

## BMW Engine Conversion Specialist

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

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.

In this conversion the original TDCI gearbox crossmember must have the bracket removed as it will foul the gearbox.

### M57tue2 Alloy Block Engine and 6HP26/28x/8HP Gearbox Mount Set

Complete **Bolt-in** mount kit for the engine and gearbox to suit a Defender TDCI chassis using our black series adapter with no grinding, cutting or welding to original chassis required.

This kit includes all parts required and is supplied with all bolts and fixings

This kit will require TDCI or Custom prop shafts

This kit is designed to be compatible with all alloy block M57tue2 engines that have the high mounted steering pump with integrated reservoir



## 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. M12 nyloc nut and washers secure the rubber mount and torque to 100nm.



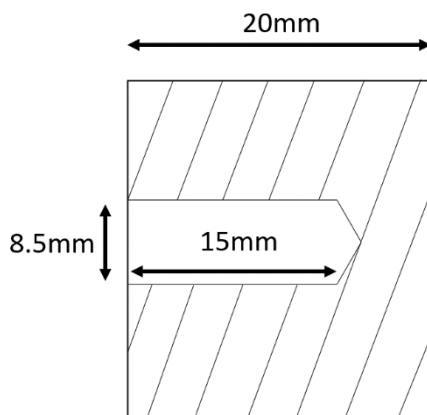
### Drilling Additional Mount Hole

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.

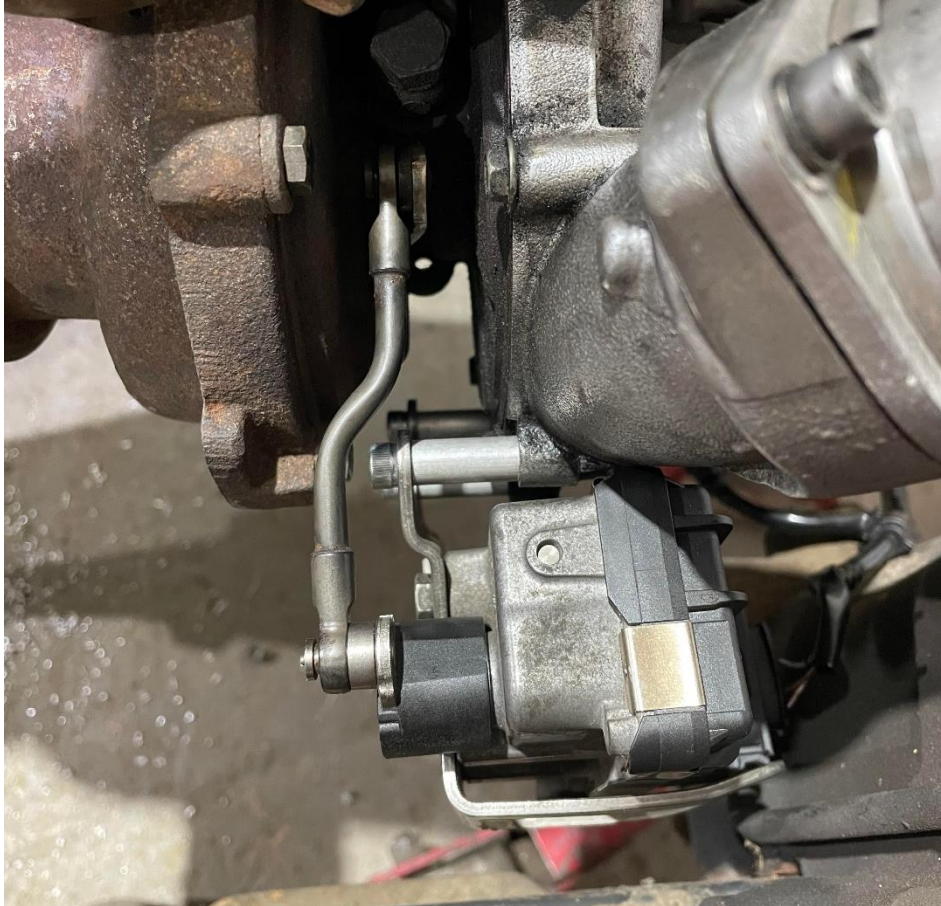




## Turbo Actuator Modification

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.

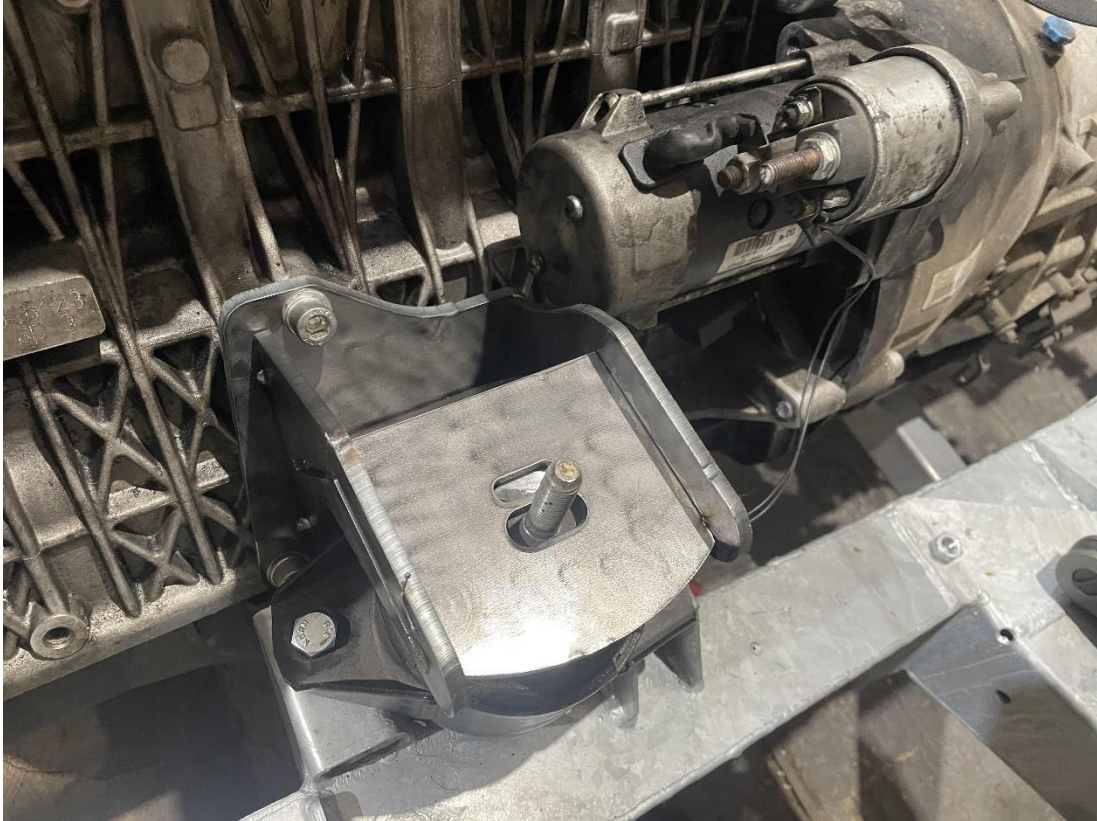
The cover from the plug can also be removed for improved clearance as well as the stainless bracket around the actuator as shown below.





## Left Hand Engine Mount

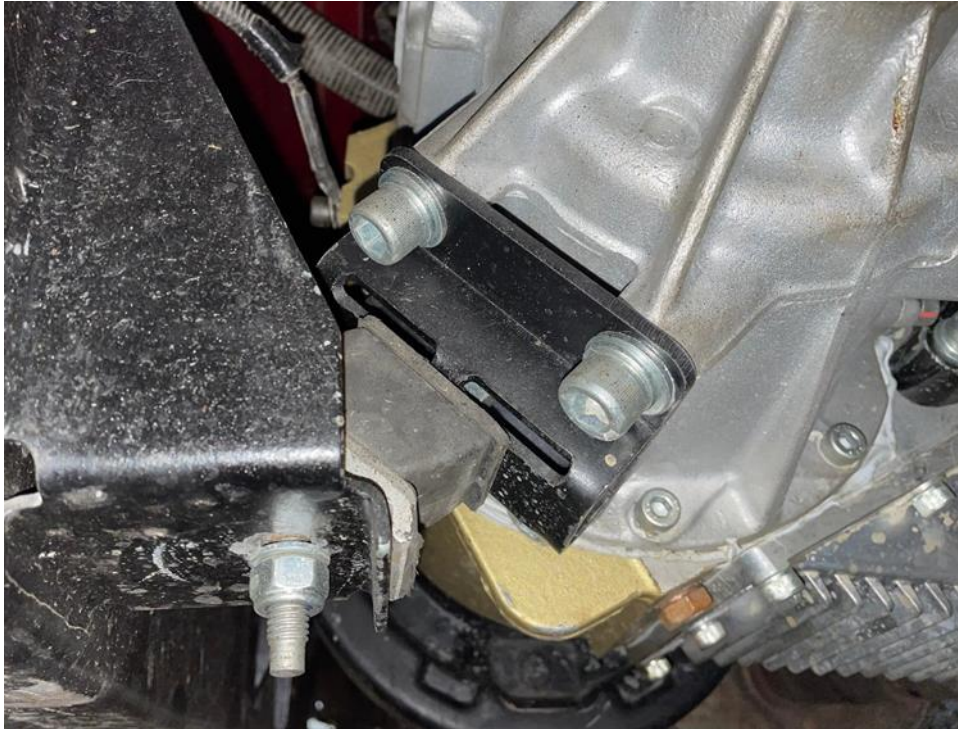
Clean the threaded holes in engine block with a tap and bolt the mount to block evenly using washers and torque M10 bolts to 55nm. M12 nut and washer secure the rubber mount and torque to 100nm.





## Right Hand Transfer Box Mount

The replacement transfer box mount can be fitted with the new rubber supplied. Torque the M12 bolts to 100nm and M10 nyloc nuts to 55nm.





## Left Hand Gearbox Mount

Mark hole to be drilled in the chassis bracket by using the rubber mount as reference. This allows for correct alignment of the driveline in the chassis. See picture below:



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).





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

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

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