

Choosing the correct 6G74 Engine for your swap!

Last updated 01/19/08

The most common questions I still get asked is which engine to get?

And why not use a DOHC, SOHC, Montero, Diamante or Eclipse Engine?

The reason the JSPEC engine is perfect is because you want an engine with the accesories designed for a transverse(FWD) mounted engine with the transmission mounted on the passenger side.

94-96 DOHC Montero Engine Photos

[Oleg Reznik](#) from Latvia may be the first person to complete a 6G74 Swap.

And he did it with a 94-96 DOHC Montero Engine! The results look great but it took a lot of extra work.



All of the pictures below were provided by Steve @ [speedfreakracing](#)

Steve was going to use a DOHC Montero engine to do a 6G74 swap into a FWD naturally aspirated 3000GT.

94-96 DOHC Montero Thermostat Housing & Timing Cover



Notice the thermostat housing on the wrong side of the engine and it would point away from the radiator on a 3S
Also notice the Timing belt covers are very ugly and I don't know if they are useable
Oleg had to make the Montero thermostat housing work in his 6G74 Swap with a LOT of creative water plumbing!

94-96 DOHC Montero Oil Pan and Dipstick Tube



The DOHC Montero Oil pan is a little large and the dipstick tube is on the wrong side
There is also a bulge on the front of the oil pan that looks like it would hit the frame on a 3S

DOHC Montero engine, Notice the engine mount and oil filter housing that are not useable
Also notice the oil dipstick tube on back side of engine



Same DOHC Montero engine with 6G72 oil filter bracket and A/C compressor mounting bracket installed



The DOHC Montero harmonic balance will not work in a 3s, next to a Lightweight aluminum 3S crank pulley



The DOHC Montero water crossover tube is just all wrong!



The 6G72 Water crossover tube will not work either



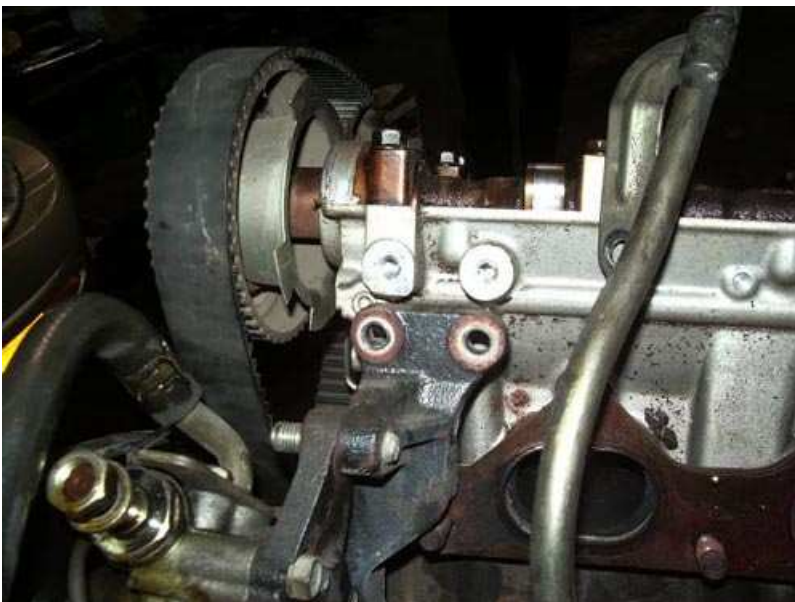
The DOHC Montero Lower intake has rounder holes but it will still work



A 6G72 Alternator mounting bracket will not fit w/o modifications



A 6g72 P/S pump bracket and idler pulley is too close to timing belt idler pulley



A NA Montero or JSPEC 6G74 has a plug where oilsending unit is needed



Once the plug is removed the adapter from a 6G72 engine can be installed



[Return to 6G74 Swap Main Page](#)

[Home](#)