

SIKKY[®]

MANUFACTURING

Sikky LSx BMW E30 Mount Kit Installation Guide



This kit requires you to run aftermarket eyeball arms or control arm bushings and an E36 steering rack

- 1- Remove stock motor, rad, and all attached hoses.
- 2- Clear the engine bay of all wiring and hoses between the frame rails.



- 3- Remove the factory rack and install the E36 rack.

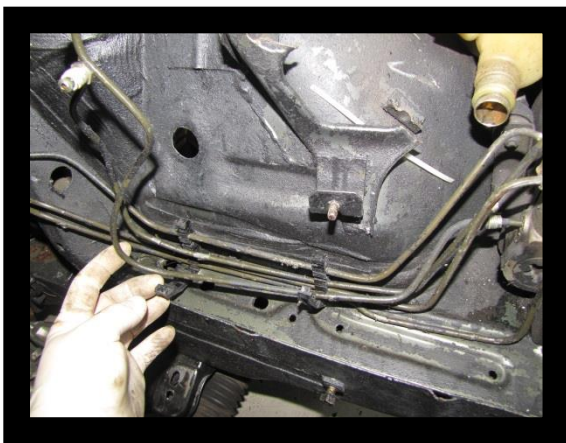
- 4- Install the factory steering rack bolt upside down so they are facing nut side down, away from the oil pan. (If you have short bolts this is not necessary for clearance).



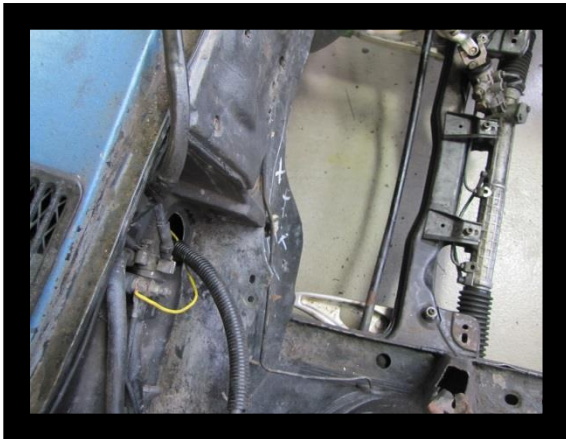
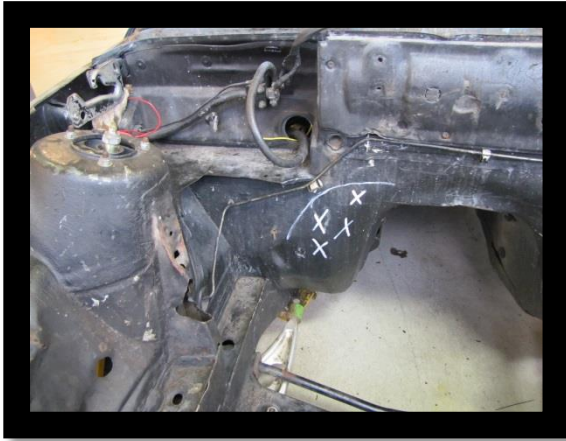
- 5- Remove the factory brake booster and master cylinder. Bend lines out of the way.



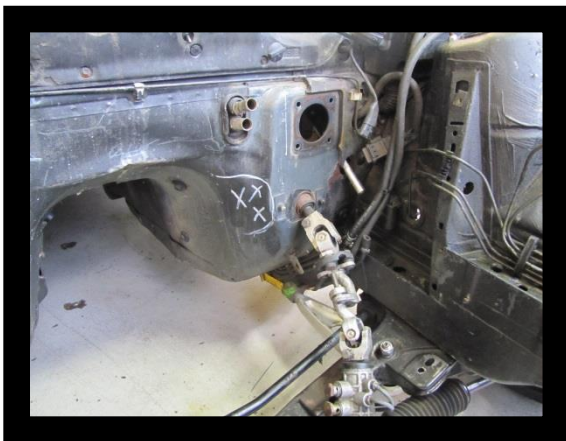
- 6- Remove both brake lines. Undo the line retainers, pull lines, and then close the line retainers leaving the remaining lines in place.



- 7- The passenger side firewall must be hammered flat so that it is the same height as the rest of the firewall.

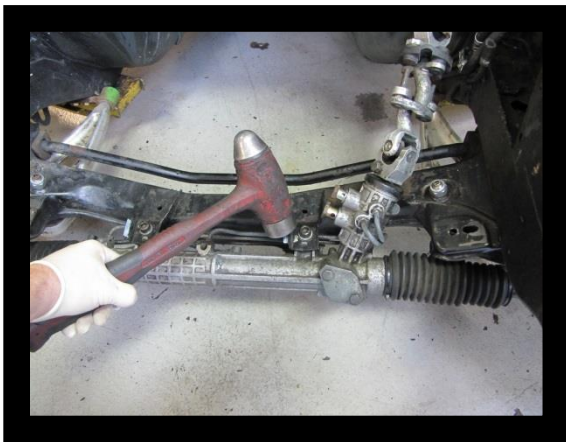


- 8- The driver side firewall must be hammered flat up against the bolt flange for the steering column.





9- Hammer down the 2 high points on the steering rack brackets for clearance.



- 10- Remove the T-56 transmission from your LSx engine.
- 11- Remove all unneeded parts from engine.
- 12- Install the Sikky slave cylinder line kit (coming soon)
- 13- Remove that factory steering linkage, you will not be reusing it. Install the Sikky steering rack kit.
- 14- Clean the steering rack and column splines. Brake clean and a wire brush should do it.

- 15- Install aftermarket eyeball arms, on the rear of front lower control arms, to insure proper clearance for Sikky headers.
- 16- [Click here to follow oil pan installation instructions.](#)
- 17- Trim the ears on the side of your T-56 for transmission tunnel clearance.



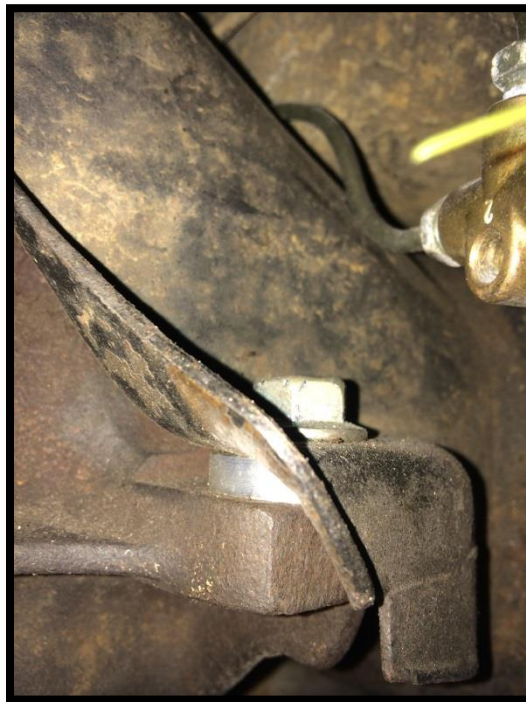
- 18- Install T-56 back onto your LSx.
- 19- Trim your heater core hose bibs to shorten length for clearance.
- 20- Drop your engine and transmission into the engine bay without the engine mounts installed. Be careful not to bend your heater core hose bibs.
- 21- Maneuver the engine into its final position, keeping an eye on the firewall clearance and anything that may prevent the engine from resting where it's intended to be. It may be necessary to remove the engine so you can further clearance the firewall, if anything is hitting during initial installation.
- 22- Install the driver and passenger side engine mounts by placing the stud into the factory crossmember upper slot (not the hole). Then using the supplied hardware start all the engine mount bolts that fasten the mount bases to the engine block. Make them finger tight first and then torque them down.

***NOTE:** If the engine mounts are not lining up properly then you have a clearance issue with the firewall or transmission tunnel. Clearance where it is making contact and reposition the motor.

- 23- While the engine mounts are loose from the subframe you'll want to install your headers. Remove the coil packs and valve cover to make this as easy as possible. It is almost recommended to jack the engine up some. Fitment will be tight!
- 24- After the headers are installed you'll tighten the engine mount nuts on the underside of the subframe.
- 25- Install the Sikky supplied transmission bushing onto your T56.
- 26- Install the Sikky transmission crossmember making sure to properly align with the bushing. Use the factory t-slot nuts and hardware to bolt to your E30 chassis

Driveshaft

- 1- Hammer the metal lip up that's just behind the transmission.
- 2- Next setup a differential support and remove the 4 front bolts.
- 3- Install the supplied spacers between the subframe and diff. Reinstall the 4 front bolts accordingly.



- 4- Install the differential flange adapter using the supplied hardware.



- 5- Remove the bolt on yoke from your drive shaft and slide it into the trans. Make sure to turn it a complete 360 and check clearances.
- 6- Place the bottom of the driveshaft to the face of the diff, then lift and slide the yoke to the top of the driveshaft.
- 7- Start the front driveshaft straps making sure that the universals are seated properly.



8- Then start the rear allen bolts for the diff.



9- Tighten all driveshaft hardware and check for clearance.