

### SBC / LT1 / LSX C5 Bellhousing Adapter Installation Instructions

**STEP 1:** Verify and if necessary adjust the position of the 944 input shaft inside the torque tube housing per Porsche specs. **THIS ALIGNMENT IS CRITICAL!**

The input shaft is prone to fore or aft movement inside the torque tube during engine removal, and must be positioned correctly prior to engine installation.

The transaxle end of the input shaft should be positioned 49 mm, +/- .05 mm (Figure 1), from the rear face of the transaxle bellhousing. Failure to properly position the input shaft could result in serious damage to the torque tube and transaxle.

When using the C5 (GM #12554980), remove the lower cover for inspection of the TT position in the pilot bearing. Accurate adjustments may then be made by gently tapping the drive shaft from the rear with a plastic hammer.

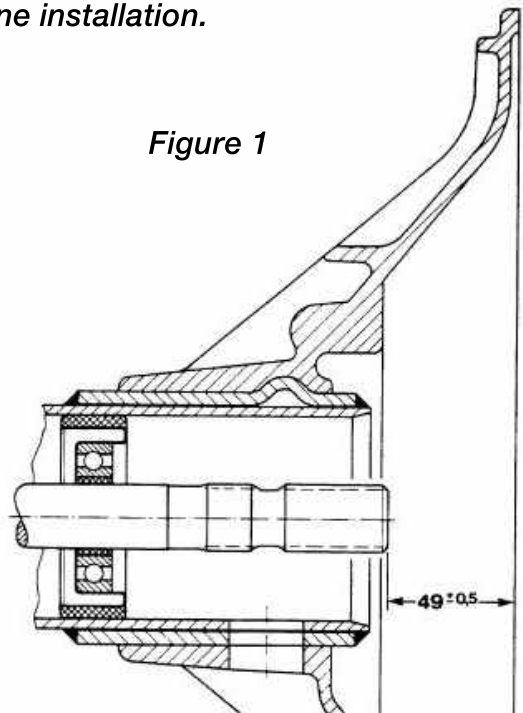
Also check the out of round deviation of the drive shaft. Maximum deviation on engine end is 1.5 mm, and .5 mm on the transaxle end. If shaft deviation is above tolerance, the torque tube must be replaced or rebuilt.

**STEP 2:** Install the C5 adapter plate onto the TT flange first. The indexing ring will fit tightly inside the TT housing, centering the TT shaft in the pilot bearing.

**NOTE:** The TT flange mounting holes may need to be enlarged slightly, as varying tolerances in TT flange bolt patterns have been discovered. (Figure 2)



Figure 1



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**STEP 3:** Once the correct TT position adjustment has been made, the concentric slave, clutch disc and pressure plate may be installed and torqued to spec. Bolt the C5 adapter to the bellhousing, install the engine, and bolt the bellhousing to the engine.

Figure 2: TT Flange mounting bolt pattern dimensions (reference only)

