eventually a Track Whore](#)  
[Build Thread Notch KA24DE Daily Driver](#)

**Quote from: Kustamogen**

haha me modding would be a disaster....Id get all power hungry and demand n00dz from everyone. Then make all the canadian s12er's come here and massage my feet and make me jello pudding.

Actually....mod powers plz?!?! 0:)

**Quote from: Shark808 on 02:17:44 PM / 13-Dec-11**

Tedious? This coming from a person who uses the word twice in a sentence? I laughed repeatedly...

**Nemisis**

S12 Guru



Location: Racine, Wisconsin

Posts: 2,747



**18det S12 Swap Guide**

« Reply #13 on: 01:24:24 AM / 27-Aug-06 »

[Quote](#)

**Quote from: sam31183**

Nemisis, I will go back here in an day or two, make sense of what you typed, and add it to the write up.

LOL... Okay, if you swap an S13 trans into an S12 MkII, it will bolt up to the S12's trans mount, but you will need the front half of an S13 drive shaft and bolt that up to the back half of the S12's.

If you swap an S13 trans into an S12 MkI, you will need a custom trans mount. As for the driveshaft, I don't know, but the technique for the MKIIs might work. Or a custom 1 or 2 piece drive shaft may have to be purchased.

That is all assuming that the transmission is bolting up to the engine fine.

I think that explains it a little better. Sometimes I need to read my own stuff a couple times to make sense of what I wrote/ typed.

[Report to moderator](#) [Logged](#)

May she rest in peace 07-12-06  
1984 Nissan Silvia RS12 CA18ET



~~~~~

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sam31183

Dark Lord of The Drift

Moderators

S12 Guru

18det S12 Swap Guide

« Reply #14 on: 02:24:37 AM / 27-Aug-06 »

[Quote](#)

depending on where the trans mount put the tranny i think the same technique would work with an mk1...either way it is better to have an custom 1 piece driveshaft made instead of an 2 peice...the less parts the better.



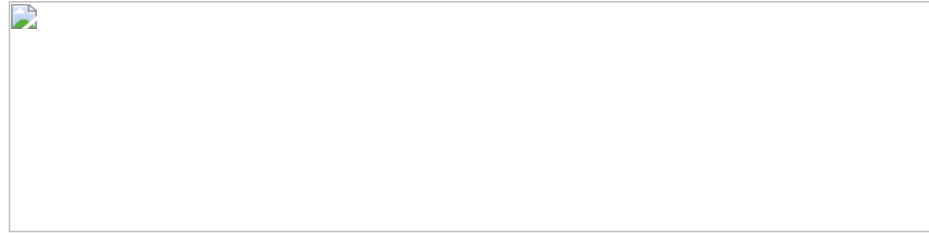
Location: Long Beach Wa.
Posts: 8,461
Vehicle: 1985 Nissan 200SX



EDIT I added that to the write up nemesis and gave credit back to both you and needcafors13....so yep, thats in it now also.

« Last Edit: 02:29:09 AM / 27-Aug-06 by sam31183 »

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Dave Coleman for President of Earth!!!!
[Build Thread Hatch CA18DET Eventually a Track Whore](#)
[Build Thread Notch KA24DE Daily Driver](#)

Quote from: Kustamogen

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Quote from: Shark808 on 02:17:44 PM / 13-Dec-11

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Power_oVeR

n00b



Location: Nor Cal
Posts: 83



Yahoo Instant Messenger
- v6kaliprince



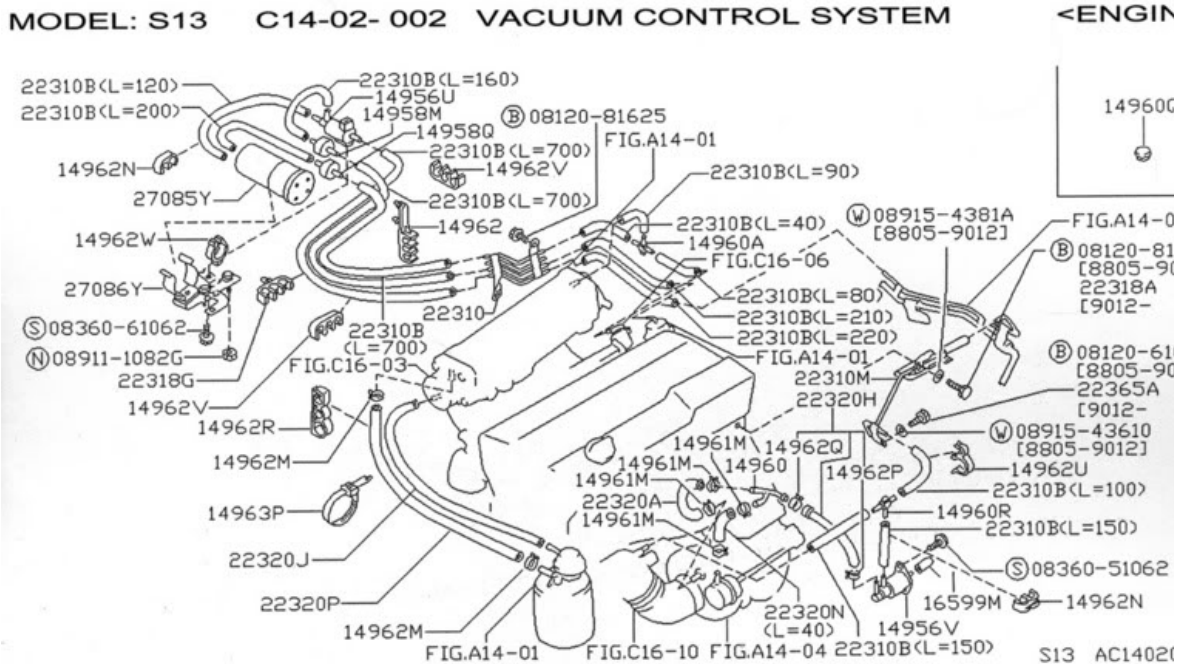
18det S12 Swap Guide

« Reply #15 on: 11:39:12 PM / 09-Nov-06 »

[Quote](#)

I wasn't sure if i needed to post a new topic or to just add it here. For those of you who just got the motorset and need to hook up all the hoses here is a helpful guide.

This should also clear up any questions about those four hose points on the back side of the manifold



[Report to moderator](#) [Logged](#)



Keith

Honored Veterans
 S12 Guru
 Location: B-ham, AL
 Posts: 5,970



18det S12 Swap Guide

« Reply #16 on: 08:50:10 AM / 10-Nov-06 »

[Quote](#)

One thing I haven't seen mentioned is.....which tb cable to use. Are you ca20 guys using the ca20 cable? The ca18et cable is a lot longer than the ca20's.....so do I need to find a ca20 cable? Since I have the s13 one still in the clip, can I use it?

Also, another thing I discovered is that the threaded hole on the ca18det block where the oil feed line for the turbo screws in is smaller than the same hole on the ca18et block.....so if you had custom s/s lines made up for your ca18et as I did.....then you'll need an adaptor to be able to use the same line.

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1984 S12 Turbo CA18DET swap * Custom top mount header & dump pipe * Mitsu Heavy Industries EVO III 16g turbo * Custom 3" turbo back exhaust with Magnaflow muffler * Front mount intercooler * Front mount oil cooler * Nismo fuel pressure regulator * Walbro 255 * DSM 450cc Injectors * Apexi Safc II * AEM Wide Band * AEM Tru Boost * Z32 MAF * Cometic head gasket * Centerforce Dual Friction clutch * Tokico lowering springs * Owned since 1989 *

2007 BMW M6 S85 V10 sweetness

2004 C5 Z06

2006 BMW E60 550i Sport Boner stock; SOLD *

1995 Maxima Owned since 1995 **SOLD**



sam31183

Dark Lord of The Drift
 Moderators
 S12 Guru
 Location: Long Beach Wa.
 Posts: 8,461
 Vehicle: 1985 Nissan 200SX



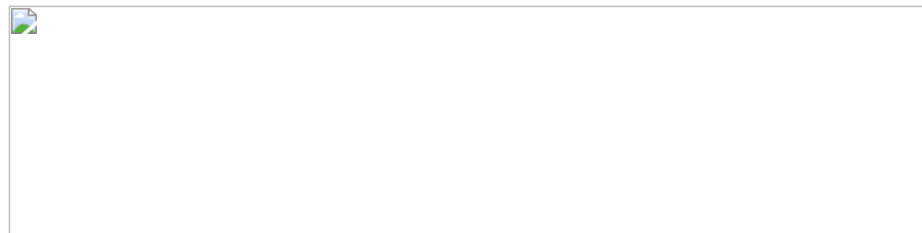
18det S12 Swap Guide

« Reply #17 on: 02:18:09 PM / 10-Nov-06 »

[Quote](#)

I am using the 20e cable which works fine. I think indy is still using his stock mk2 18et cable without issues.

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Dave Coleman for President of Earth!!!!
Build Thread Hatch CA18DET Eventually a Track Whore
Build Thread Notch KA24DE Daily Driver




Quote from: Kustamogen


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Quote from: Shark808 on 02:17:44 PM / 13-Dec-11

Tedious? This coming from a person who uses the word twice in a sentence? I laughed repeatedly...

Keith

Honored Veterans
 S12 Guru

 Location: B-ham, AL
 Posts: 5,970



 **18det S12 Swap Guide**
 « Reply #18 on: 07:47:52 PM / 10-Nov-06 »

[Quote](#)

Quote from: sam31183

I am using the 20e cable which works fine. I think indy is still using his stock mk2 18et cable without issues.

I don't see how he could be using the ca-et cable.....cuz it's atleast a foot longer than the ca20 cable

[Report to moderator](#)  [Logged](#)



1984 S12 Turbo CA18DET swap * Custom top mount header & dump pipe * Mitsu Heavy Industries EVO III 16g turbo * Custom 3" turbo back exhaust with Magnaflo muffler * Front mount intercooler * Front mount oil cooler * Nismo fuel pressure regulator * Walbro 255 * DSM 450cc Injestors * Apexi Safc II * AEM Wide Band * AEM Tru Boost * Z32 MAF * Cometec head gasket * Centerforce Dual Friction clutch * Tokico lowering springs * Owned since 1989 *

2007 BMW M6 S85 V10 sweetness






2004 C5 Z06


2006 BMW E60 550i Sport Boner stock; SOLD *

1995 Maxima Owned since 1995 **SOLD**



Indecisive

Honored Veterans
 S12 Guru


 Location: Surrey, BC
 Posts: 4,425




 **18det S12 Swap Guide**
 « Reply #19 on: 08:54:29 PM / 10-Nov-06 »

[Quote](#)

it works fine. and according to my SAFC, I get 100% open throttle as well.

Cable length really only matters to reach the TB, as long as the mounting points are the same, it'll work.

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Quote

"I'm fairly sure that if they took porn off the internet, there'd only be one website left, and it'd be called 'bring back the porn'"

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