



These guidelines can be used for most of the DCT adapter kits we sell, and are generic guidelines to help you do the install the correct way.

Please note that some applications will require trimming of the transmission for clearance to starter, transmission tunnel ect.

Flywheel installation

- **Inspect crank mounting face and make sure it's clean and flat.**
- **Inspect all treads and check that bolts go in free by hand, re-tap threads if necessary.**
- **If applicable, mark off orientation on spline drive and remove it.
The entire assembly is balanced together, so make sure it gets back to its original orientation.**
- **Measure flywheel/crank snout thickness and make sure that the flywheel bolts are not too long. [2JZ](#): it has been reported once that the supplied 12.9 bolt where too long, and hitting the block behind the snout)**
- **Torque down the flywheel according to manufacturer's specifications and torque.
We recommend using OEM bolts with light duty threadlocker.
You can also use the 12.9 which is included in the kit. (M12x1,25 12.9 Torque is [160Nm](#))**
- **Make sure that the flywheel bolts have clearance to the block, and that the engine spins freely after installation.**
- **Re-install spline drive to flywheel and cross torque in 3 steps with light duty threadlocker:
[Step1 20Nm Step2 50NM Step3 73Nm](#) (this torque applies to M10 12.9 bolts)**

Adapter plate preparations

- Install adapter to transmission and install all the bolts onto the adapter.
- Make sure all bolts go in free by hand, and straight.
- If any of the bolts are too long, cut them down to the total length minus 1mm.
- Remove bolts, and make yourself a template for where the bolts should go in the bellhousing (ie bolts in a cardboard box with the bellhousing pattern)
This will ease the installation process when you have it all tight in your car.

Adapter to engine installation

- Inspect engine mounting face and make sure its clean and flat
- Inspect all treads and check that bolts go in free by hand, re-tap threads if necessary.
- Make sure that no bolts are too long, cut down if necessary.

- Torque down adapter to engine.

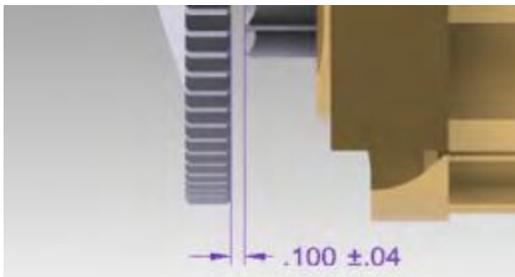
Max recommended torque for aluminium treads:

M8 28Nm **M10 45Nm** **M12 70Nm**

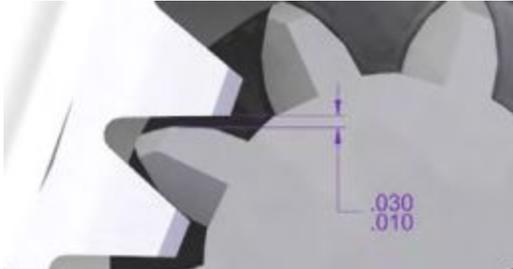
Starter clearance check

These clearance checks are not strictly required to do for most applications. But we still recommend it. (especially for prototype kits)

- Install starter and check pinion to ring gear clearance, it should be between 2,5 and 5mm:



- Pry out the pinion gear with a flat screwdriver and check clearance against the ring gear, it should be 0.3 to 0.7mm:



Spline lubrication

- Make sure both inner and outer spline are clean and free of rust
- Apply a thin layer of Spline grease on both splines with a small paint brush. (OEM BMW, Sachs, Molykote, or similar product to be used)

Lubricating the spline will help reduce damage and wear and will make sure the spline operates flawlessly for many years to come.

MAKE SURE DO NOT SKIP THIS STEP

Transmission installation

- Install transmission and torque it down to the adapter.
Max recommended torque for aluminium treads:

M8 28Nm M10 45Nm M12 70N