



VTT G8X Diff Lock Down install guide



Thank you for your purchase of the VTT BMW G8X Diff Lock Down kit! The first thing to do when you open your box is to make sure all parts are in their respective bags, and nothing has been left out or lost during shipping. Here is a breakdown of what you should have.

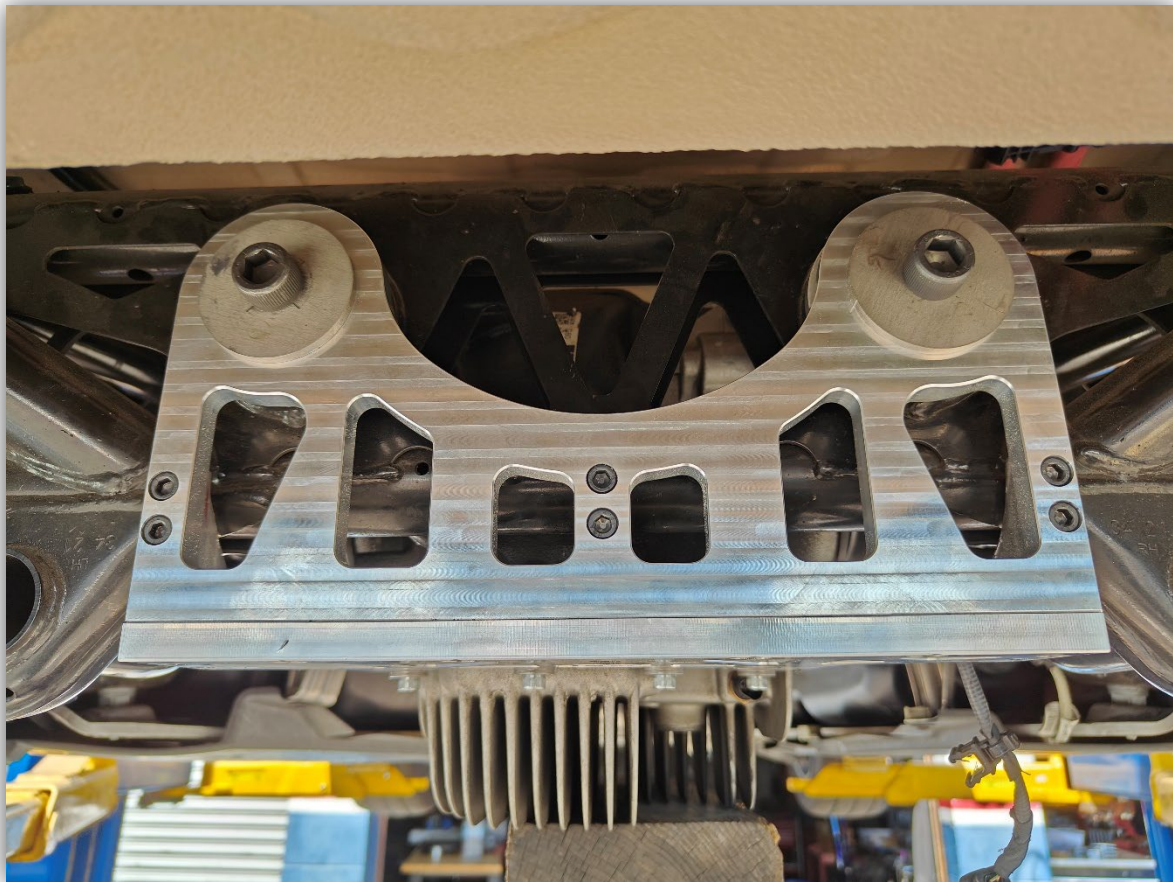
- 1 - Lockdown in choice of anodized color
- 2 - billet pucks in anodized color for the second mounting point on the subframe
 - 1 - Factory Rear Bushing Insert
- 2 - Custom Length 12.9 Grade M14 bolts and lock nuts
 - 4 - Custom hardened steel washers
 - 4 - M6 Socket cap bolts, and washers



Once all parts are accounted for you can proceed with the Diff Lock Down Installation. We suggest this only be done by a qualified

technician. If something was missing from your upgrade, please contact us immediately so we can remedy this.

READ THE ENTIRE GUIDE BEFORE BEGINNING INSTALLATION!



ANY QUESTIONS, OR FITMENT PROBLEMS, PLEASE EMAIL SALES@VARGASTURBO.COM BEFORE TRYING TO FORCE OR MODIFY ANYTHING. THIS UPGRADE IS PLUG AND PLAY IF THESE INSTRUCTIONS ARE FOLLOWED, ANY ISSUES NEED TO BE ADDRESSED TO AVOID PROBLEMS

INSTALL GUIDE

Please note, this guide is intended to help with the installation of the lock down kit only.

1. Gain access to the rear diff by removing any undertrays, exhaust, etc. This guide is for the lock down kit ONLY, this is not a guide on how to remove or install anything else on the vehicle.
2. Support the diff using a bottle jack or similar
3. Remove the 4 front lower bolts from the diff, and set aside for use if diff plate is ever removed.
4. Remove the diff mounting bolt, and nut
5. We will install the rear bushing insert first. Lube up the rear bushing insert very well, and line up the tabs on the insert to the bushing, there are small, and large tabs. Once lined up, push in by hand as far as you can.
6. Using the factory bolt, one large washer, and factory nut tighten until the bushing is pressed all the way in. This will take some force, this is normal, you are positively filling all the voids in the bushing.
7. Once all the way in, remove the factory bolt, and nut and we will continue with the lock down install. Fig 1
8. Insert the pucks into the passenger side mounting location on the subframe Fig 2 and 3
9. Now put the longer bolt and one washer through the lock down, raise it, and insert the bolt through the bushing. It's a VERY tight squeeze, and we had bolts made specifically for this area. See Fig 4 as to how you need to orientate everything to get it in place. Once inserted, use the cut washer, and nut on the other side. Fig 5
10. With the lock down fully loose hold it up, and hand thread your 4 bottom M6 Socket Cap Bolts.
11. Now using the shorter bolt, and washer insert through the lock down, and through the pucks, install the washer, and nut on the other side. Fig 6
12. Leave the top two bolts hand threaded, and loose. The lock is now loosely in place using a ¼" Ratchet slowly tighten the 4 bottom bolts evenly, this is going to press the diff support onto the pucks of the diff. You want to do this evenly until they are snug. Keep going over them until there is no more movement. Once snug tighten the 2 bolts on the top of the diff support into the subframe TQ them to 150 ft/lbs
13. Once the top two bolts are tight, go back over the M6 bolts again with the ¼" ratchet, making sure they are all snugged down. Once there is again no more movement, tighten the M6 bolts to 12 ft/lbs
14. Install anything you may have removed and enjoy your new Diff lock down!
15. After 20-30 miles or a couple of launches, access lock down, and re-Torque all Bolt to spec. Some settling can occur



Fig 1



Fig 2

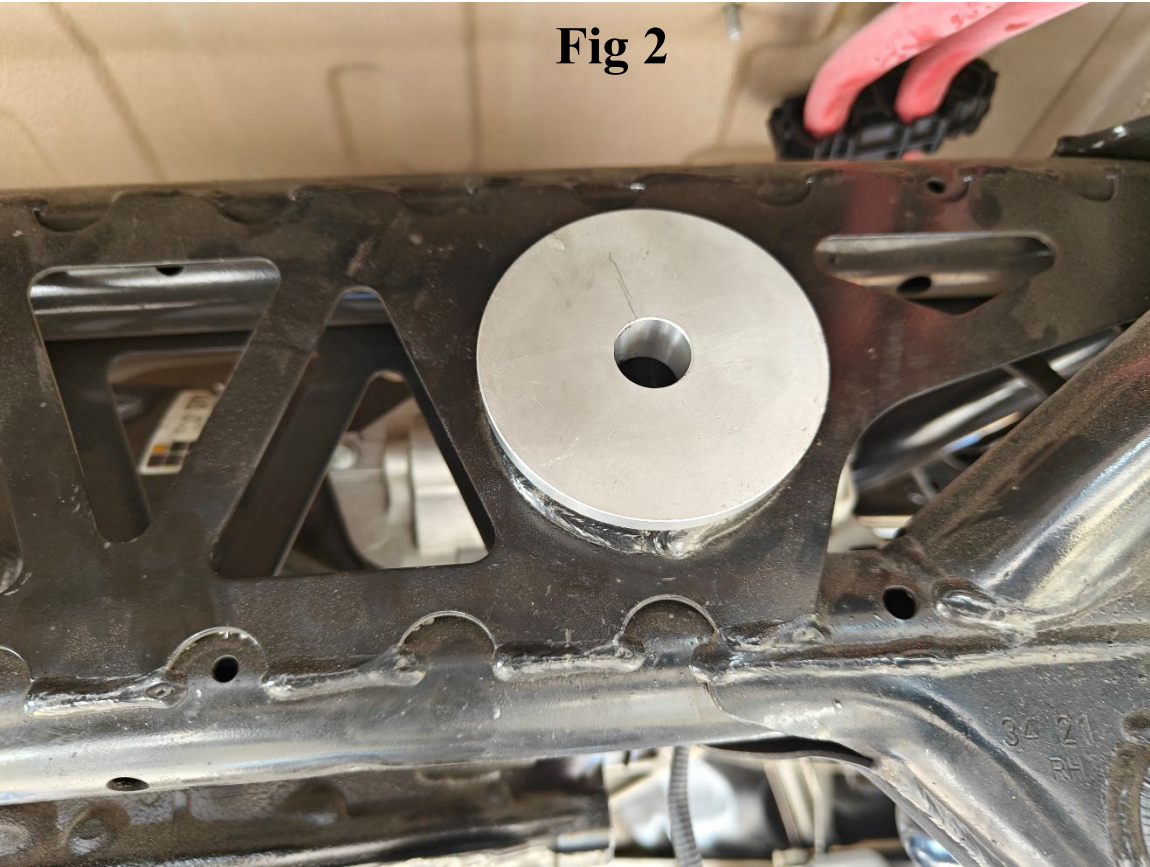


Fig 3



Fig 5



Fig 6

