

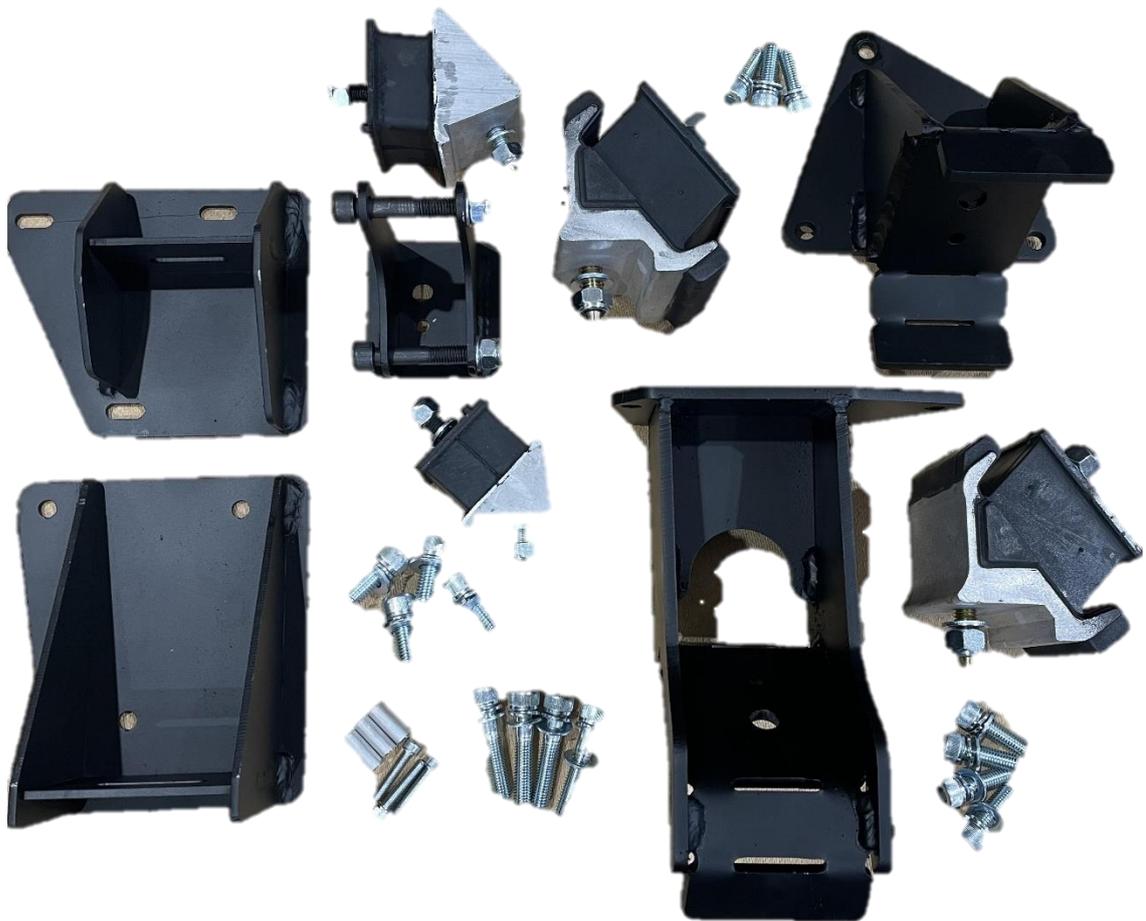
## BMW Engine Conversion Specialist

### Installation Instructions – BMW M57tu2 Alloy Block Engine and 6/8HP Automatic Gearbox Mount Set to Defender 300tdi

This conversion is a non-standard engine conversion – therefore modifications, fabrication and problem solving are required! This mount kit is the best solution for retaining the standard chassis brackets, however some minor modification is required.

This mount set is NOT suitable for Air Conditioning as there is no room for the compressor. If Air Conditioning is required, we can provide a kit to relocate the steering box at additional cost.

In this conversion the original 300tdi gearbox crossmember is no longer used. You must also purchase and fit a Defender TD5 gearbox crossmember and bolts to retain chassis rigidity.



## Right Hand Engine Mount

Clean threaded holes in engine block with a tap and bolt mount to engine block evenly using washers and torque M10 bolts to 55nm. Two M12 nyloc nuts and washers secure the rubber mount and torque to 100nm.



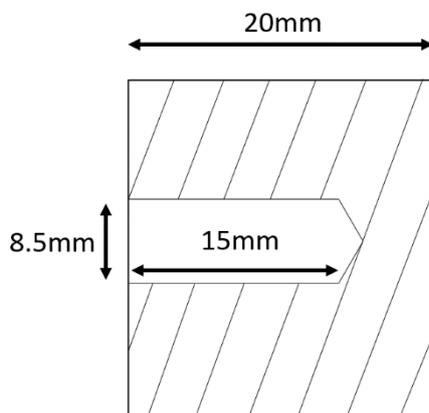
### Drilling Additional Mount Hole

One hole at the rear of the mount requires drilling using an existing moulding in the engine block casting. The mount can be used as a guide for the hole placement.

Tools required:

- Drill
- M10 third lead tap
- 5mm Pilot drill bit
- 8.5mm drill bit

Mark the drill bits with tape at 15mm and do not drill deeper into the engine block than 15mm. There is



approx 20mm of material from the surface.

Once the hole is drilled out to 8.5mm an M10 tap can be used to make the thread.

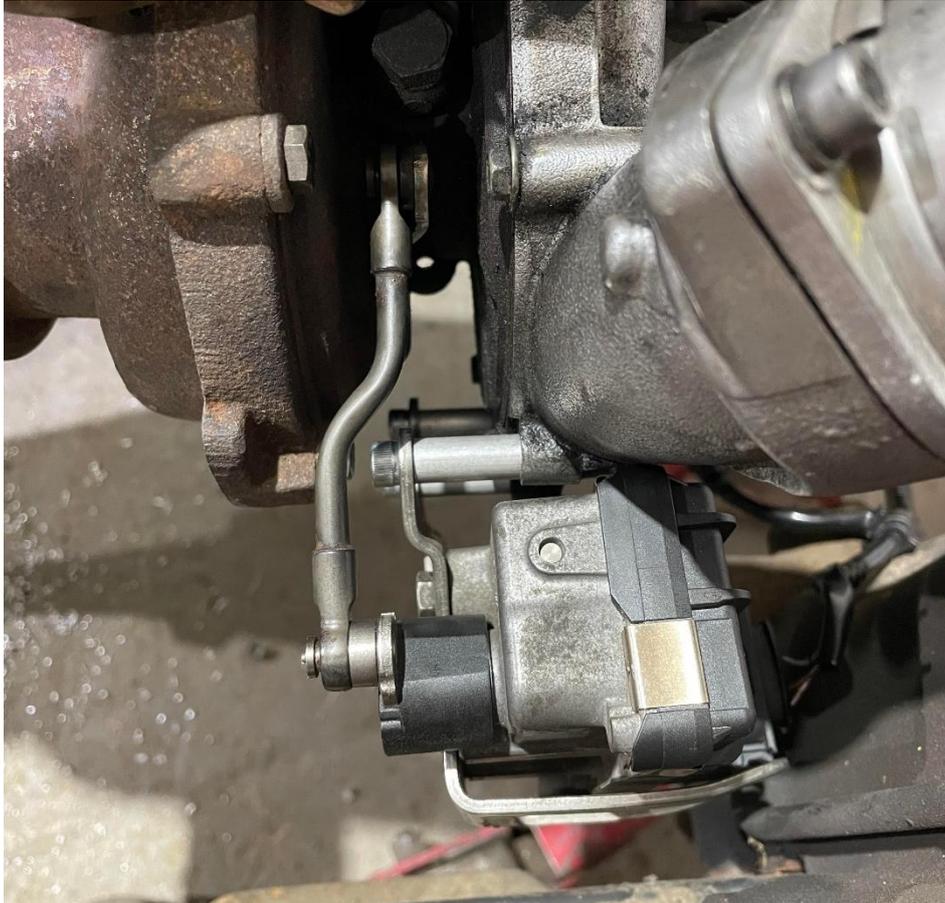




## Turbo Actuator Modification

The turbo actuator requires modifying to clear the steering box. This is done by flipping the actuator rod and spacing the bracket away from the turbo with the supplied spacers and bolts.

The cover from the plug can also be removed for improved clearance as well as the stainless bracket around the actuator as shown below.





## Left Hand Engine Mount

Clean the threaded holes in engine block with a tap and bolt the mount to block evenly using washers and torque M10 bolts to 55nm. Two M12 nyloc nuts and washers secure the rubber mount and torque to 100nm.



Elongate or drill an additional mounting hole for the engine mount rubber on the left hand chassis bracket as shown below.

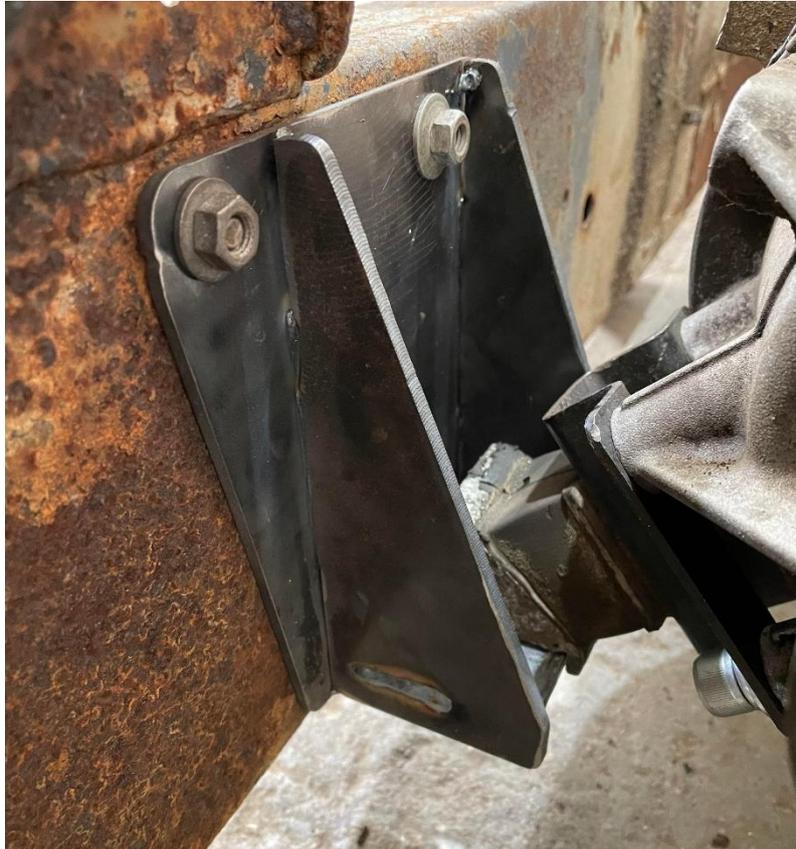
Drill a 12mm diameter hole 15mm further forward from the original mount hole.





## Right Hand Transfer Box Mount

Secure the new right hand chassis bracket to the chassis using 3 M8 bolts through the original chassis crossmember holes and torque to 30nm.



The original 300tdi transfer box mount can be reused with the new rubber supplied. Torque the M12 bolts to 100nm and M10 nyloc nuts to 55nm.



## Left Hand Gearbox Mount

Secure the new left hand chassis bracket to the chassis using 3 M8 bolts through the original chassis crossmember holes and torque to 30nm.



Fit the rubber mount to the mounting bracket and then secure mounting bracket through the left-hand holes of the House of Torque BMW6/8hp-LT230 Adapter Plate as pictured. (Threads from these holes may require removal with 10.5mm drill bit).





## Chassis Crossmember

Fit TD5 chassis crossmember (not supplied) to retain chassis strength and torque M10 bolts to 55nm.



**\*\*Check all bolt torques after 30 miles of driving\*\***

If you have any queries with the installation, please don't hesitate to contact us.