



Audi B8 A4/A5 2.0T Clutch & Lightweight Flywheel Installation Instructions - [Click HERE to Shop](#)

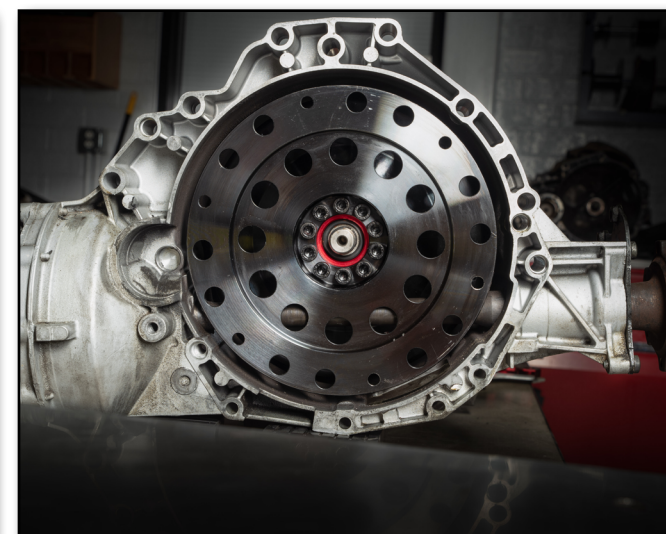
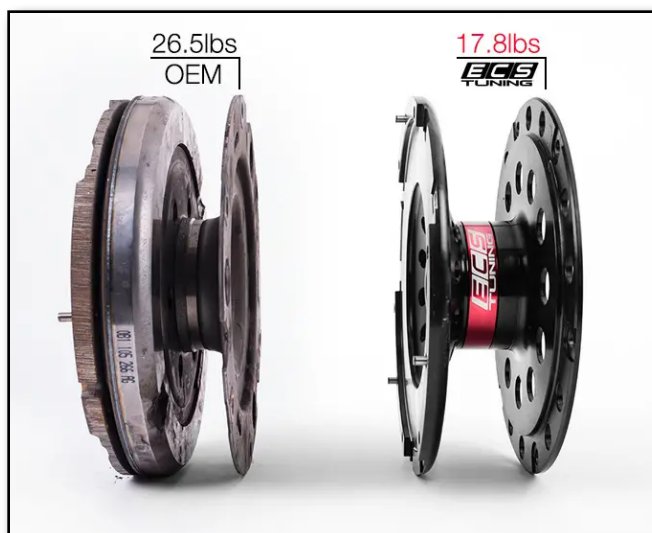


TABLE OF CONTENTS

Kit Contents	pg.3
Required Tools and Equipment	pg.4
Installation and Safety Notes	pg.5
Bell Housing Bolt Chart	pg.6
Component Locations	pg.7
Removing the Transmission	pg.8
Removing the Clutch Module/Flywheel Assembly	pg.23
Servicing the Clutch Release Mechanism.....	pg.25
Assembling the new Clutch Module/Flywheel Assembly	pg.29
Replacing the Pilot Bearing in the Drive Plate	pg.34
Installing the Transmission	pg.37
Torquing Tips	pg.40
Torque Specifications.....	pg.41

KIT CONTENTS



Performance Clutch
(QTY 1)



Lightweight Flywheel
(QTY 1)



Clutch Alignment Tool
(QTY 1)



Pilot Bearing
(QTY 1)



Throwout Bearing
(QTY 1)



Guide Sleeve
(QTY 1)



Driveshaft Boot Clamp
(QTY 1)



Drive Plate O-Ring
(QTY 1)



Flywheel Bolt
(QTY 6)



Drive Plate Bolt
(QTY 8)



Pressure Plate (M8x14) Bolt
(QTY 6)

REQUIRED TOOLS

Note: The tools required for each step will be listed by the step number throughout these instructions.

Standard Automotive Tools

- **Protecta-Sockets (for lug nuts)** [ES#2221243](#)
- **3/8" Drive Ratchet** [ES#2765902](#)
- **3/8" Drive Torque Wrench** [ES#2221245](#)
- **3/8" Drive Deep and Shallow Sockets** [ES#2763772](#)
- **3/8" Drive Extensions** [ES#2804822](#)
- **Hydraulic Floor Jack** [ES#2834951](#)
- **Torx Drivers and Sockets** [ES#11417/8](#)
- **1/2" Drive Deep and Shallow Sockets** [ES#2839106](#)
- **1/2" Drive Ratchet**
- **1/2" Drive Extensions**
- **1/2" Drive Torque Wrench** [ES#2221244](#)
- **1/2" Drive Breaker Bar** [ES#2776653](#)
- Bench Mounted Vise
- Crows Foot Wrenches
- Hook and Pick Tool Set [ES#2778980](#)

Required For This Install

Available On Our Website

- **1/4" Drive Ratchet** [ES#2823235](#)
- **1/4" Drive Deep and Shallow Sockets** [ES#2823235](#)
- **1/4" Drive Extensions** [ES#2823235](#)
- **Plier and Cutter Set** [ES#2804496](#)
- **Flat and Phillips Screwdrivers** [ES#2225921](#)
- **Jack Stands** [ES#2763355](#)
- **Ball Pein Hammers**
- **Pry Bar Set** [ES#1899378](#)
- Electric/Cordless Drill
- Wire Strippers/Cutters
- **Triple Square Socket Set**
- Punch and Chisel Set
- Hex Bit (Allen) Wrenches and Sockets [ES#11420](#)
- Thread Repair Tools [ES#1306824](#)
- **Open/Boxed End Wrench Set** [ES#2765907](#)

Specialty Tools

- **Engine Support Bar** [ES#2804772](#)

INSTALLATION NOTES

- **RH** refers to the *passenger side* of the vehicle.
- **LH** refers to the *driver side* of the vehicle.
- Always use the proper torque specifications.
- If applicable to this installation, torque specifications will be listed throughout the document and at the end as well.
- Please read all of these instructions and familiarize yourself with the complete process **BEFORE** you begin.

GENERAL PREPARATION AND SAFETY INFORMATION

ECS Tuning cares about your health and safety, please read the following safety information. This information pertains to automotive service in general, and while it may not pertain to every job you do, please remember and share these important safety tips.

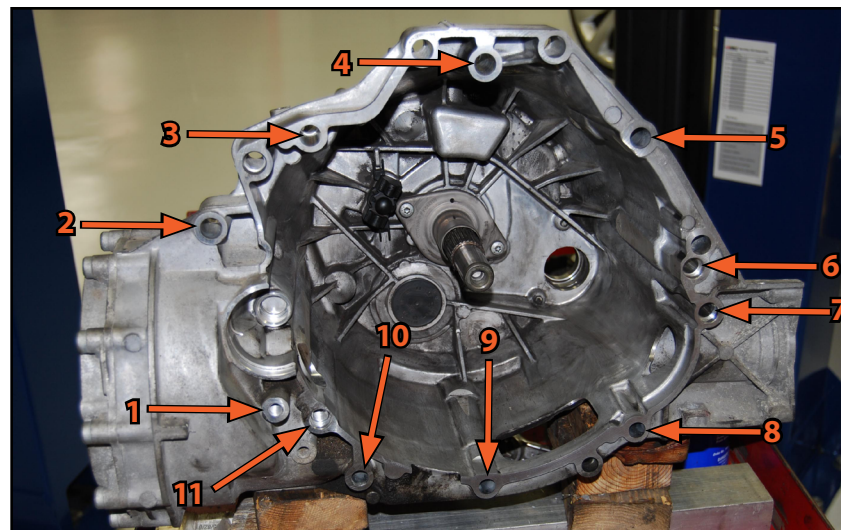
- Park your car in a safe, well lit, level area.
- Shut the engine off and remove the key from the ignition switch.
- Make sure any remote start devices are properly disabled.
- **ALWAYS** wear safety glasses.
- Make sure the parking brake is applied until the vehicle is safely lifted and supported.
- Whether lifting a vehicle using an automotive lift or a hydraulic jack, be sure and utilize the factory specified lift points.
- Lifting a vehicle in an incorrect location can cause damage to the suspension/running gear.
- **ALWAYS** support the vehicle with jack stands.
- **ALWAYS** read and follow all safety information and warnings for the equipment you are using.



NEVER get underneath a vehicle that is supported only by a jack, and **ALWAYS** make sure that the vehicle is securely supported on jack stands.

BELL HOUSING BOLT CHART

1. Lower Starter Bolt.....	M10 x 50
2. Bell Housing/Upper Starter Bolt w/spacer.....	M12 x 100
3. Bell Housing Bolt.....	M12 x 75
4. Bell Housing Bolt.....	M12 x 120
5. Bell Housing Bolt.....	M12 x 120
6. Bell Housing Bolt.....	M12 x 75
7. Bell Housing Bolt.....	M12 x 100
8. Bell Housing Bolt.....	M10 x 75
9. Bell Housing Bolt.....	M10 x 75
10. Bell Housing Bolt.....	M10 x 75
11. Bell Housing Bolt.....	M12 x 50



• The aluminum bell housing and starter bolts must be replaced on some vehicles, and can only be used twice on others depending on the production date. Make sure you replace the bell housing bolts if required.

• If your vehicle has bolts that can be used twice and they have an "X" on them, this means they have already been used a second time and must be replaced. If they do not have a marking on them, place an "X" on the head of each bolt to indicate that this is their second use.



• Audi A4/S4 vehicles up to VIN 8K-9-066499: Aluminum bolts must be replaced after each use.

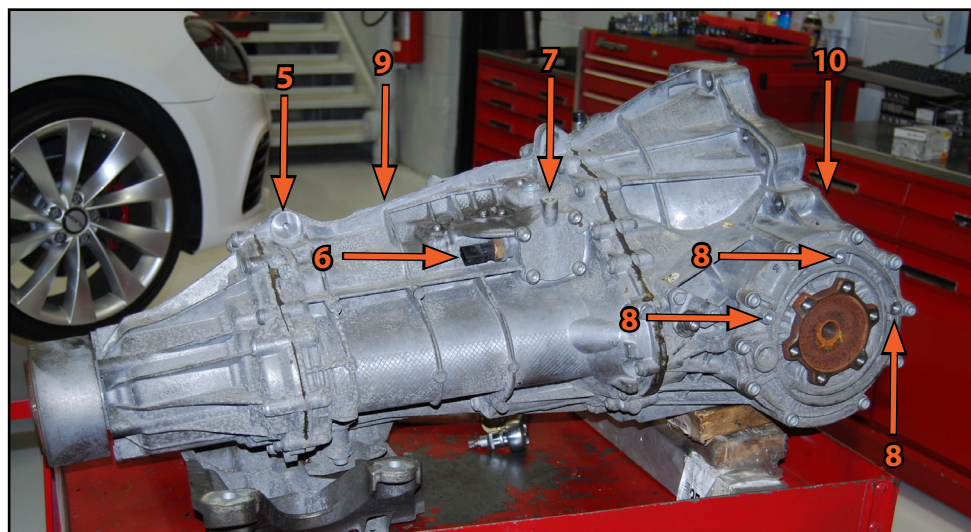
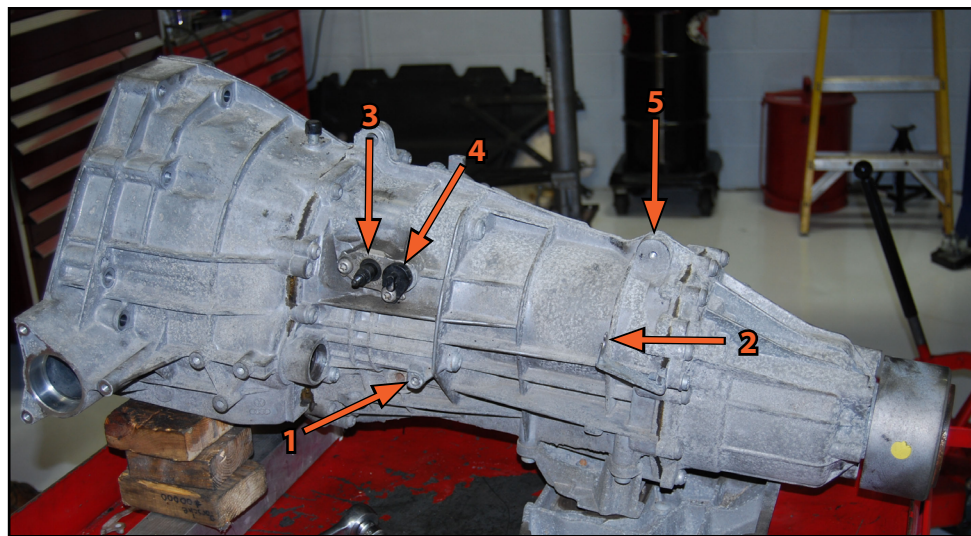
• Audi A4/S4 vehicles from VIN 8K-9-066500 onwards: Aluminum bolts can be used twice.

• The steel lower starter bolt can be re-used any number of times.

COMPONENT LOCATIONS

Many of the items that you will need to remove are difficult to see and you will need to locate and remove some of them by “feel”. Use these charts as a reference before you begin and as you proceed with the installation. Be sure you do not forget to disconnect any of these items before lowering the transmission or they will be damaged.

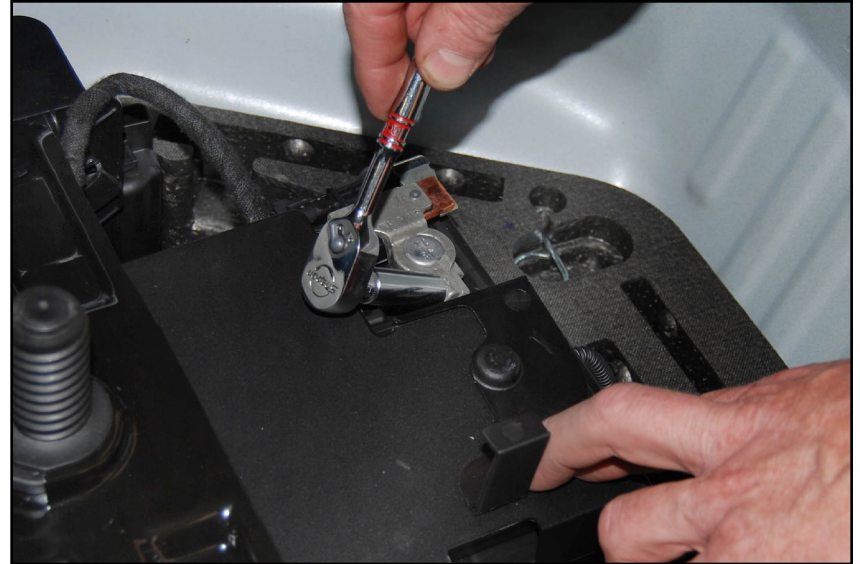
1. Slave Cylinder Mounting Bolt
2. Mounting Grommet for Slave Cylinder Hydraulic Line
3. Selector Shaft
4. Start/Stop Switch (if equipped)
5. Mounting Bolt for Shifter Push Rod
6. Gear Detector Switch
7. Mounting Bolt for Shifter Connecting Rod
8. RH CV Joint Heat Shield Bolts
9. Harness Retainer Clip
10. Spacer for Upper Starter Bolt.



REMOVING THE TRANSMISSION

Step 1: 10mm Socket & Ratchet

Disconnect the battery as shown.



Step 2:

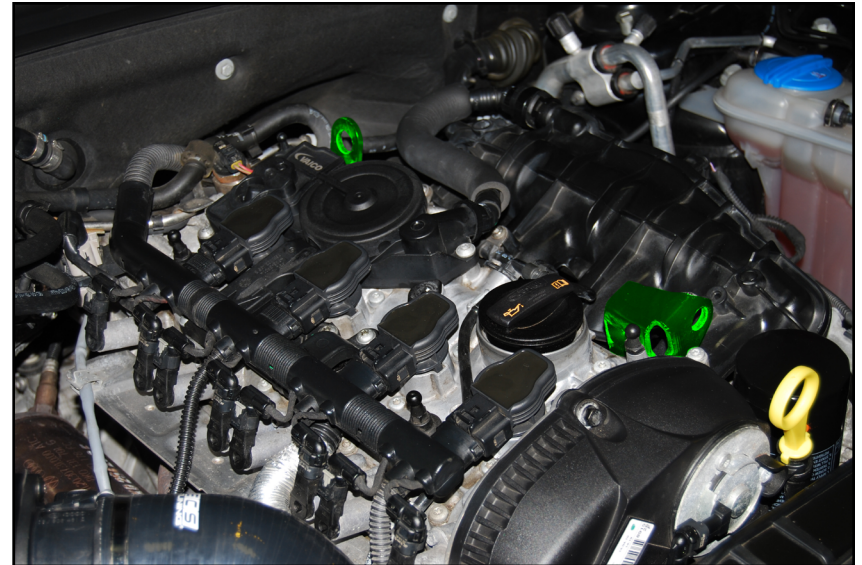
Pull upward to remove the engine cover.



REMOVING THE TRANSMISSION

Step 3:

Locate the two lifting points (highlighted in **GREEN**).



Step 4:

Engine Support Bar

Install an engine support bar in place, securing the chains to the engine lift points. Tighten the screw on the engine bar just until the chains are tight, but do not lift the engine.



CAUTION: Be careful not to place the base of the engine support bar on the topside of the fenders. They are thin and will bend. Place the base just beside the fender on the main body structure.



REMOVING THE TRANSMISSION

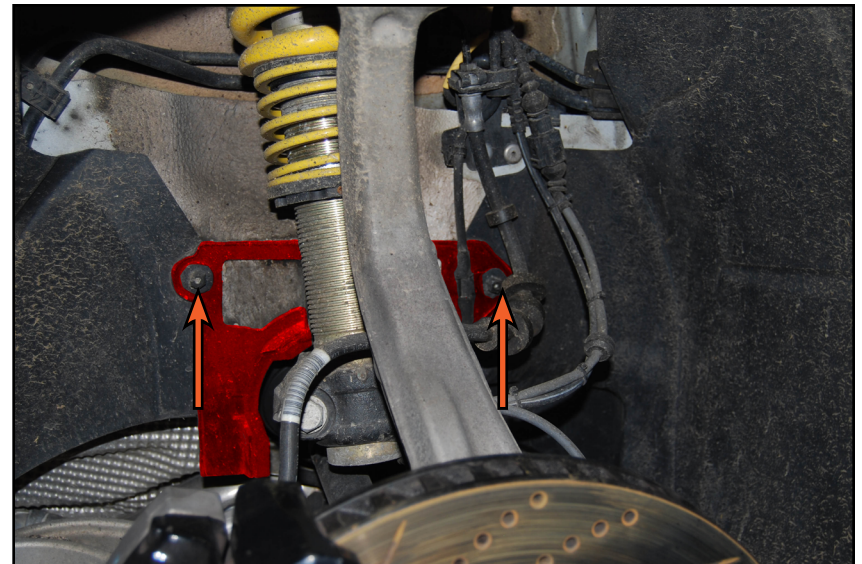
Step 5: 17mm Protecta Socket & Breaker Bar

Safely lift the vehicle and support the vehicle, then remove the front wheels.



Step 6: 10mm Socket & Ratchet

Remove the two nuts (arrows) that secure each axle shield (highlighted in **RED**) in place, then remove them from the vehicle.



REMOVING THE TRANSMISSION

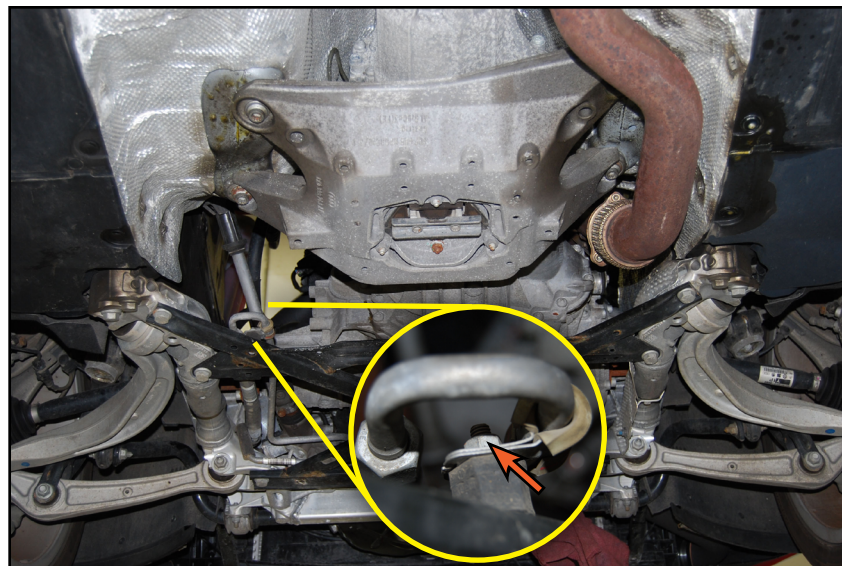
Step 7: T25 Torx & 5mm Allen (Hex)

Remove the lower insulation panels from underneath the transmission and engine.



Step 8: 10mm Socket & Ratchet

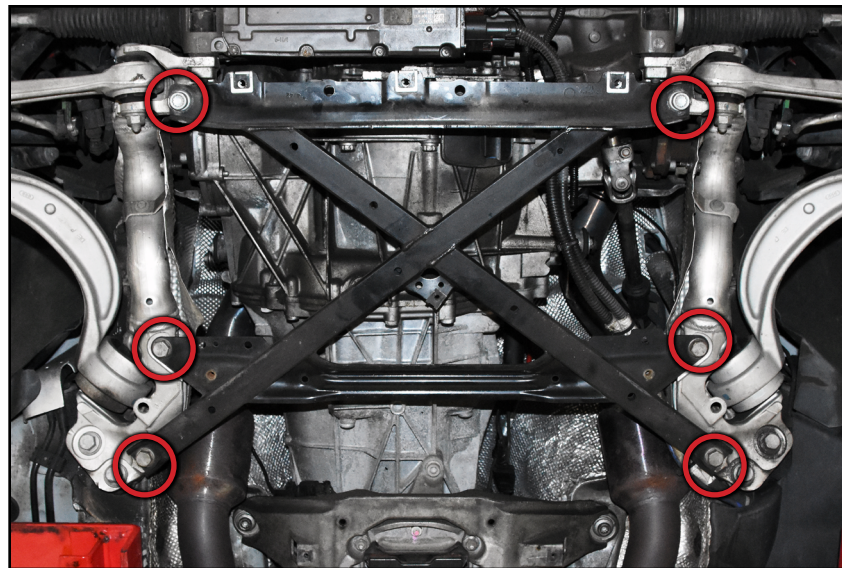
Remove the nut (arrow in the inset photo) holding the power steering line to the subframe cross brace.



REMOVING THE TRANSMISSION

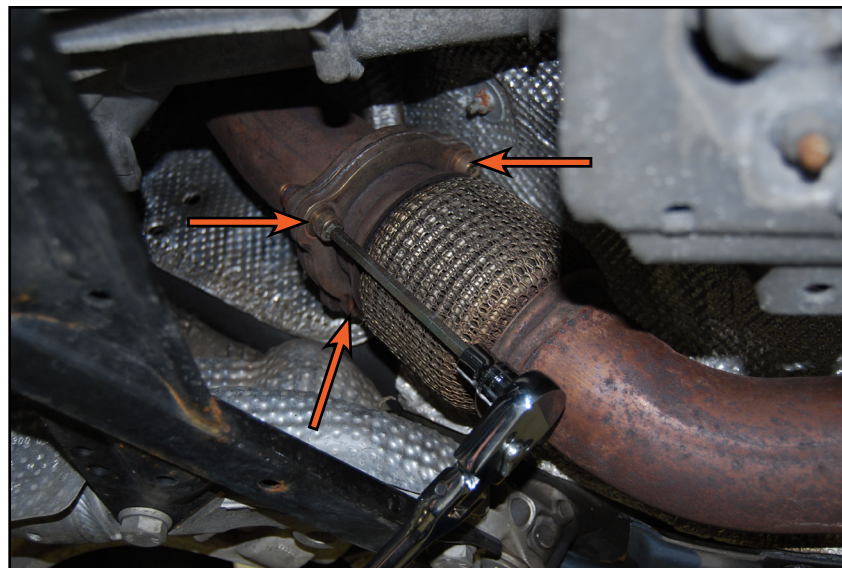
Step 9: M14 Triple Square Socket, 18mm Socket & Ratchet

Remove the bolts (circled in **RED**) and carefully remove the cross brace from the vehicle.



Step 10: 12mm Wrench, 5mm Hex (Allen) & Ratchet

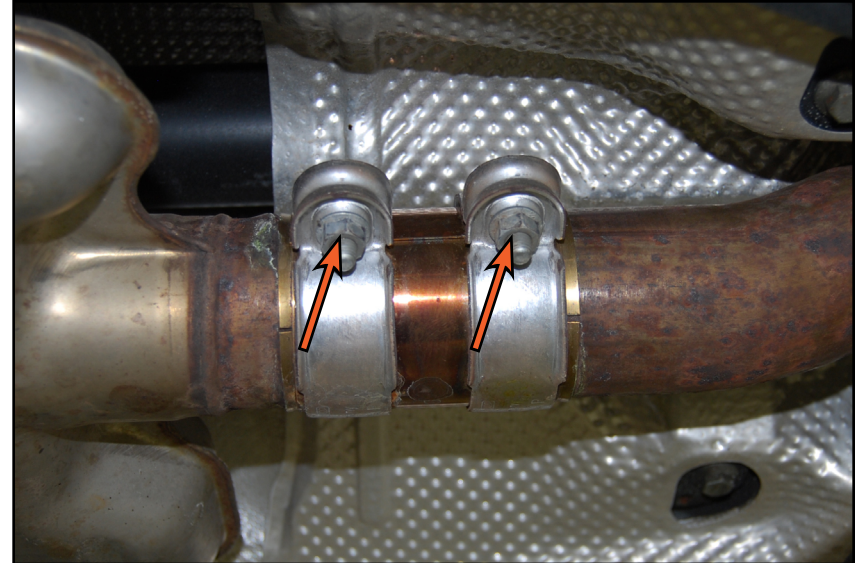
Remove the three nuts (arrows) that secure the downpipe to the catalytic converter.



REMOVING THE TRANSMISSION

Step 11: 12mm Wrench, 12mm Socket & Ratchet

Loosen the two nuts (arrows) on the exhaust sleeve between the downpipe and exhaust system. Slide the sleeve clamp rearward, then remove the downpipe.



Step 12: M10 Triple Square Socket & Ratchet

Remove the bolt (arrow) securing the steering shaft to the steering rack. Pull the steering shaft off the steering rack and push it all the way up towards the firewall, out of the way.



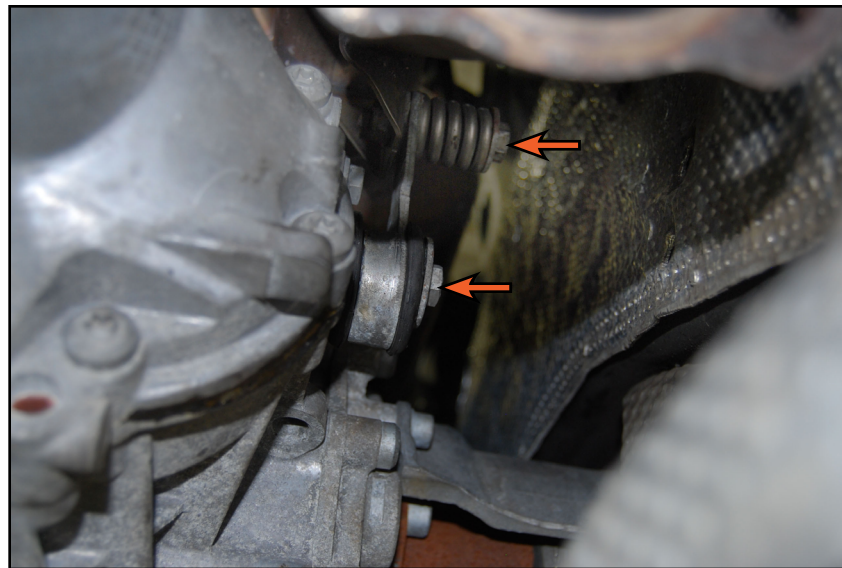
CAUTION: Once the steering shaft is disconnected from the steering rack, make sure the steering wheel remains centered. Do not unlock the steering wheel or move it from center or the airbag spring will be damaged.



REMOVING THE TRANSMISSION

Step 13: 13mm Wrench

Remove the bolts (arrows) securing the catalytic converter brace between the transmission and converter, then remove the brace.



Step 14:

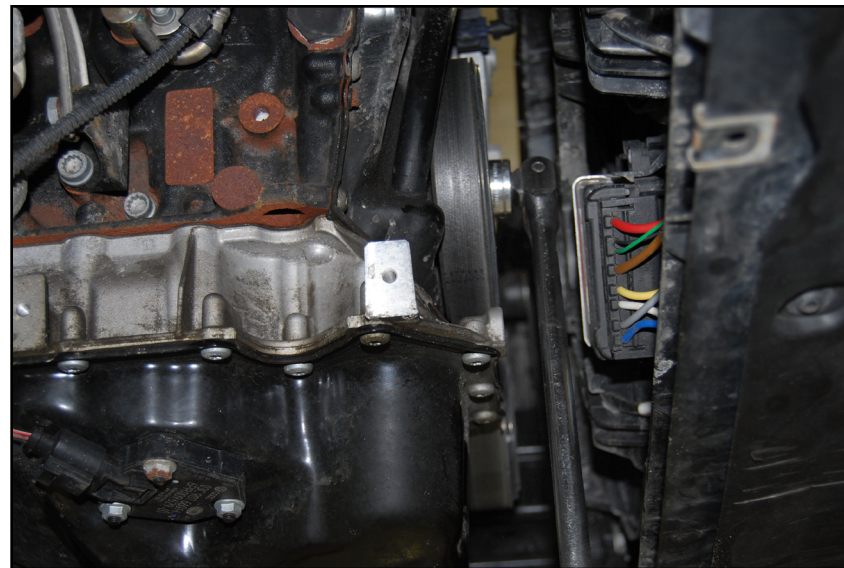
Remove the access port cover (arrow) from the lower transmission bellhousing.



REMOVING THE TRANSMISSION

Step 15: 24mm Socket & Breaker Bar

Rotate the engine in a clockwise direction until one of the clutch module (clutch and flywheel assembly) bolts (shown in step 16) are visible through the access hole.



Step 16: 16mm 12-point Socket & Ratchet

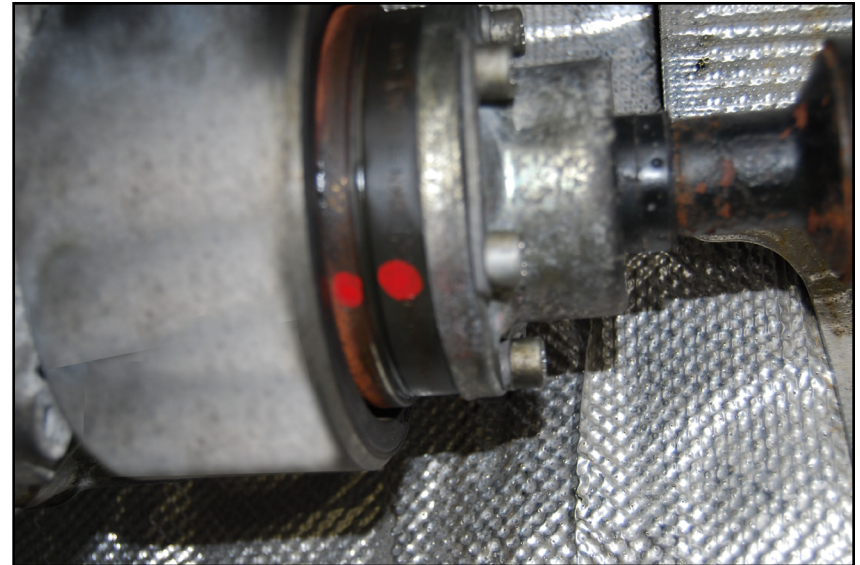
Remove the clutch module bolts (arrow). The crankshaft will need to be counterheld while loosening the bolts.



REMOVING THE TRANSMISSION

Step 17: Marker - OR - Paint Pen

Make a reference mark on the front driveshaft joint and the transmission output flange.



Step 18: M10 Triple Square Socket & Ratchet

Counter hold the driveshaft and remove the bolts that secure it to the transmission flange. Remove the drive shaft from the transmission flange, push it slightly towards the rear, and secure it up out of the way.



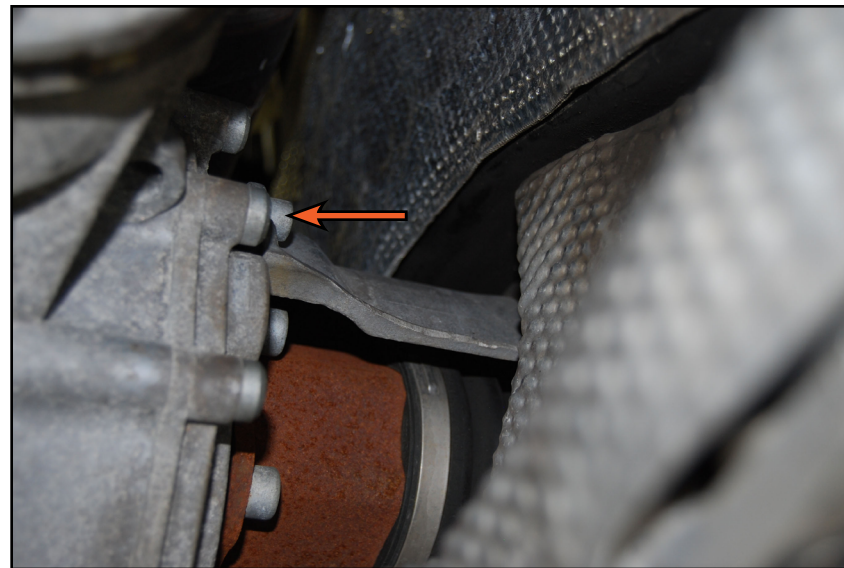
If your car has a flanged driveshaft connection at the transmission, refer to our B8 S4 lightweight flywheel installation PDF [HERE](#) for detailed instructions on removal.



REMOVING THE TRANSMISSION

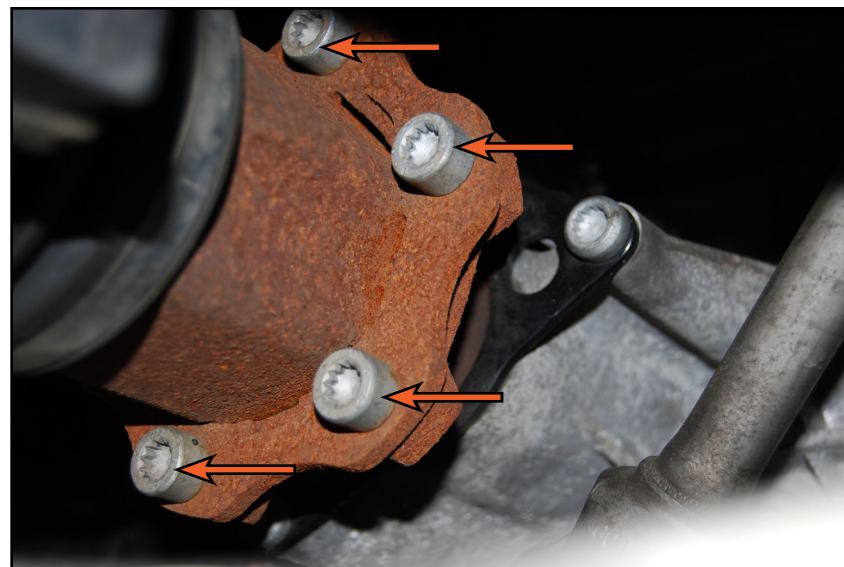
Step 19: 6mm Hex (Allen) Socket & Ratchet

Remove the three bolts for the RH Front CV joint heat shield and remove the shield. Reference page nine for bolt location.



Step 20: M10 Triple Square

Remove the front LH and RH Inboard CV joint bolts (arrows) from the transmission output flanges.



REMOVING THE TRANSMISSION

Step 21: M10 Triple Square Socket & Ratchet

Remove the bolt (arrow) that secures the clutch slave cylinder to the transmission.



Step 22: 13mm Wrench

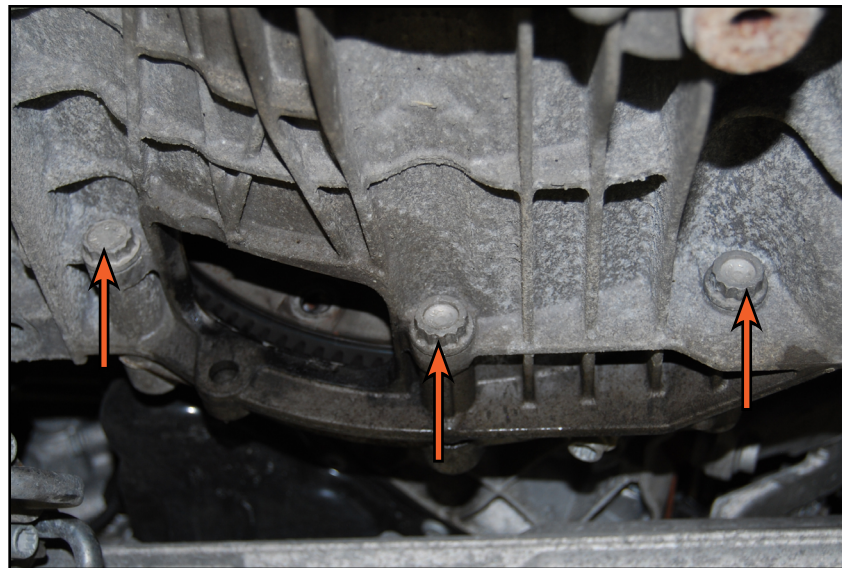
Remove the nut (highlighted in **RED**) that secures the selector shaft to the selector rod on the transmission, then carefully walk it off the splines on the rod, being careful not to damage it.



REMOVING THE TRANSMISSION

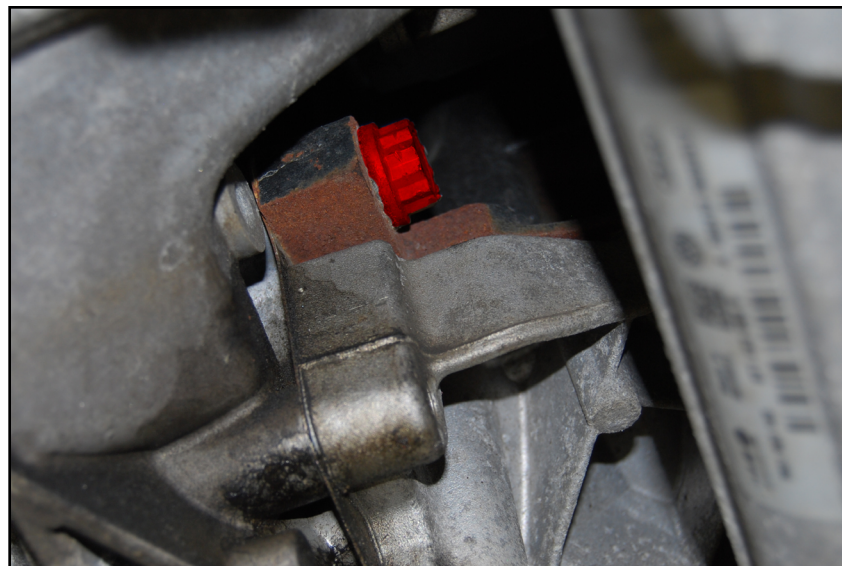
Step 23: 16mm 12-point Socket & Ratchet

Remove the three lower bell housing bolts (arrows).



Step 24: 18mm 12-point Socket & Ratchet

Remove the rearward facing bolt (highlighted in **RED**) from the lower bell housing. This bolt is located on the RH side, just below the starter.



REMOVING THE TRANSMISSION

Step 25:

Place a transmission jack under the center of the transmission and secure it in place.



Step 26: M12 Triple Square Socket & Ratchet

Remove the four bolts (highlighted in **RED**) securing the transmission cross member to the body of the car.



Double check the engine support bar to make sure it is still properly connected and securely supporting the engine.

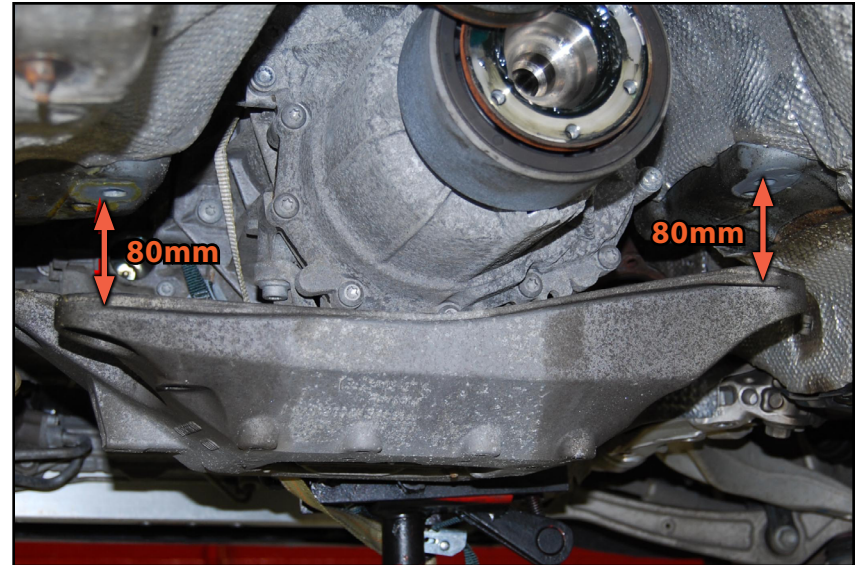


REMOVING THE TRANSMISSION

Step 27:

Slowly lower the transmission just until there is a distance of 80mm between the crossmember and the body. The following items are difficult to see. Reference page 7 for component location, then perform the following:

- Disconnect the gear detector switch.
- Unclip the gear detector wiring harness from the top of the transmission.
- Remove the shifter push rod using a 13mm deep socket.
- Remove the shifter connecting rod using a 13mm wrench.



Step 28: 18mm, 16mm 12-point Sockets & Ratchet

Remove the starter bolts.



The starter cables can remain connected and the starter does not need to be removed from the vehicle.



REMOVING THE TRANSMISSION

Step 29:

Remove the remaining bell housing bolts, then pull the transmission rearward until it is clear of the pilot bearing housing on the drive plate (roughly two inches).



Step 30:

Lower the transmission slowly while checking for any wiring or linkages that are stuck or that did not get disconnected. Once the transmission is fully clear lower it completely and remove it from under the vehicle.



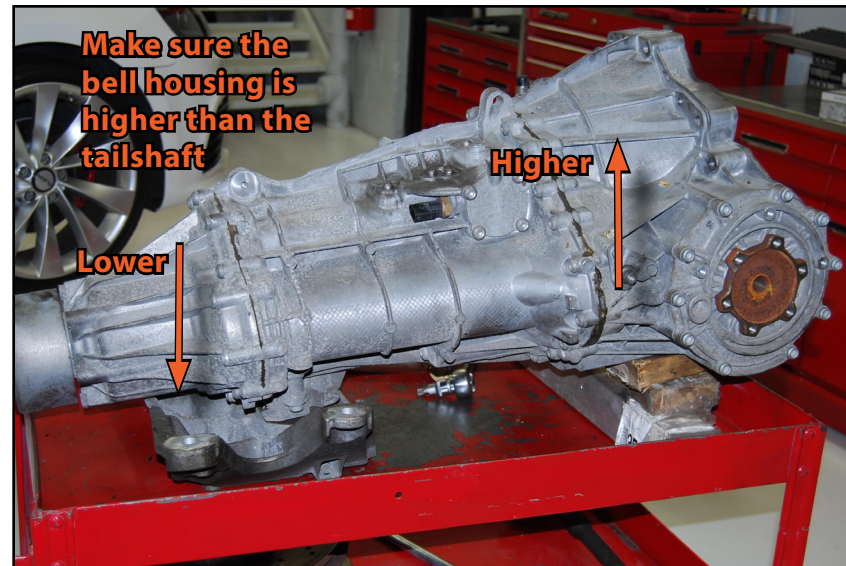
Before proceeding, we strongly recommend the help of an assistant to remove the transmission, as it will be very top heavy.



REMOVING THE CLUTCH MODULE/FLYWHEEL ASSEMBLY

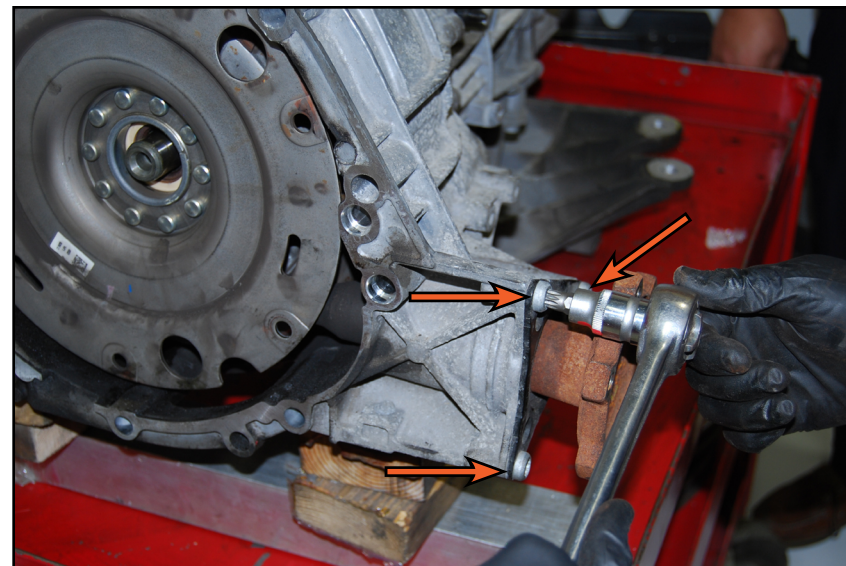
Step 1:

Raise and support the bell housing so the transmission tailshaft is slightly lower than the bell housing. This will prevent gear oil from leaking out when the LH axle shaft is removed.



Step 2: T45 Torx Socket & Ratchet

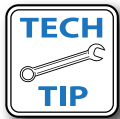
Remove the three bolts (arrows) that secure the LH axle retainer to the transmission bell housing.



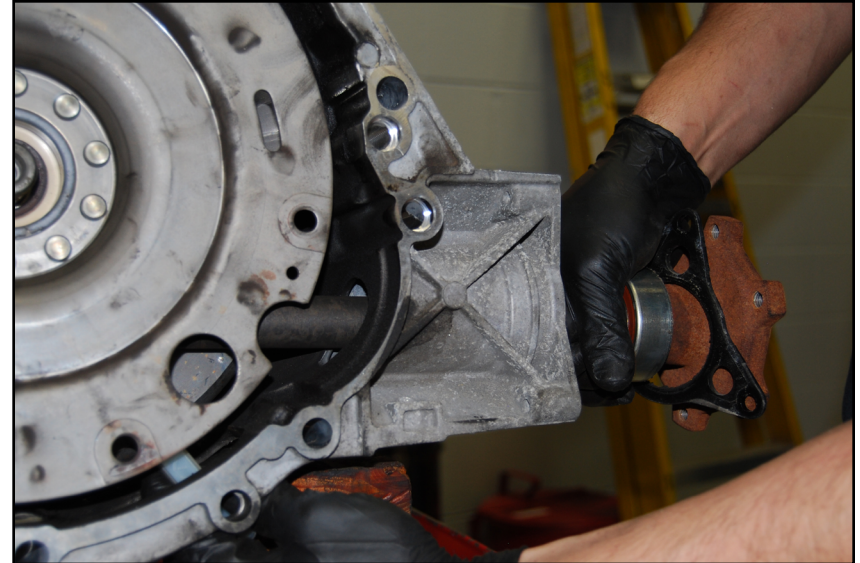
REMOVING THE CLUTCH MODULE/FLYWHEEL ASSEMBLY

Step 3:

Pull the LH axle out just far enough to clear the seal in the bell housing. Support the weight of the axleshaft at the end until it clears the axle seal.



If the axle shaft does not easily pull straight out, you may need to use a slide hammer/puller for removal.



Step 4:

Remove the clutch module from the transmission by pulling it straight back until it clears the bellhousing of the transmission.



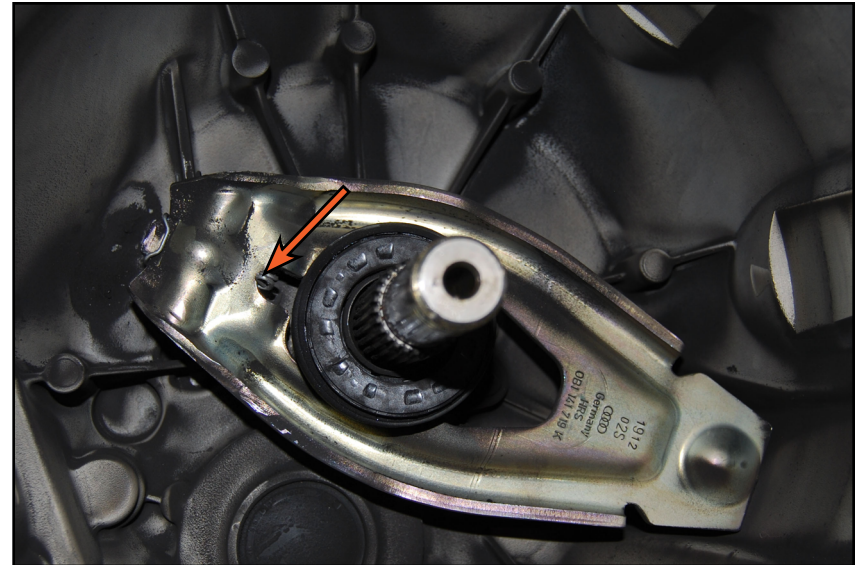
CAUTION: The clutch module is very heavy. Be sure to pull it straight out or you may damage the seal and the pilot bearing housed in the flywheel.



SERVICING THE CLUTCH RELEASE MECHANISM

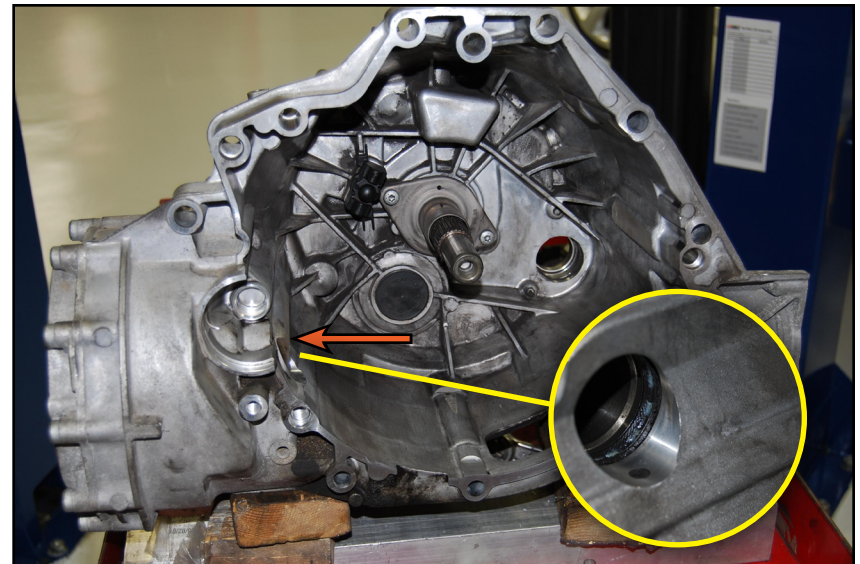
Step 1:

Pull the old throwout bearing off of the clutch release lever. Push in to release the retaining spring (arrow) then pull the clutch release lever off of the pivot ball.



Step 2:

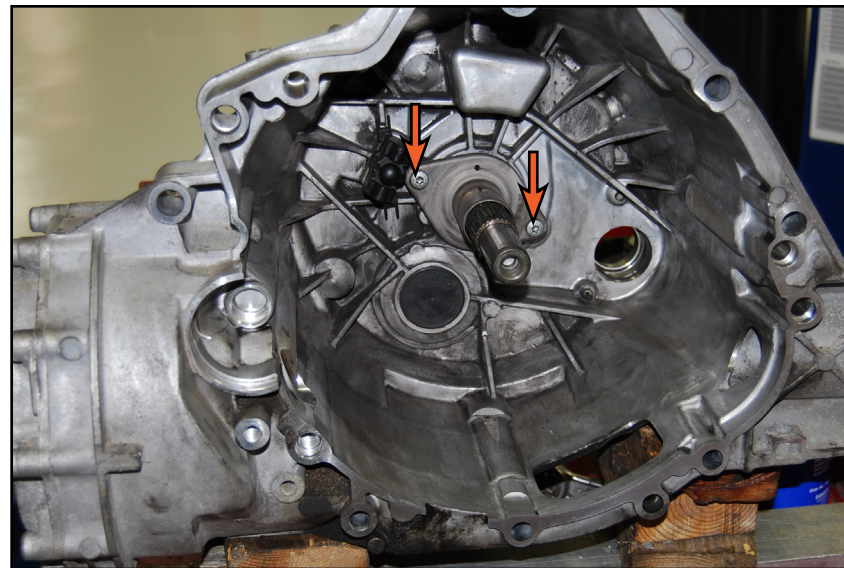
Cover the hole for the axle shaft (arrow) and clean the inside of the bellhousing thoroughly, reapplying sealing grease to the axle shaft seal as needed (inset photo).



SERVICING THE CLUTCH RELEASE MECHANISM

Step 3: T30 Torx Socket & Ratchet

Remove the bolts (arrows) that secure the throwout bearing guide sleeve and remove forward off the input shaft.



Step 4:

Clean the contact surface for the throwout bearing guide sleeve and inspect the input shaft seal for signs of damage or leaks.



SERVICING THE CLUTCH RELEASE MECHANISM

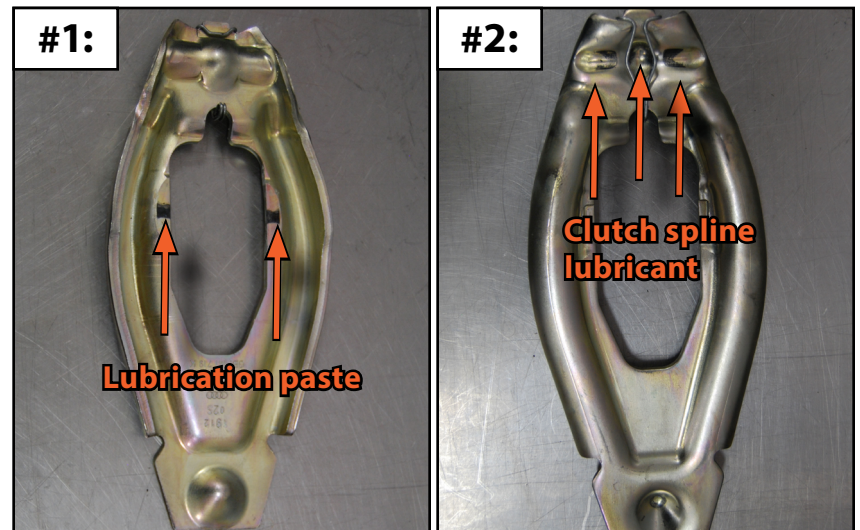
Step 5: T30 Torx Socket & Torque Wrench

Apply blue threadlocker to the guide sleeve bolts, install the new guide sleeve and torque the bolts to 8 Nm (6 Ft-lbs). Apply clutch spline lubricant to the splines on the transmission input shaft.



Step 6:

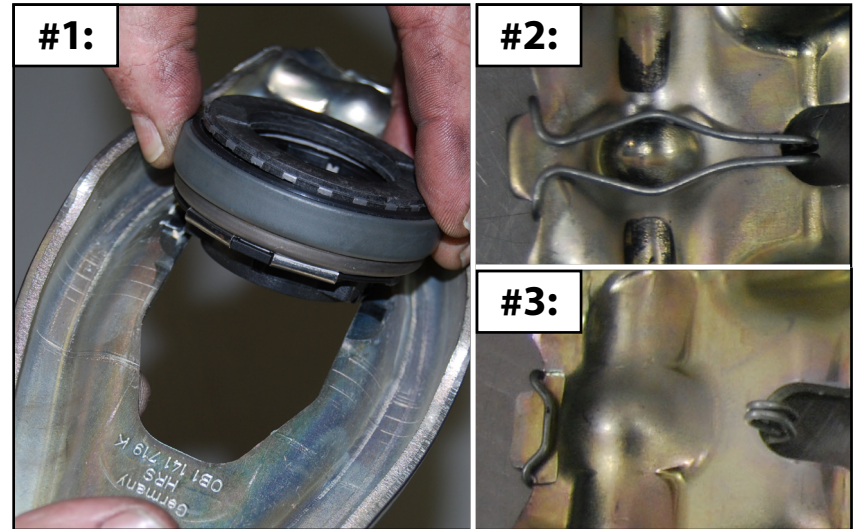
Apply lubrication paste (arrows in **photo #1**) where the throwout bearing contacts the clutch release lever, and clutch spline lubricant (arrows in **photo #2**) to the clutch release lever at the pivot points.



SERVICING THE CLUTCH RELEASE MECHANISM

Step 7:

Install the new throwout bearing onto the clutch release lever by pressing it into place (**photo #1**) and also make sure the retaining spring is correctly installed as shown (**photos #2 & #3**).



Step 8:

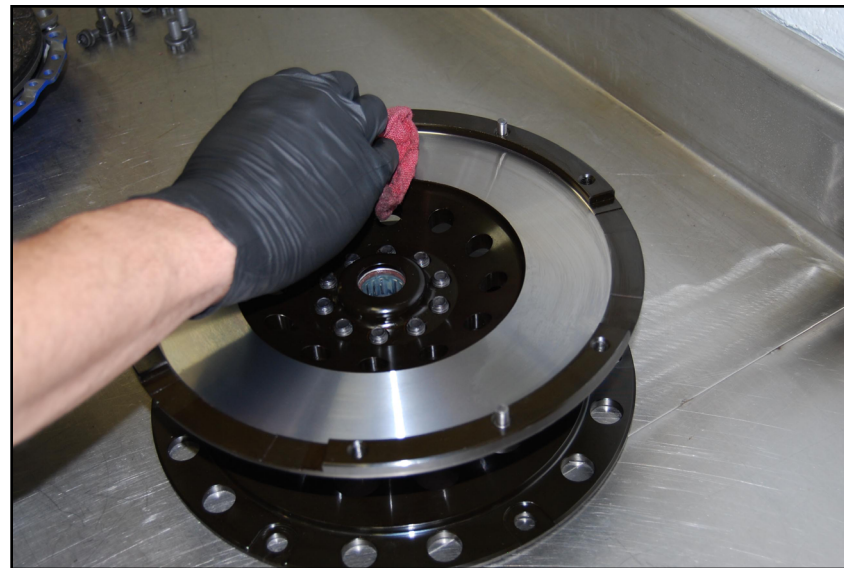
Install the clutch release lever and throwout bearing onto the guide sleeve, then push on the clutch release lever at the pivot point to engage the retaining clip. Make sure the release lever and throwout bearing move back and forth freely.



ASSEMBLING & INSTALLING THE CLUTCH MODULE

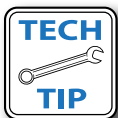
Step 1:

Thoroughly clean the surface of the flywheel.

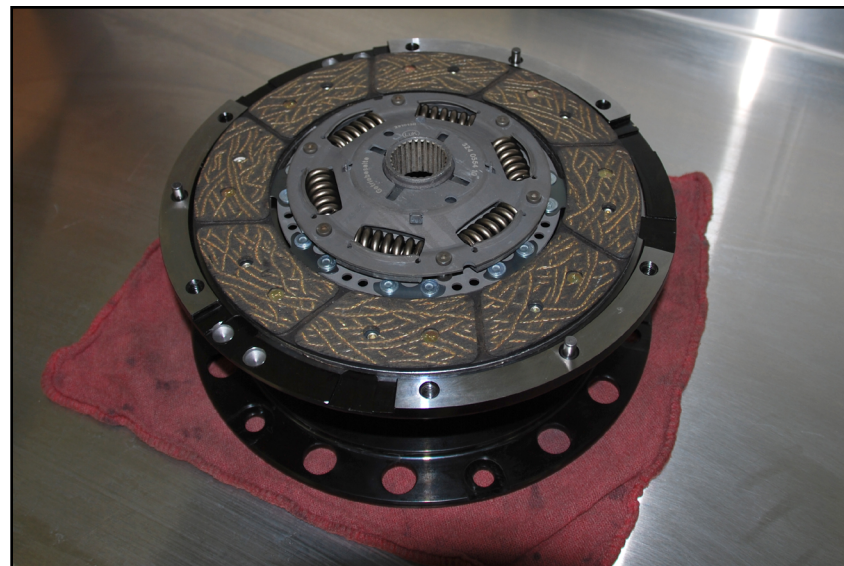


Step 2:

Place the new clutch disc on the flywheel. Make sure the disc is installed with the correct side mating to the flywheel. The clutch disc will only fit and sit flush on the flywheel one way. The clutch disc will not sit flush if it is installed upside down.



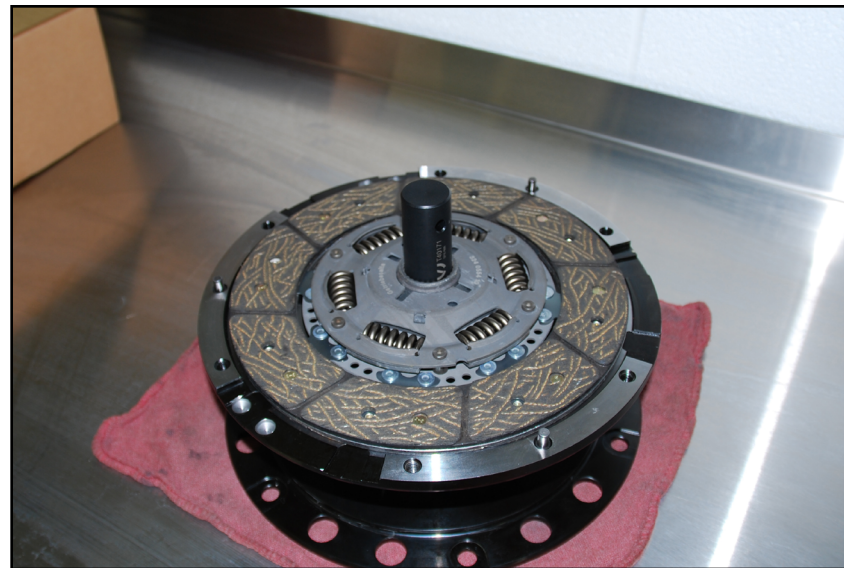
Be sure to have clean hands and be careful not to get any grease or contaminants on the surface of the clutch disc.



ASSEMBLING & INSTALLING THE CLUTCH MODULE

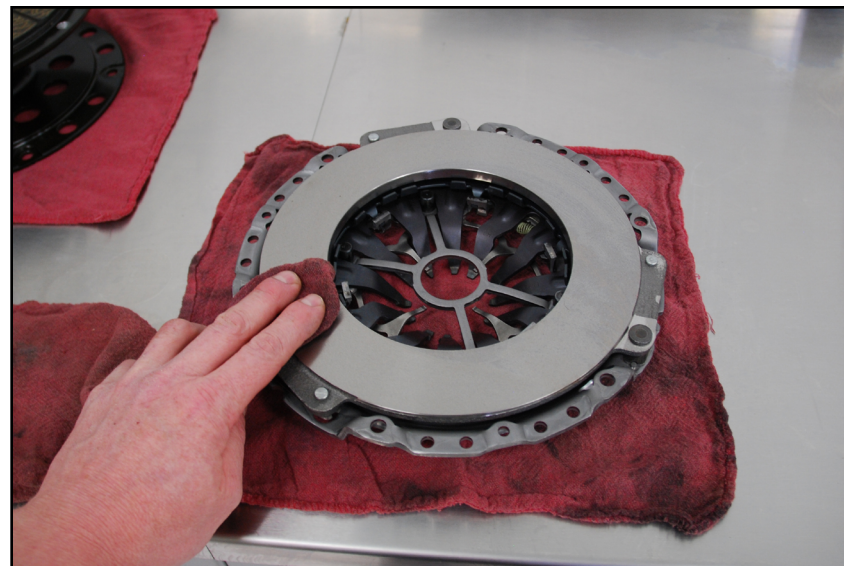
Step 3: Clutch Alignment Tool

Push the clutch disc alignment tool (included with the kit) down through the center of the clutch disc and into the pilot bearing of the flywheel until it is fully seated.



Step 4:

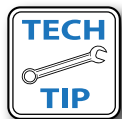
Clean the surface of the pressure plate using brake cleaner and a clean shop rag.



ASSEMBLING & INSTALLING THE CLUTCH MODULE

Step 5: M10 Triple Square Socket & Ratchet

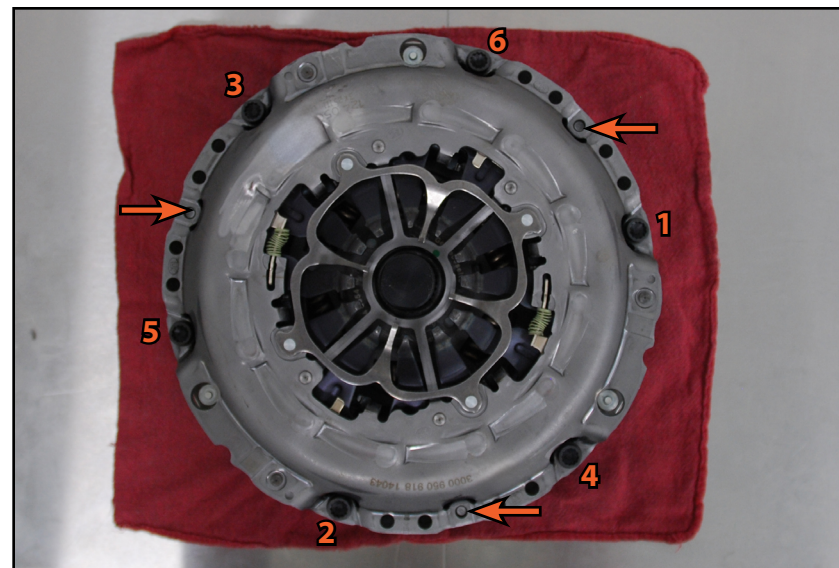
Align the dowel pins with the dowel pin holes (arrows) in the pressure plate, then install the new provided pressure plate bolts through the pressure plate and into the flywheel until they are finger tight. Slowly tighten each of the pressure plate bolts 1/4 turn at a time, alternating between them in the sequence shown at the right until the pressure plate and the bolts are fully seated onto the flywheel. Torque the pressure plate bolts to 22 Nm + 90 degrees (16 Ft-lbs + 90 degrees), then remove the clutch alignment tool.



TECH TIP A second person may be required to hold the clutch module while torquing these bolts. Do not place the clutch module in a vise or anything that will damage or distort the flywheel.

Step 6:

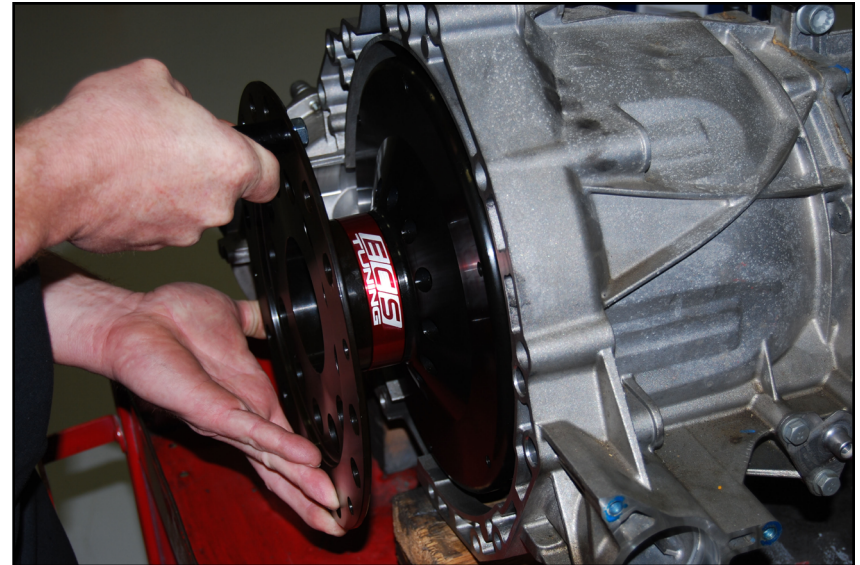
Install the drive plate o-ring into the center of the flywheel (highlighted in **GREEN**).



ASSEMBLING & INSTALLING THE CLUTCH MODULE

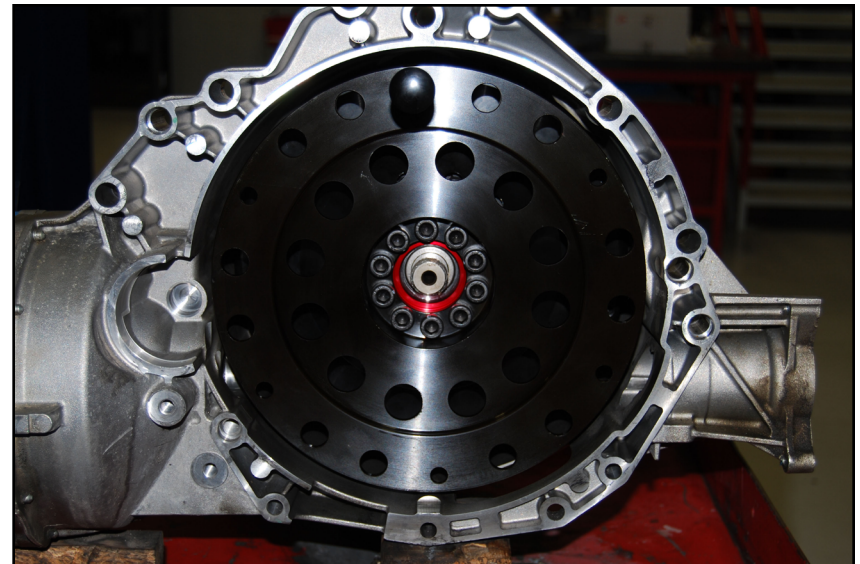
Step 7:

Slide the clutch module/flywheel assembly onto the transmission input shaft.



Step 8:

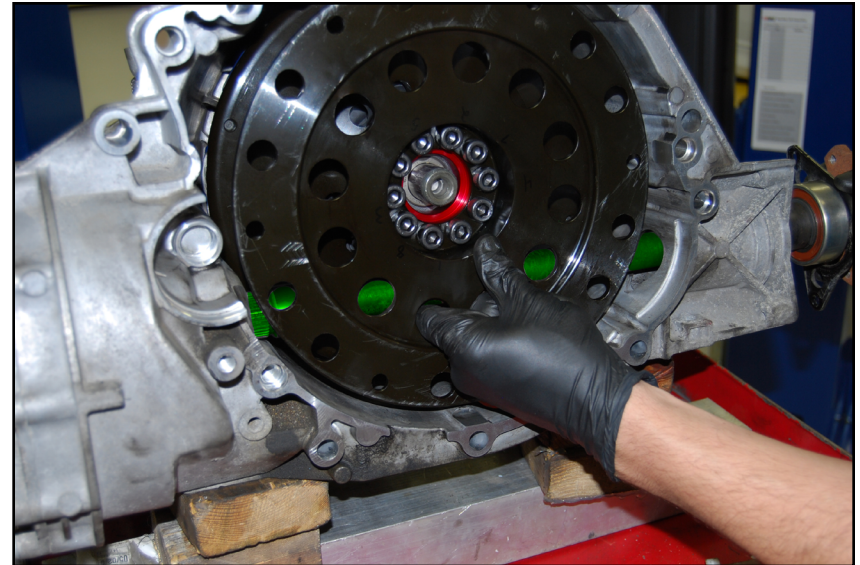
Turn the clutch module continuously in one direction and watch closely at the edges to make sure it rotates smoothly and does not wobble (runout). A small amount of runout (approximately 1mm) is acceptable.



ASSEMBLING & INSTALLING THE CLUTCH MODULE

Step 9:

Insert the axle (highlighted in **GREEN**) back into the bell housing and through the clutch module until it is fully seated in place. Make sure to support it as shown so it remains centered during installation and does not damage the axle seal.



Step 10: T45 Torx Socket & Torque Wrench

Apply blue threadlocker to the axle retainer bolts (arrows), then reinstall them and torque them to 24 Nm (18 Ft-lbs).



REPLACING THE PILOT BEARING IN THE DRIVE PLATE

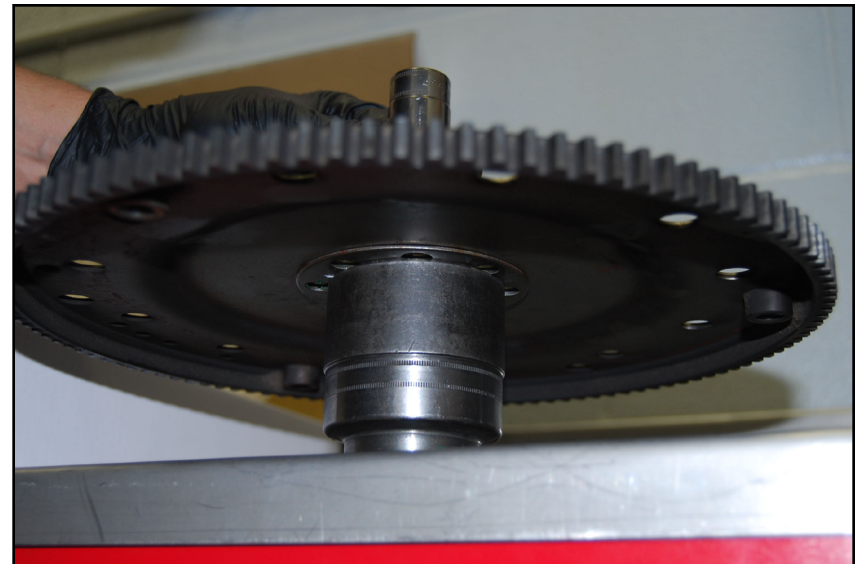
Step 1: 24mm Socket, M12 Triple Square Socket & Ratchet

Counterhold the front crankshaft bolt, then remove the drive plate bolts (highlighted in **RED**) and pull the drive plate off of the end of the crankshaft.



Step 2:

Support the center bolt flange of the drive plate using a large socket or suitable tool.



REPLACING THE PILOT BEARING IN THE DRIVE PLATE

Step 3: Soft Faced Hammer, Drive Tool - OR - Socket

Using a drive tool and a soft faced hammer, drive the old pilot bearing out of the drive plate.



Step 4: Soft Faced Hammer, Drive Tool - OR- Socket

Turn the drive plate over and support the center bolt flange using a large socket or suitable tool. Place the pilot bearing into the bore of the center bolt flange (inset photo), then using a drive tool that fits the outer diameter of the new pilot bearing, drive it into place.



REPLACING THE PILOT BEARING IN THE DRIVE PLATE

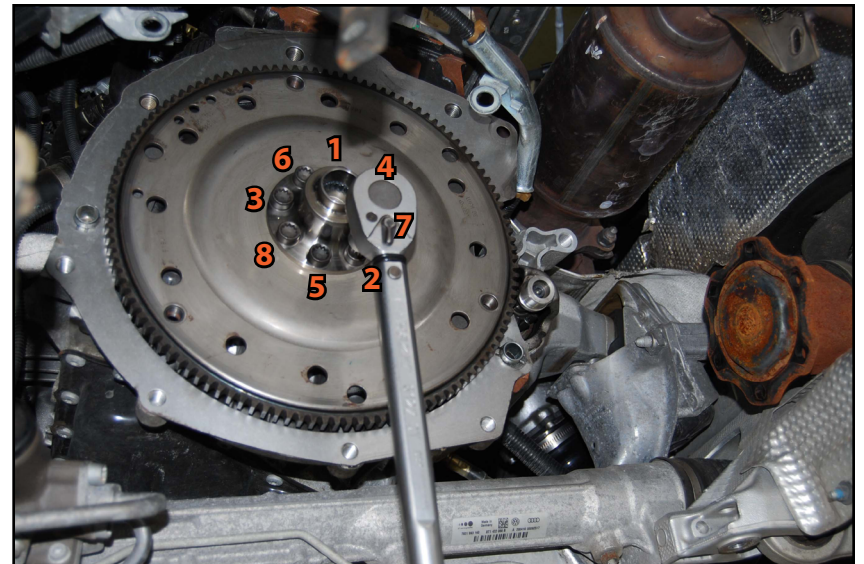
Step 5: M12 Triple Square Socket & Ratchet

Place the drive plate onto the crankshaft and secure it to the crankshaft with the provided bolts until they are fully seated.



Step 6: M12 Triple Square Socket & Torque Wrench

Torque the bolts in the pattern shown to 60 Nm + 90 degrees (44 Ft-lbs + 90 degrees).



You are now ready to install the transmission!

INSTALLING THE TRANSMISSION

The basic transmission Installation steps are the reverse of removal, however for ease of installation and accuracy, we have provided this checklist, complete with torque specifications and installation tips.

Place and secure the transmission on the transmission jack and raise it back into place. Work slowly and adjust the angles and height of the transmission jack as necessary to guide the transmission into place.

Once the transmission is aligned, slide it forward until the bell housing is fully seated against the engine block.

Slide the starter back into place and loosely install the lower starter bolt.

Install the 4 lower bell housing bolts.

For access, make sure there is a distance of 80mm between the transmission cross member and the body.

Install the remaining bell housing bolts just until they are fully seated.

Loosely install the upper starter bolt with the spacer.

Torque all of the bell housing bolts, then both starter bolts.

10mm Aluminum Bell Housing Bolts: 15 Nm (11 Ft-lbs) + 90 degrees

12mm Aluminum Bell Housing Bolts: 30 Nm (22 Ft-lbs) + 90 degrees

Lower Starter Bolt: 65 Nm (48 Ft-lbs)

Upper Starter Bolt w/spacer: 30 Nm (22 Ft-lbs) + 90 degrees

Install the shifter connecting rod, push rod, and gearbox selector rod. Torque them all to 20 Nm (15 Ft-lbs).

Connect the electrical connector for the gear detector switch and reconnect the harness retaining clip.

INSTALLING THE TRANSMISSION

If your vehicle is equipped with the start/stop system, reconnect the neutral position sender at this time.

Install the support bracket for the catalytic converter.

Raise the transmission so the cross member contacts the body

Install the four transmission cross member bolts and torque them to 70 Nm (52 Ft-lbs)

Push the slave cylinder into position. Be careful to keep the slave cylinder push rod straight as you slide it into position. Push the slave cylinder line bushing into the retaining bracket. Install and torque the slave cylinder bolt to 20 Nm (15 Ft-lbs).

Install and torque all three clutch module bolts. The holes in the drive plate and clutch module may not line up perfectly until the first bolt is installed. You will have to hold the clutch module and rotate the crankshaft until the first hole is lined up. The drive plate and clutch module are a precise fit, so they may turn together unless you hold the clutch module stationary. Install all three bolts until they are fully seated, then torque them all to 60 Nm (44 Ft-lbs).

Install the bell housing access hole cover plate.

Connect the driveshaft. Torque the bolts to 30 Nm (22 Ft-lbs) + 90 degrees. Be sure to line up the paint marks made during disassembly.

Reinstall the driveshaft heat shield if your vehicle was equipped with one.

Connect the steering shaft. Torque the bolt to 30 Nm (22 Ft-lbs) + 90 degrees.

Install both front CV axles. Torque the bolts to 70 Nm (52 Ft-lbs).

INSTALLING THE TRANSMISSION

Install the heat shield for the RH front CV joint.

Install the downpipe.

Install the subframe cross brace and torque all six bolts to 90 Nm (66 Ft-lbs) + 90 degrees.

Install the nut for the power steering line.

Install the noise insulation

Connect the negative battery terminal.

Install both front wheels and torque them to 120 Nm (89 Ft-lbs).

TORQUING TIPS

Torque to Yield or “Stretch” Bolts

Many bolts will have a torque specification listed in the format - xx Nm (xx Ft-lbs) + xx degrees. These bolts are torque to yield bolts, commonly referred to as “stretch” bolts. The correct procedure for torquing these bolts is:

Stage One - Torque the bolt(s) to the initial Nm or Ft-lb specification. If there is more than one, be sure to torque them in the correct sequence.

Stage Two - Tighten or “stretch” the bolt(s) the additional specified number of degrees. If there is more than one, be sure to follow the correct sequence.

Note - Some bolts may have two or more stages of torquing before the final stage of “stretching” the bolts.

When tightening more than one bolt in a specified sequence, be sure to mark each fastener with paint **immediately** after performing the final stage or “stretching” of the bolts. This will ensure that you keep track of which bolts have already been “stretched”.

All Torque to Yield bolts should only be used once and should be replaced each time they are removed. If they are reused, they will not be able to achieve the proper clamping force with the specified torque.

Lubrication

Torque specifications are always listed for a dry fastener (**no** lubrication) unless specified otherwise.

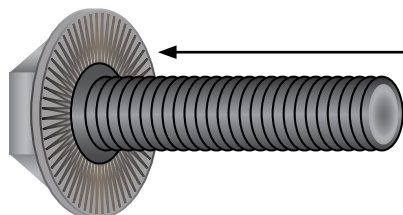
Some fasteners require lubrication on the threads -or- on the contact surface while torquing. These fasteners will be listed with the specific location and type of lubrication required. Always follow manufacturers recommendations exactly.

Lubricating a fastener that is intended to be installed dry and then torquing it to factory specifications will increase the clamping force and stress on the fastener and components, which can result in damage or failure.

Do not lubricate the threads of any fastener unless it is specifically recommended by the manufacturer.

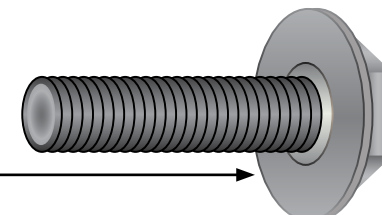
Ribbed vs. Non-Ribbed Bolts

Ribbed and Non-Ribbed bolts in the same location generally require a different torque specification.



A ribbed bolt is identified by the ribs on the contact surface

A non-ribbed bolt is identified by the smooth contact surface



TORQUE SPECIFICATIONS

10mm Aluminum Bell Housing Bolts.....	15 Nm (11 Ft-lbs) + 90 degrees	(Page 37)
12mm Aluminum Bell Housing Bolts.....	30 Nm (22 Ft-lbs) + 90 degrees	(Page 37)
Axle Retainer Bolts (Use threadlocker).....	15 Nm (11 Ft-lbs) + 45 degrees	(Page 33)
Clutch Module to Drive Plate Bolts (Always Replace).....	60 Nm (44 Ft-lbs).....	(Page 38)
CV joint to Transmission Flange (Always Replace)	70 Nm (52 Ft-lbs)	(Page 38)
Drive Plate to Crankshaft Bolts (Always Replace).....	60 Nm (44 Ft-lbs) + 90 degrees	(Page 36)
Driveshaft Bolts (Always Replace)	30 Nm (22 Ft-lbs) + 90 degrees	(Page 38)
Gearbox Selector Lever Nut (Always Replace)	20 Nm (15 Ft-lbs)	(Page 37)
Guide Sleeve Bolts (Apply threadlocker)	8 Nm (6 Ft-lbs).....	(Page 27)
Pressure Plate Bolts (Always Replace)	22 Nm (16 Ft-lbs) + 90 degrees.....	(Page 31)
Shifter Connecting Rod	20 Nm (15 Ft-lbs)	(Page 37)
Shifter Push Rod	20 Nm (15 Ft-lbs)	(Page 37)
Slave Cylinder Bolt.....	20 Nm (15 Ft-lbs)	(Page 38)
Starter Bolt Lower.....	65 Nm (48 Ft-lbs)	(Page 37)
Starter Bolt Upper w/spacer	30 Nm (22 Ft-lbs) + 90 degrees	(Page 37)
Steering Shaft Bolt (Always Replace).....	30 Nm (22 Ft-lbs) + 90 degrees	(Page 38)
Subframe Cross Brace Bolts (Always Replace).....	90 Nm (66 Ft-lbs) + 90 degrees	(Page 39)
Transmission Cross Member Bolts.....	70 Nm (52 Ft-lbs)	(Page 38)
Wheels.....	120 Nm (89 Ft-lbs)	(Page 38)

Your B8 A4/A5 2.0T Clutch & Lightweight Flywheel installation is complete!



These instructions are provided as a courtesy by ECS Tuning

Proper service and repair procedures are vital to the safe, reliable operation of all motor vehicles as well as the personal safety of those performing the repairs. Standard safety procedures and precautions (including use of safety goggles and proper tools and equipment) should be followed at all times to eliminate the possibility of personal injury or improper service which could damage the vehicle or compromise its safety.

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