



PRECISION PERFORMANCE
SINCE 2002

BRS
Bilt Racing Service

**TECHNICAL
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BILT RACING SERVICE

BILLET PDK PAN INSTALLATION

INSTALLATION MANUAL

This instruction manual or bulletin is not intended to be substituted for proper judgement, or common sense. Always refer to the factory manual or to the information supplied by the manufacturer with your product for detailed assembly or installation instructions.

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1. Remove underbody panel, suspension brace, and drain the PDK transmission fluid via the plug in the transmission pan. Not to be confused with the final drive gear oil. Recommendation: use a graduated catch pan to meter the amount of fluid that drains out. This will be the amount to replace.
2. Remove all of the fasteners for the PDK transmission pan and remove pan. Be cautious as residual fluid may remain in the bottom of the pan.
3. If performing a filter service on the BRS Billet PDK Pan, remove M6 button head fasteners on the filter plate inside of the pan. Replace filter element ensuring the pick up tube has been inserted though the bottom of the filter. Clean existing fasteners of existing Loctite. Re-apply small dab of blue Loctite and torque to 90 inch pounds.
4. Place provided gasket onto the pan. Reusable pan fasteners are included with the kit. Replace the pan and torque fasteners to 90 inch pounds. Torque LN drain plug that is included to 19 Ft Lb.
5. Static fill the PDK transmission with fluid until it runs out of the fill-plug hole, leave the fill plug off for now.
6. Connect a suitable scan tool such as a PIWIS or Autologic (or any other Porsche specific scan tool) and then set it up to monitor the PDK fluid temperature. Attention: Hot oil can scold! Start and run the engine in "Park", immediately add fluid if it is not running out of the fill plug hole, carefully maintain this fluid level throughout the whole fill process.
7. Start and run the engine in "Park", immediately add fluid if it is not running out of the fill plug hole, carefully maintain this fluid level throughout the whole fill process.
8. Cycle the shifter through all shift modes of R-N-D at least once, pausing for 1-2 seconds in each mode.
9. Move the shifter selector into "Park" mode.
10. Closely monitor the PDK fluid temperature. When the PDK fluid reaches the temperature of 30°C (86°F), you must command the vehicle utilizing your scan tool into the transmission "Fill mode". The scan tool will not enter the "Fill Mode" until the PDK transmission oil temperature reaches 30°C(86°F), BUT at no higher than 40°C (104°F). NOTE: this process must be expediently followed because the "Oil Fill" mode ends sharply after 5 minutes.
11. Continue to fill the PDK fluid while the transmission is in the "Fill Mode". Put the PDK fluid fill plug in and torque it to 26.0 +/- 2.0 foot pounds while the engine is still running.
12. Turn the engine off.
13. Reassemble the car as per the Workshop Manual in PIWIS TSI. **Always consult with PIWIS TSI for latest info.**
14. As a recommendation only, it is best to check the rear wheel alignment on the mid-engined sports cars due to having the Chassis Strengthening Plate removed for the PDK fluid service.

NOTE: The Porsche factory recommended Service Interval for the PDK transmission fluid is every 60,000 miles. We recommend this service every 30-40,000 miles on a street driven vehicle for improved transmission life and also for better shifting characteristics. With track use, more frequent fluid changes are recommended. **Always consult with PIWIS TSI for latest information.** Transmission Fluid PN: 000.043.207.30 OR Driven DCT 04606 (Usually requires roughly 4.5-5.5 Liters). Bilt Racing Service uses and recommends Driven DCT for all PDK and DSG transmissions. Special thanks to Tony Callas from Callas Rennsport for his PDK Service procedure off of which this is based.