



## **SEAT LCR TCR V3 SEQ Tightening Torque Manual**

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# TIGHTENING TORQUE NOTES



In this manual you will find the tightening torques of the vehicle with exploded views. Attached to the different parts there is a reference with some information. There is an example here below to understand how to read it:

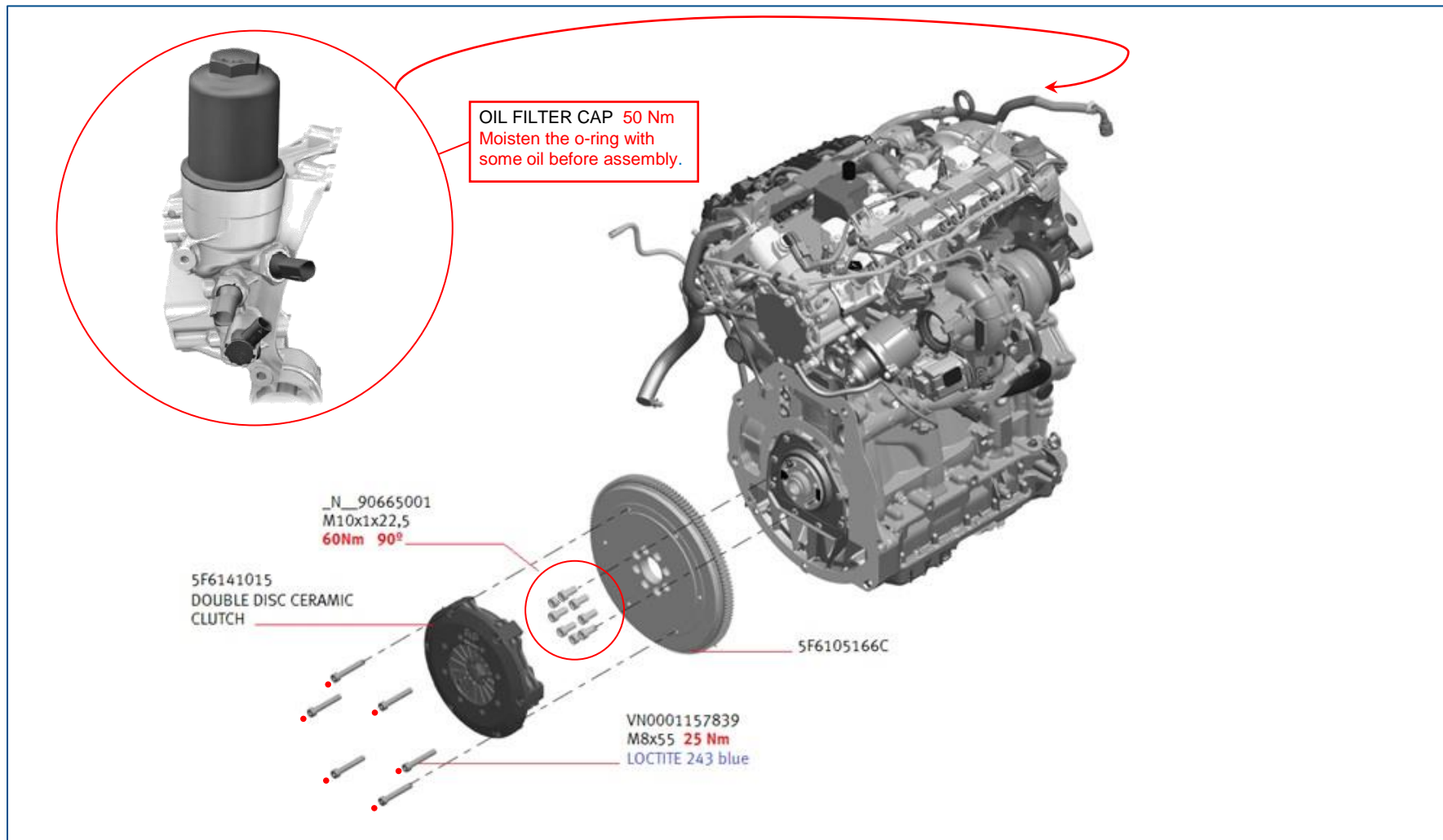
TO BODY SHELL	←	It Explains Where The Part Is Assembled On.
VN0001161339	←	Catalogue Reference
BOLT	←	Name
M10x30 60 Nm	←	Size & Torque
LOCTITE 243 Blue	←	Additional Useful Information

Besides the reference, the bolts, nuts, spacers and bushes may be marked with a color spot next to them. The ones with the same color spot have the same information and thus the same tightening torque. If no color spot is found means that the part is a single unit. The colors are common in one single page and are not related between different pages.

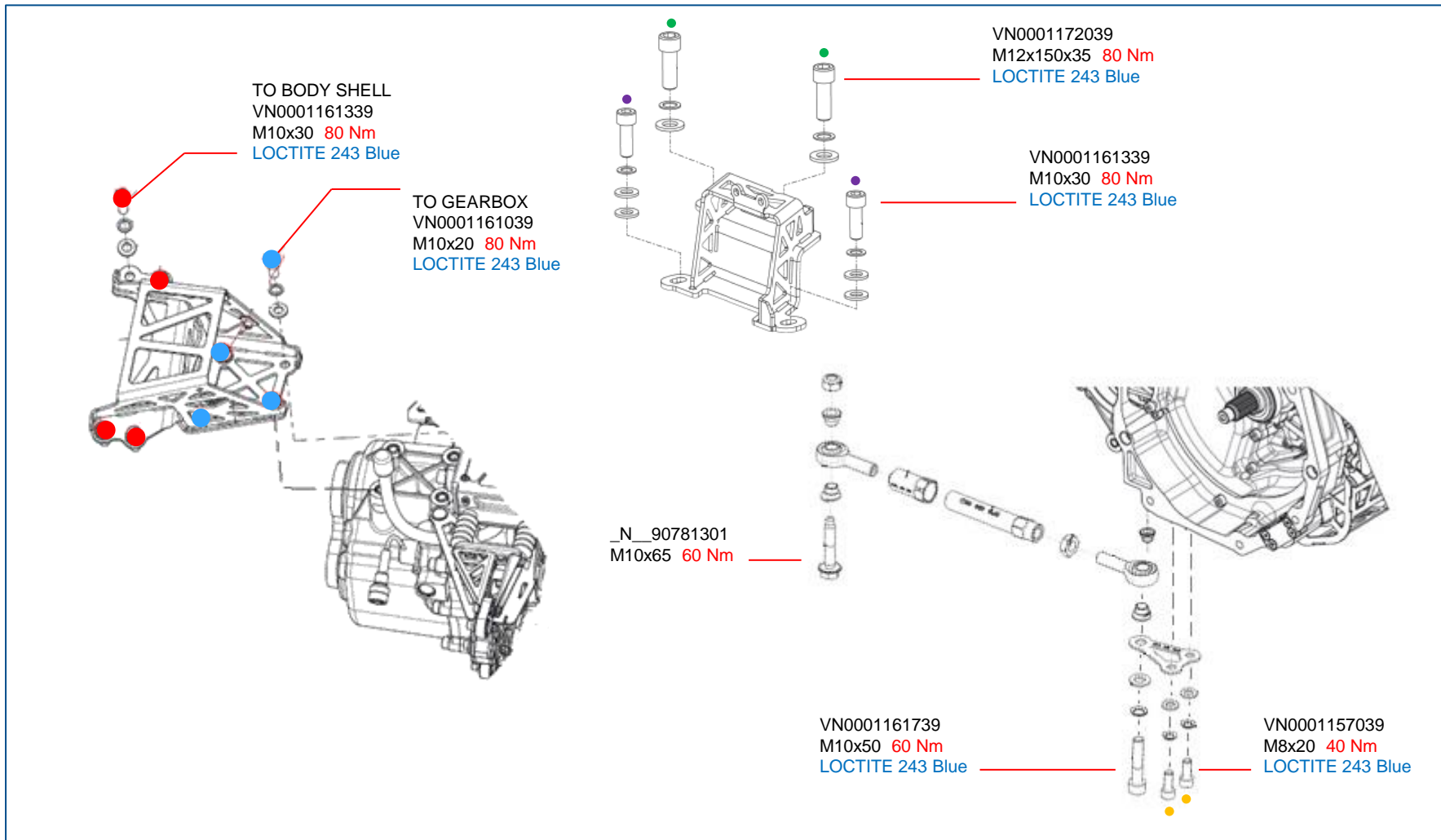
Spot colors: ● ● ● ● ● ●

# TIGHTENING TORQUE

## ENGINE FLY WHEEL AND CLUTCH

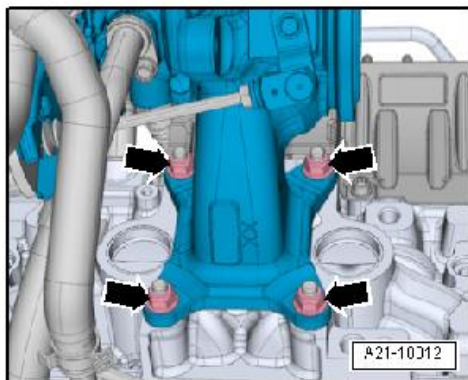


# TIGHTENING TORQUE ENGINE & GEARBOX SUPPORTS





# TIGHTENING TORQUE TURBOCHARGER

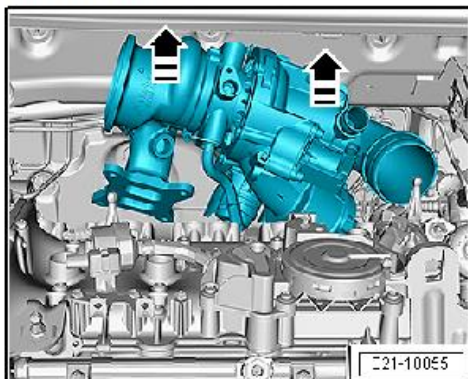


TO REPLACE THE TURBOCHARGER

USE ALWAYS:

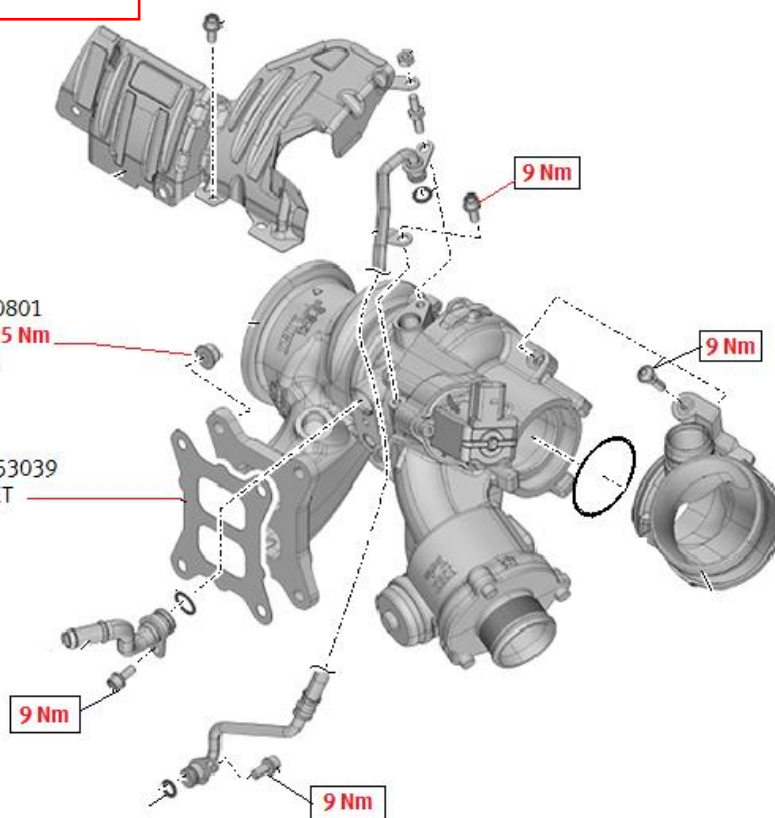
NEW EXHAUST GASKET  
NEW NUTS  
NEW EXHAUST CLAMP

TAKE OUT SENSE



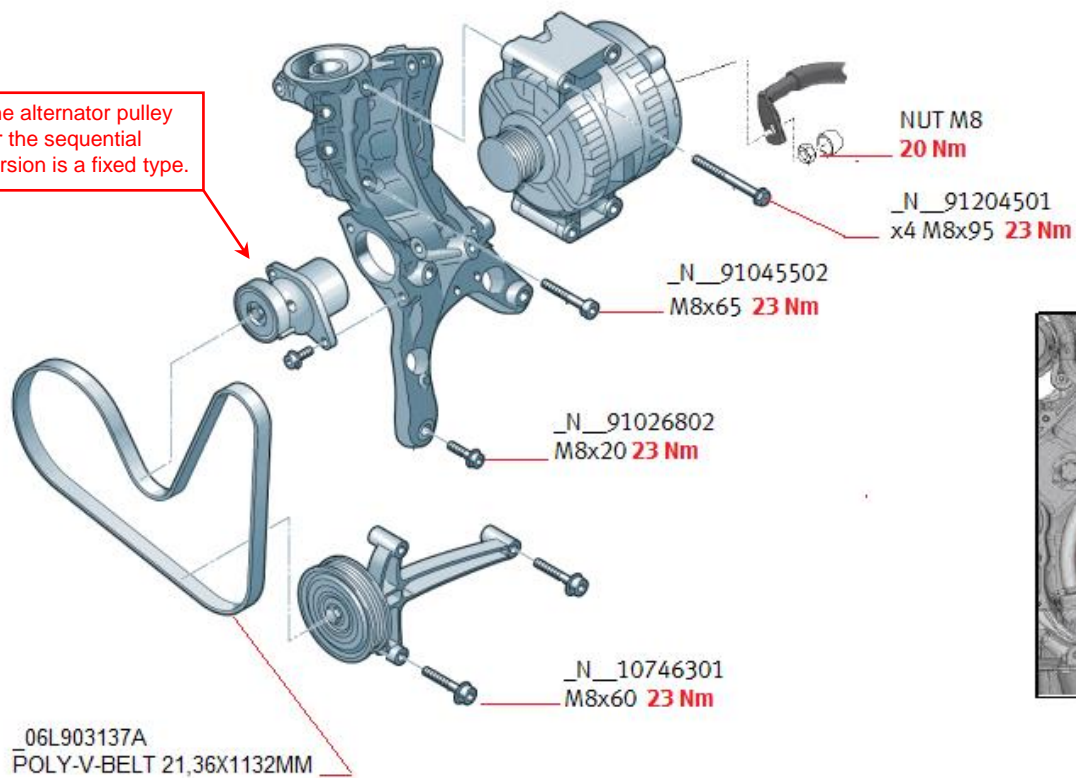
\_N\_91130801  
NUT M8 **25 Nm**  
Cu grease

\_06L253039  
GASKET

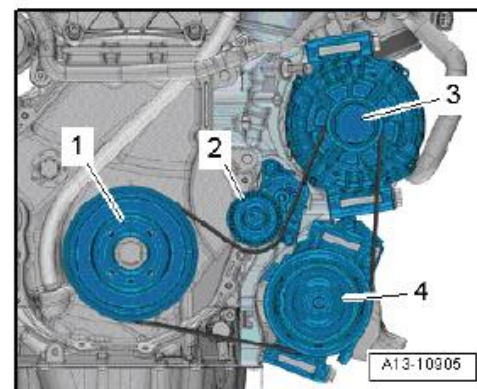


# TIGHTENING TORQUE ALTERNATOR

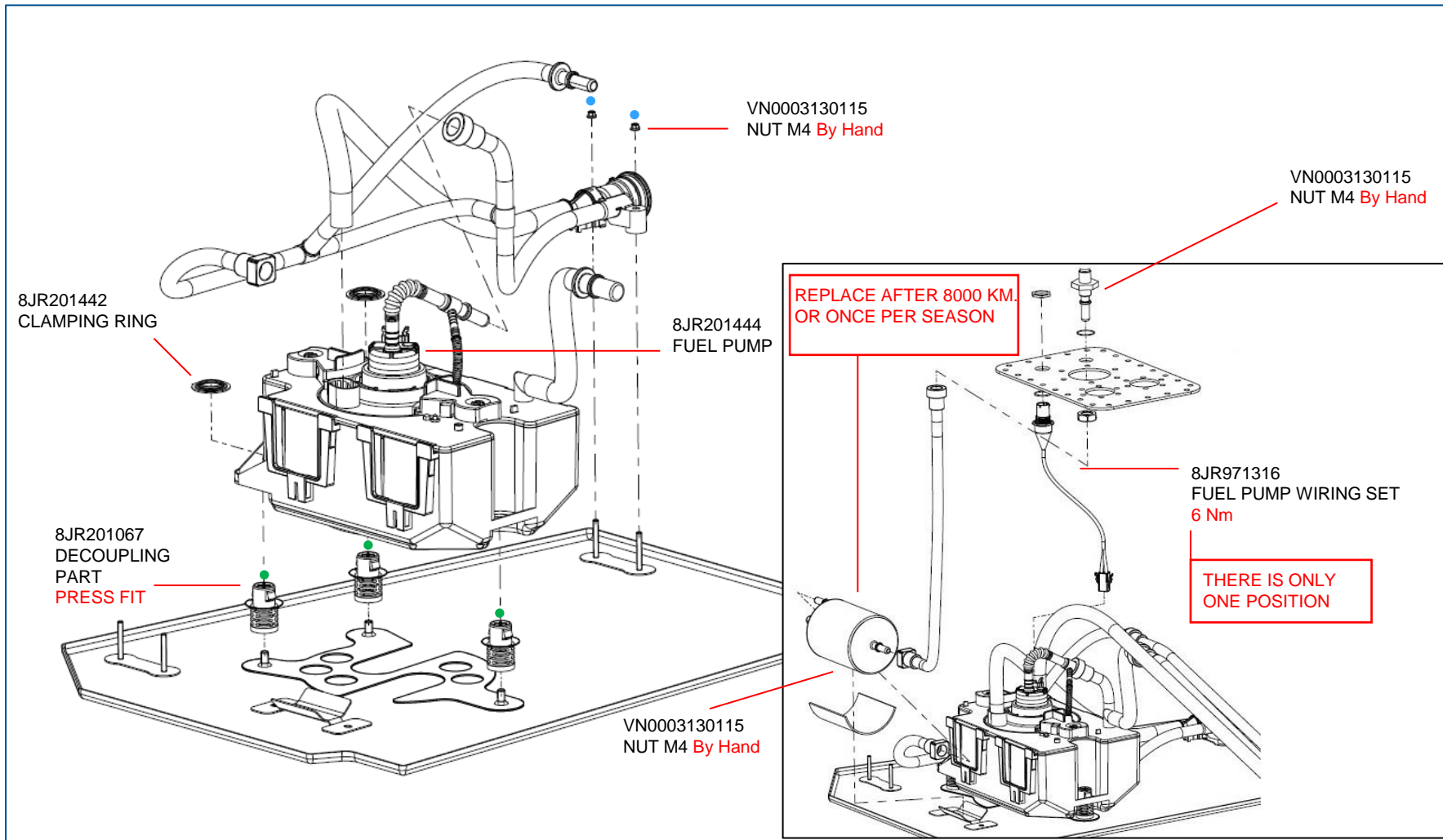
The alternator pulley for the sequential version is a fixed type.



- 1 Vibration damper  
**140 Nm**
- 2 Tensioner for V belt
- 3 Poly-V bell puley to alternator  
M10 **65 Nm**

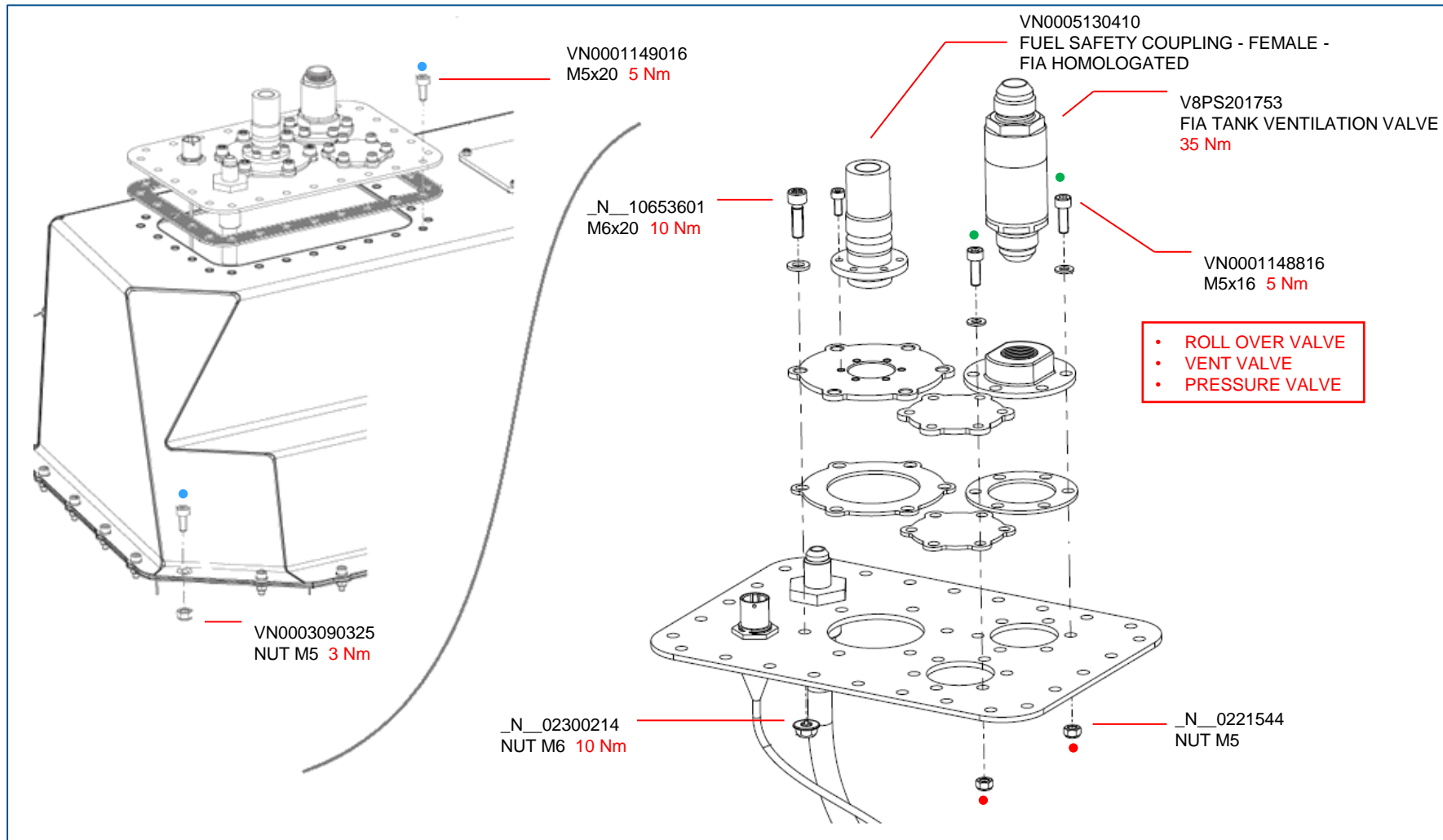


# TIGHTENING TORQUE FUEL SYSTEM

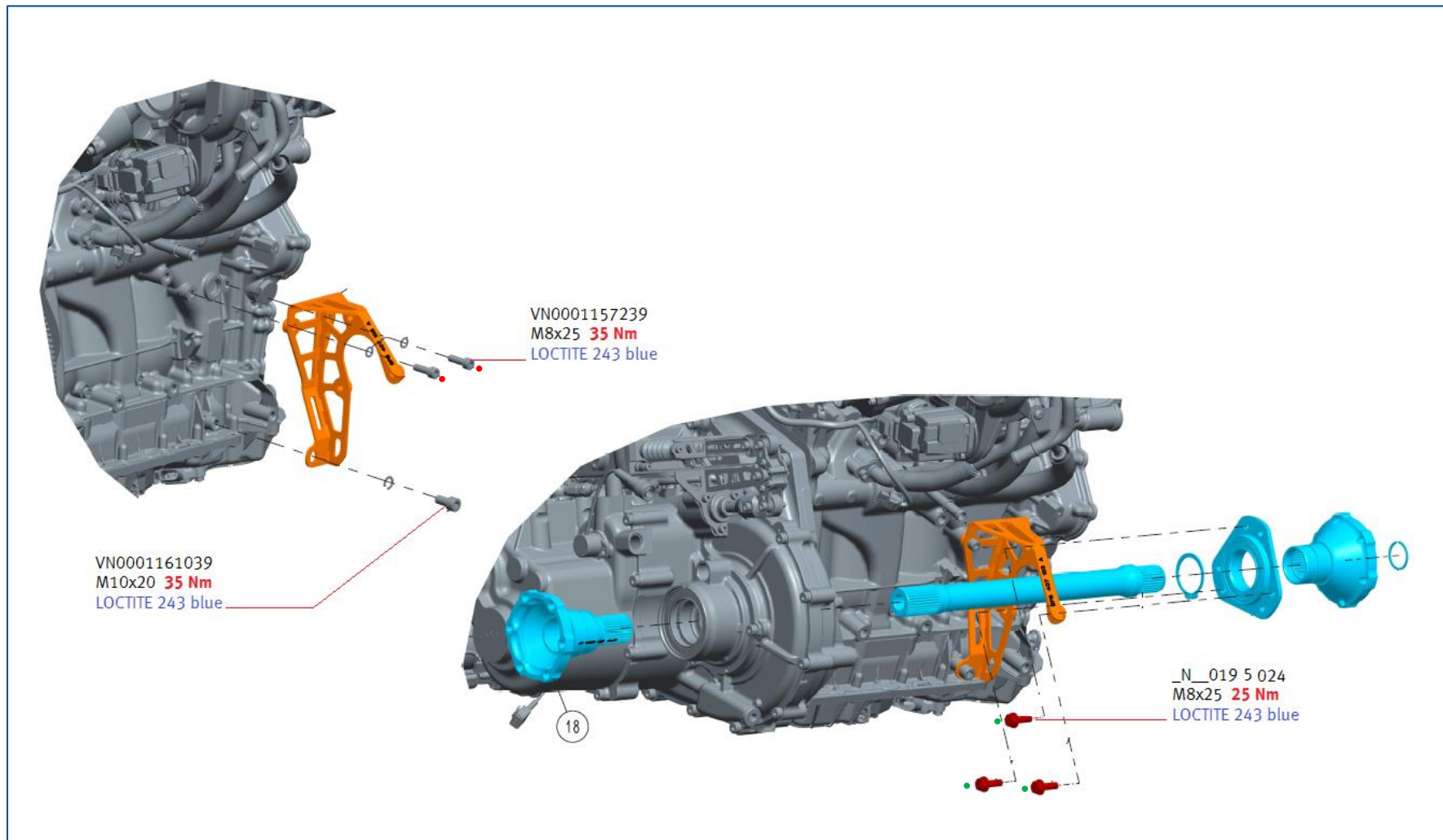




# TIGHTENING TORQUE FUEL SYSTEM



# TIGHTENING TORQUE INTERMEDIATE AXLE



# TIGHTENING TORQUE DRIVE SHAFT

\_1K0407357D  
DRIVESHAFT SPACER

VN0002150700  
PRESSED WASHER  
Ø 10,5

\_N\_90991102  
M10x52 80 Nm  
LOCTITE 243 Blue

USE COPPER GREASE

5F6407280A  
DRIVESHAFT (LH & RH)

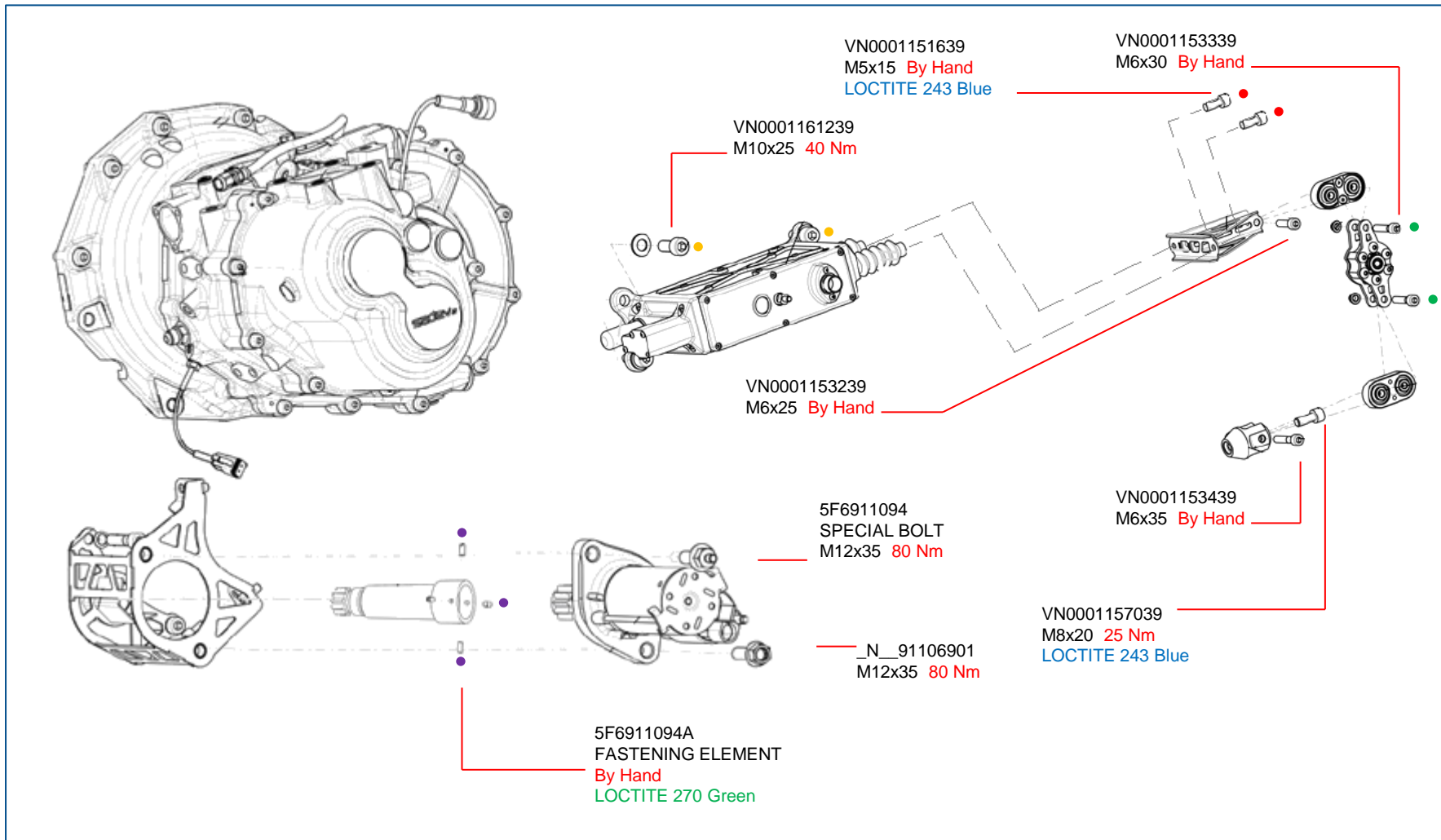
WARNING

DRIVE SHAFT CAMBER USE RANGE:

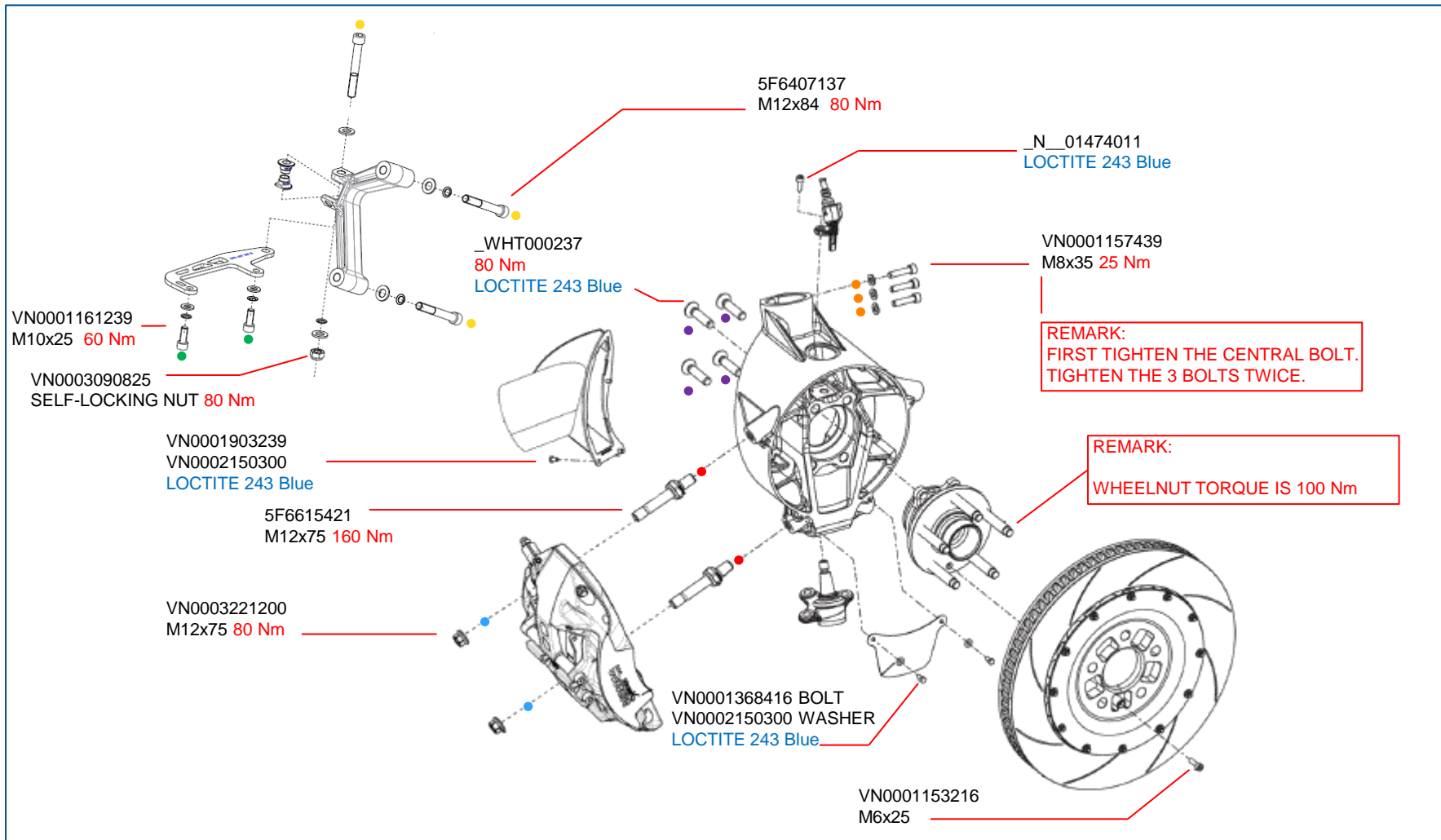
MIN. CAMBER: 3,8°  
MAX. CAMBER: 5,8°

\_WHT005437  
DOUBLE HEX. HEAD BOLT  
M16X1.5X70  
240 Nm + 90°  
REPLACE WHEN TIGHTENED TWICE

# TIGHTENING TORQUE GEAR SHIFT ACTUATOR

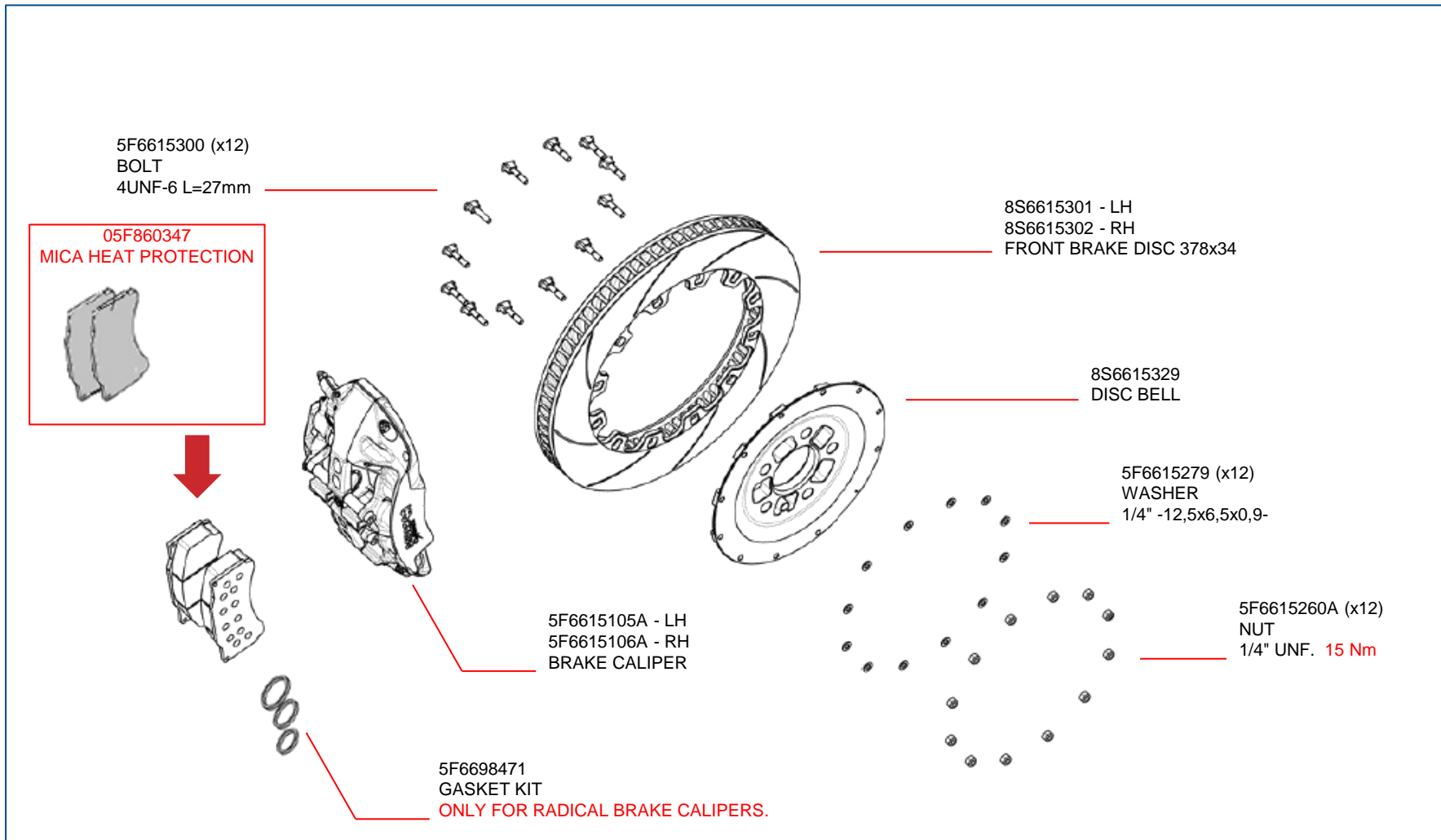


# TIGHTENING TORQUE FRONT UPRIGHT AND HUB

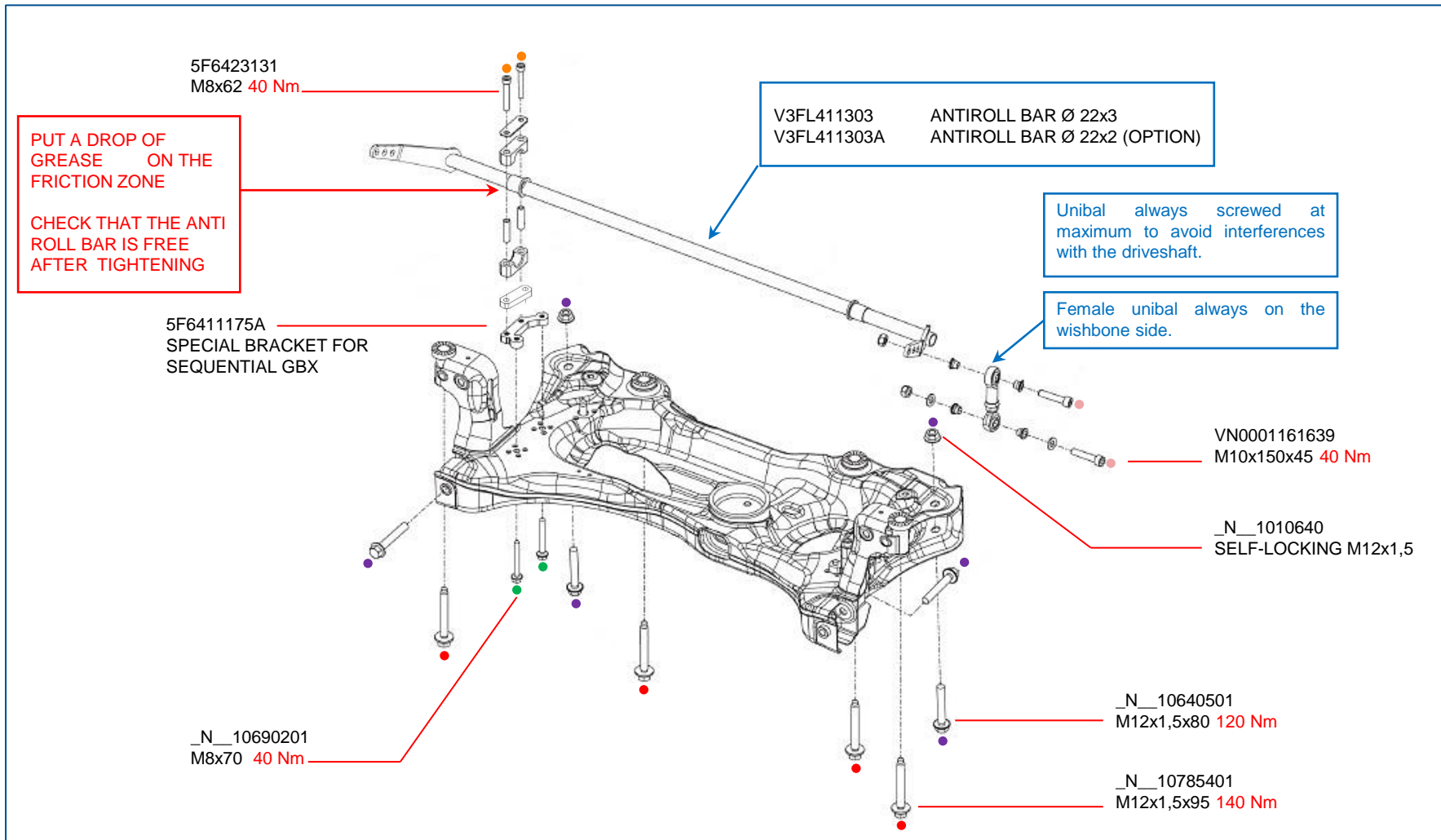




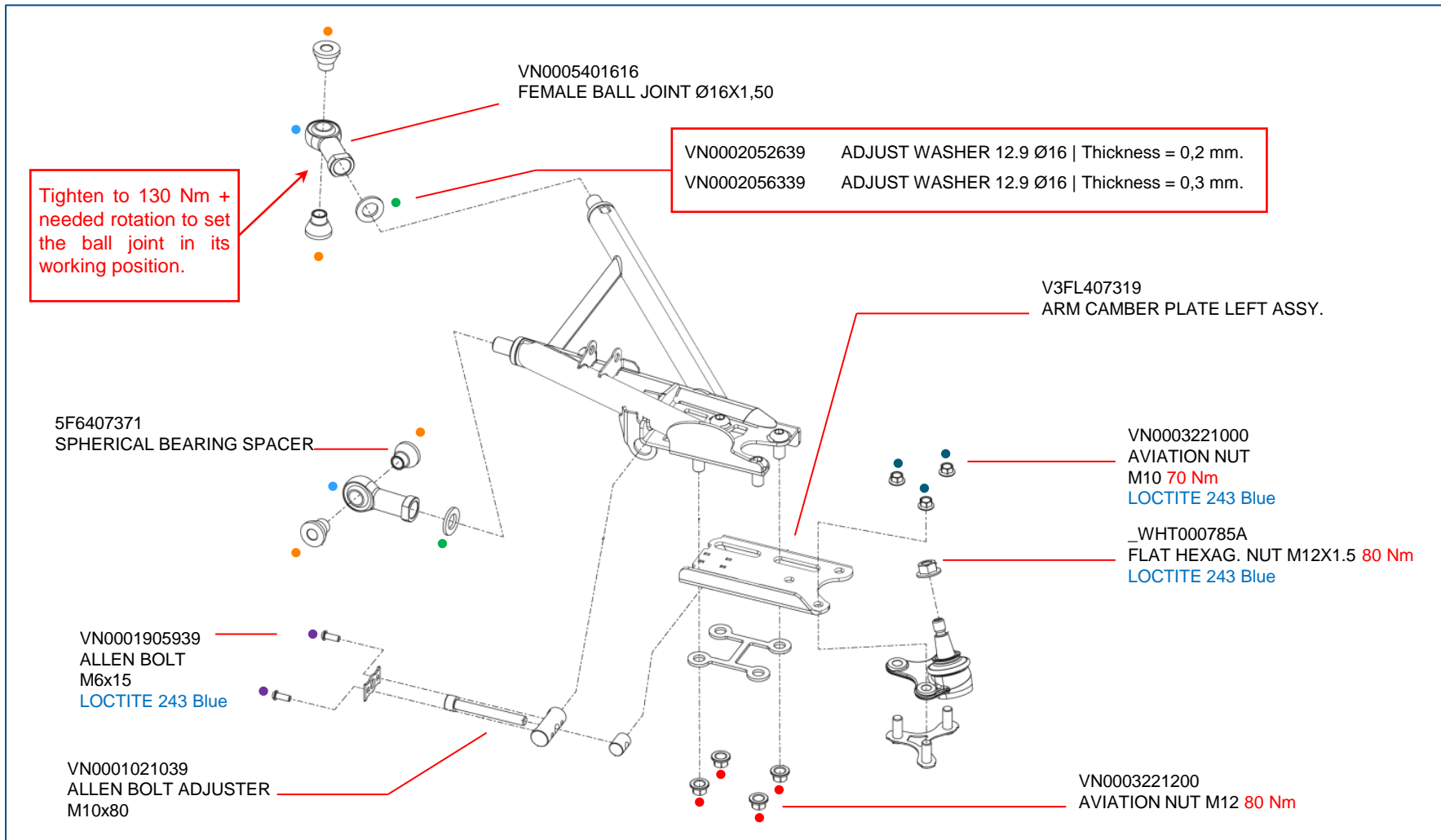
# TIGHTENING TORQUE FRONT BRAKE



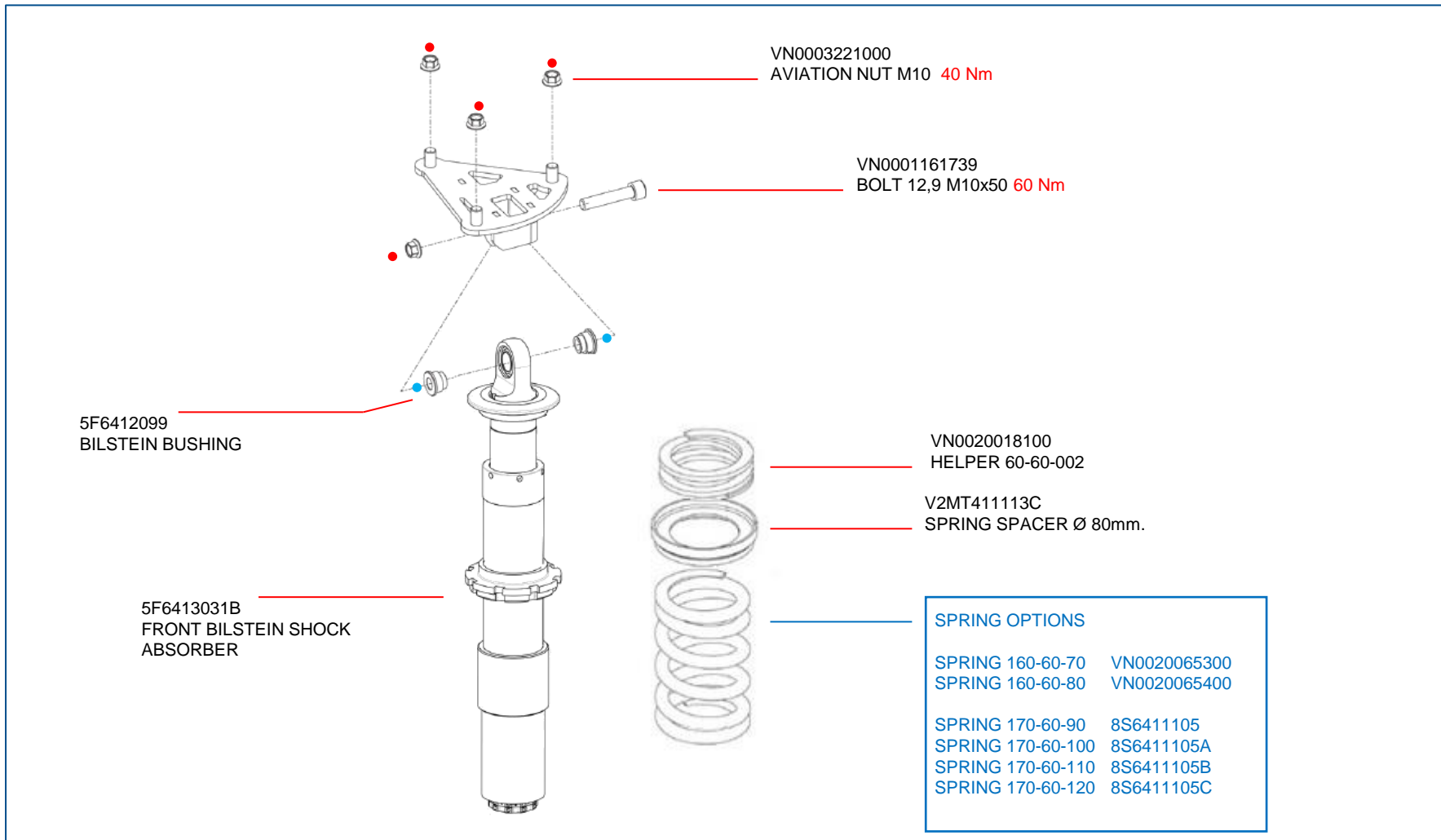
# TIGHTENING TORQUE FRONT SUBFRAME



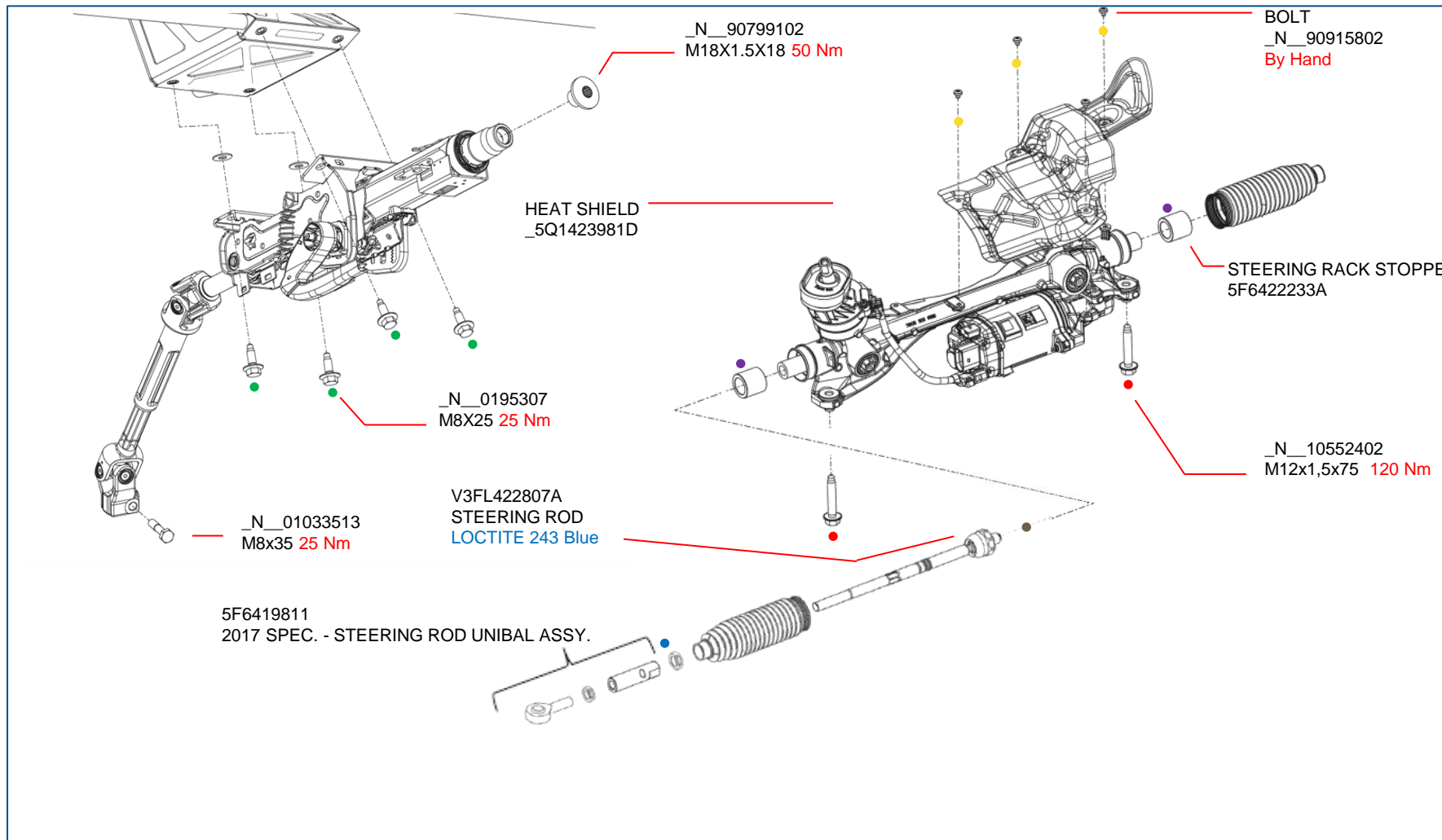
# TIGHTENING TORQUE FRONT WISHBONE



# TIGHTENING TORQUE FRONT SHOCK ABSORBER

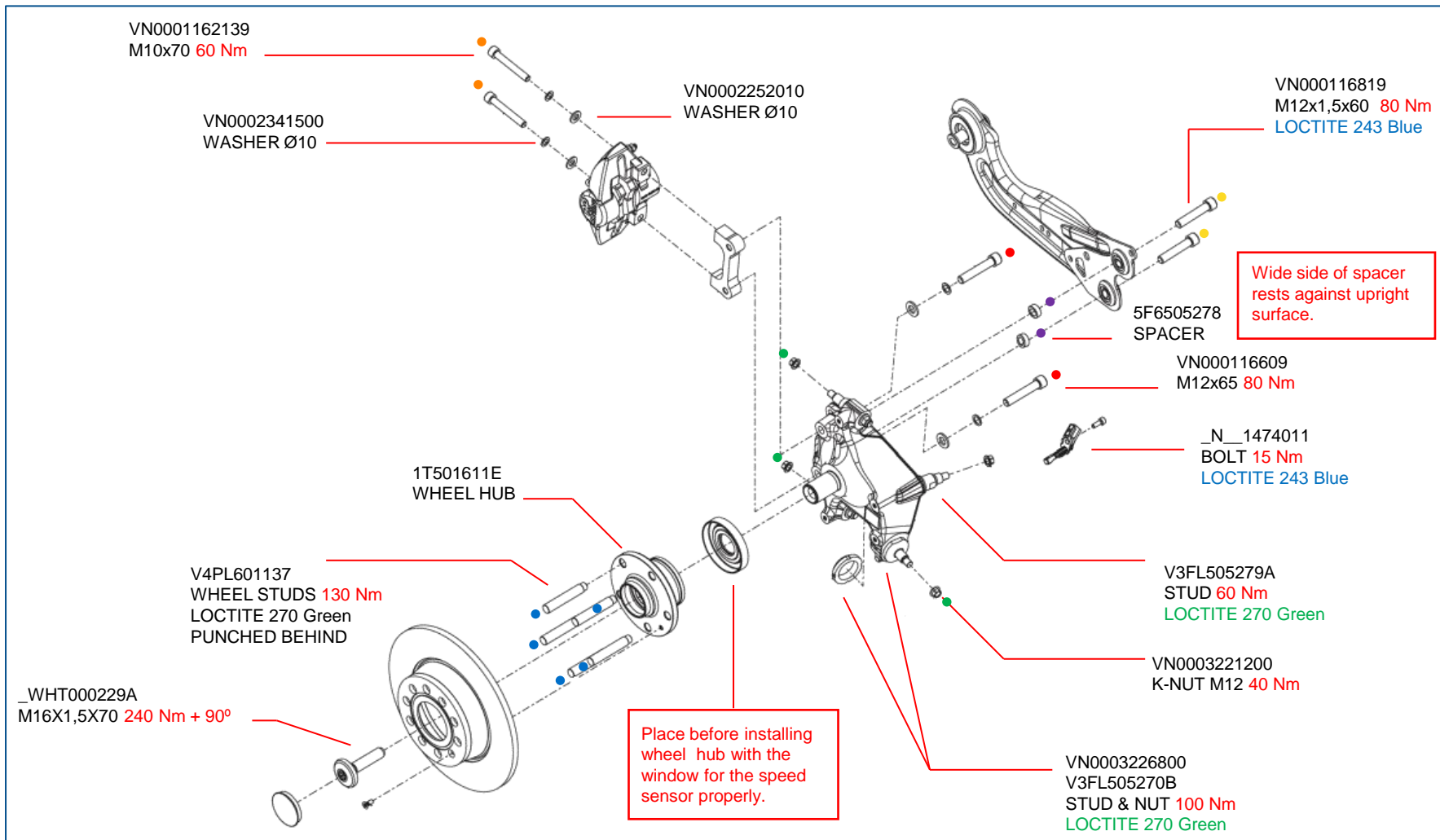


# TIGHTENING TORQUE STEERING RACK & COLUMN

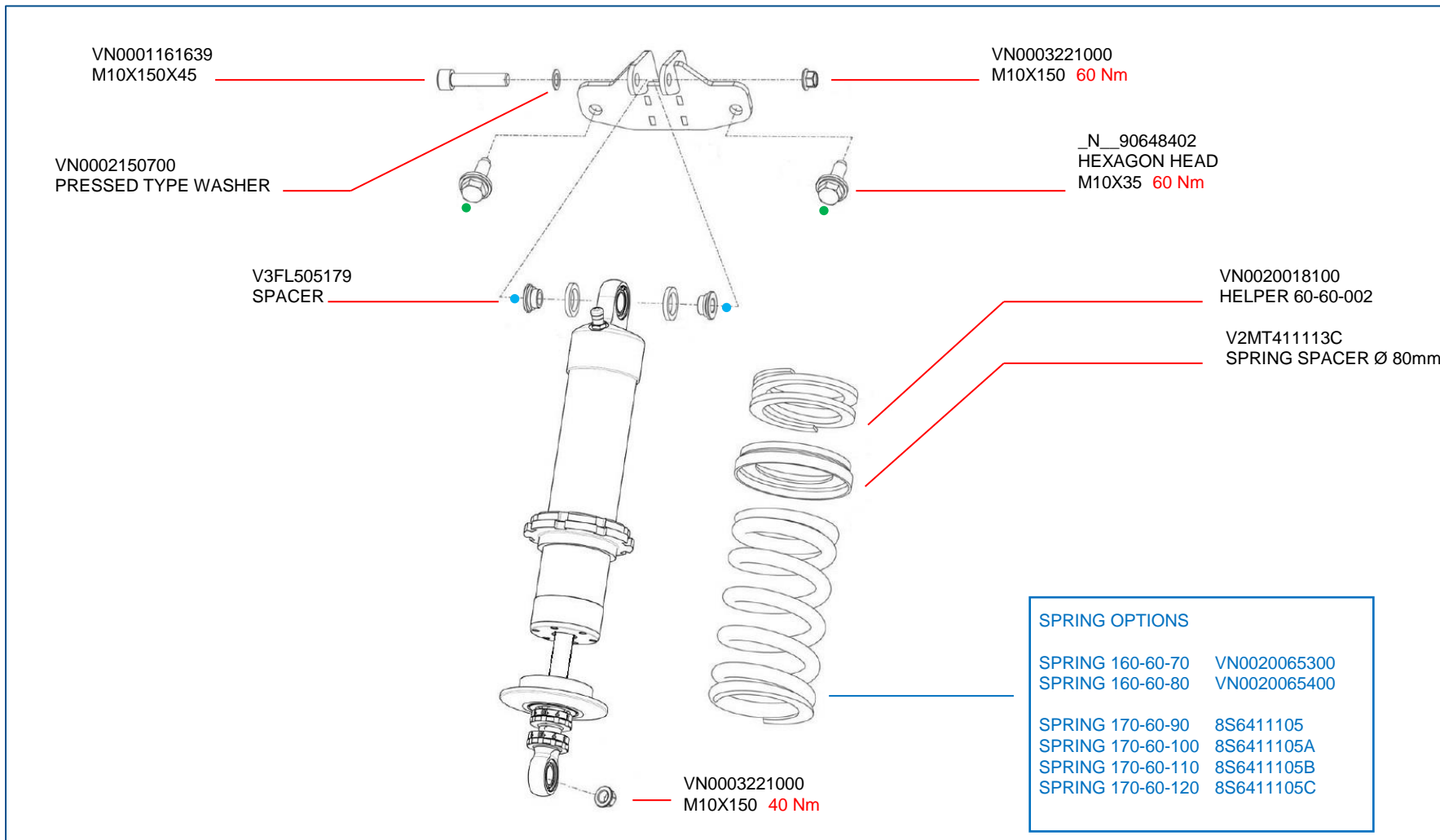




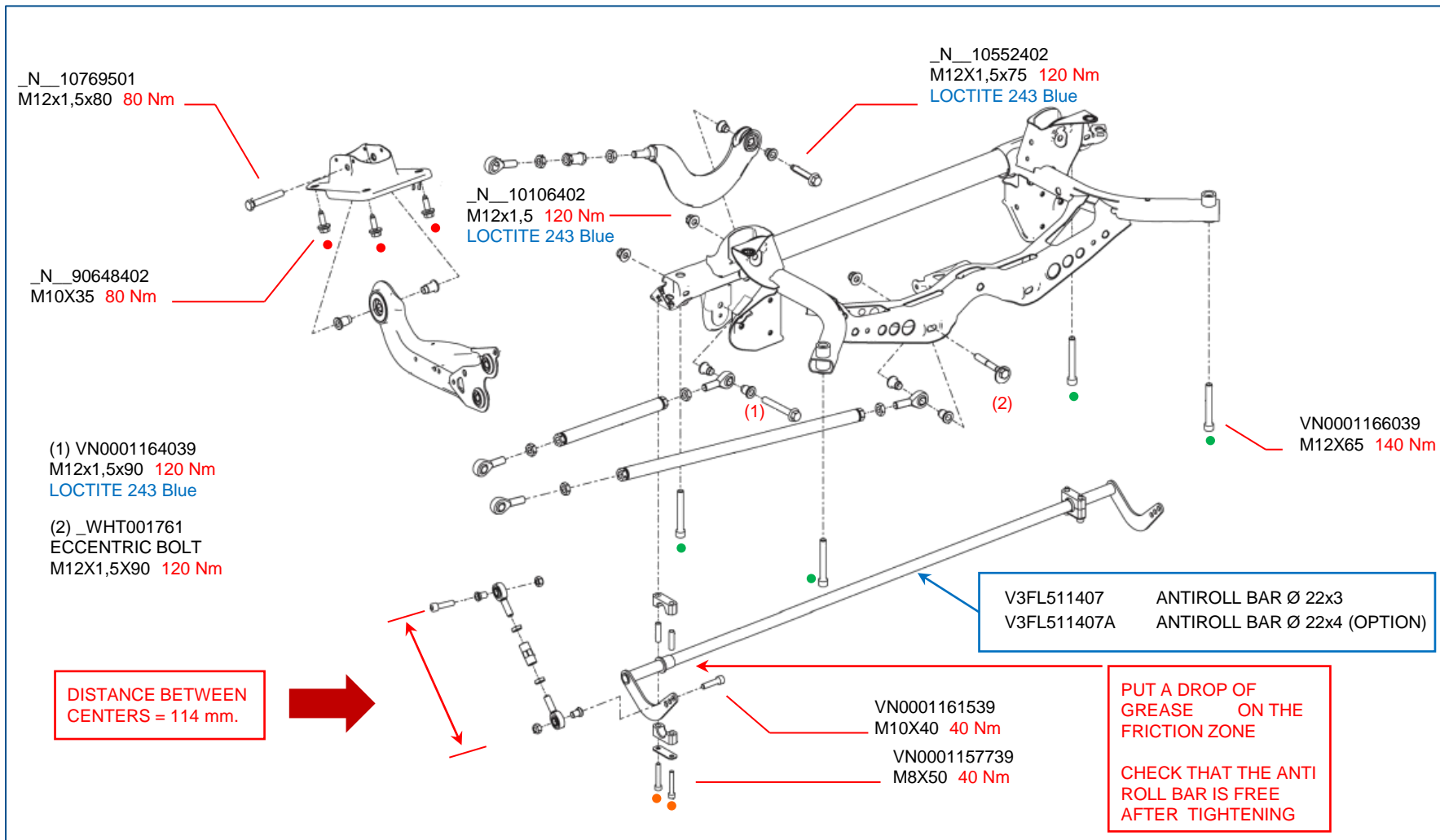
# TIGHTENING TORQUE REAR UPRIGHT



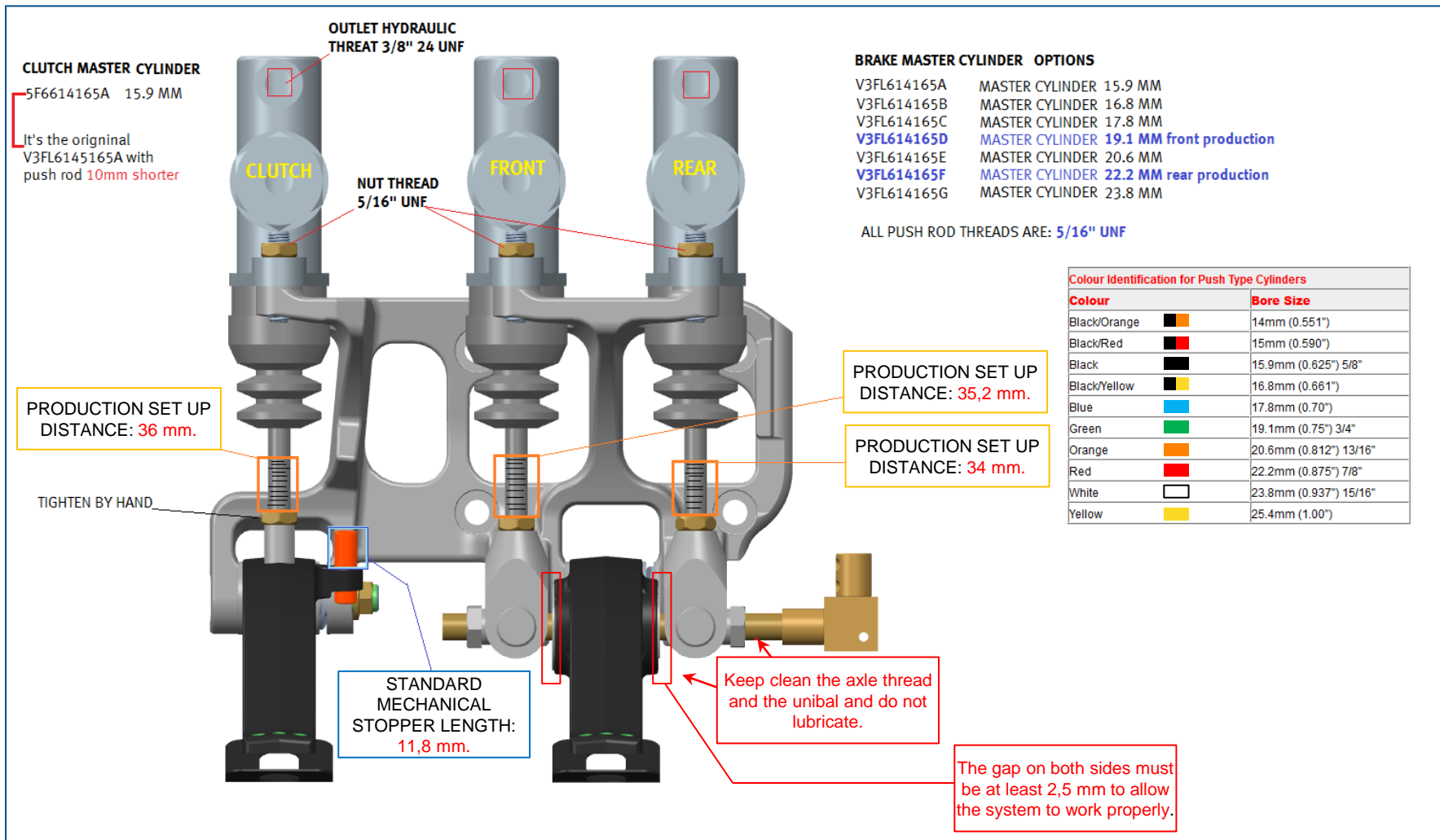
# TIGHTENING TORQUE REAR SHOCK ABSORBER



# TIGHTENING TORQUE REAR SUBFRAME

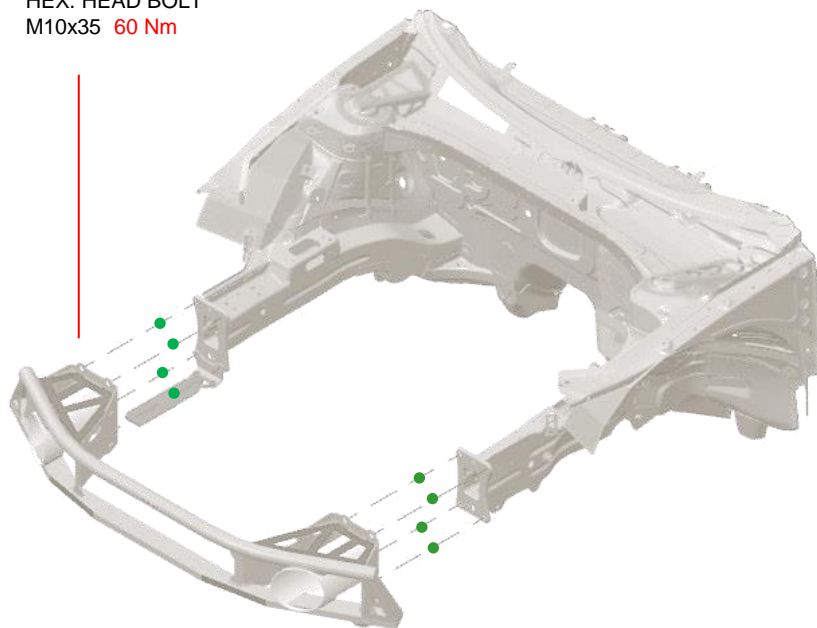


# TIGHTENING TORQUE PEDAL BOX

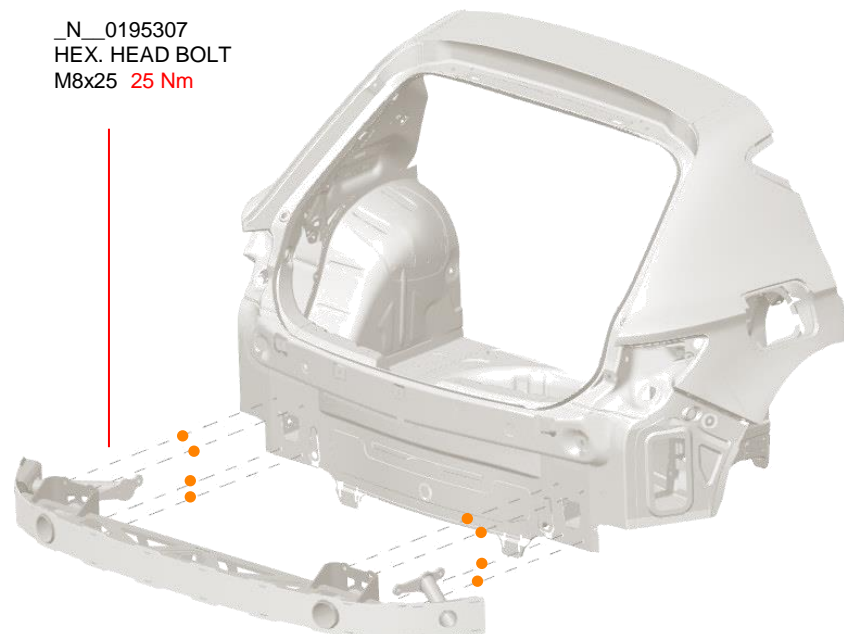


# TIGHTENING TORQUE FRONT & REAR END

\_N\_ 91196402  
HEX. HEAD BOLT  
M10x35 **60 Nm**

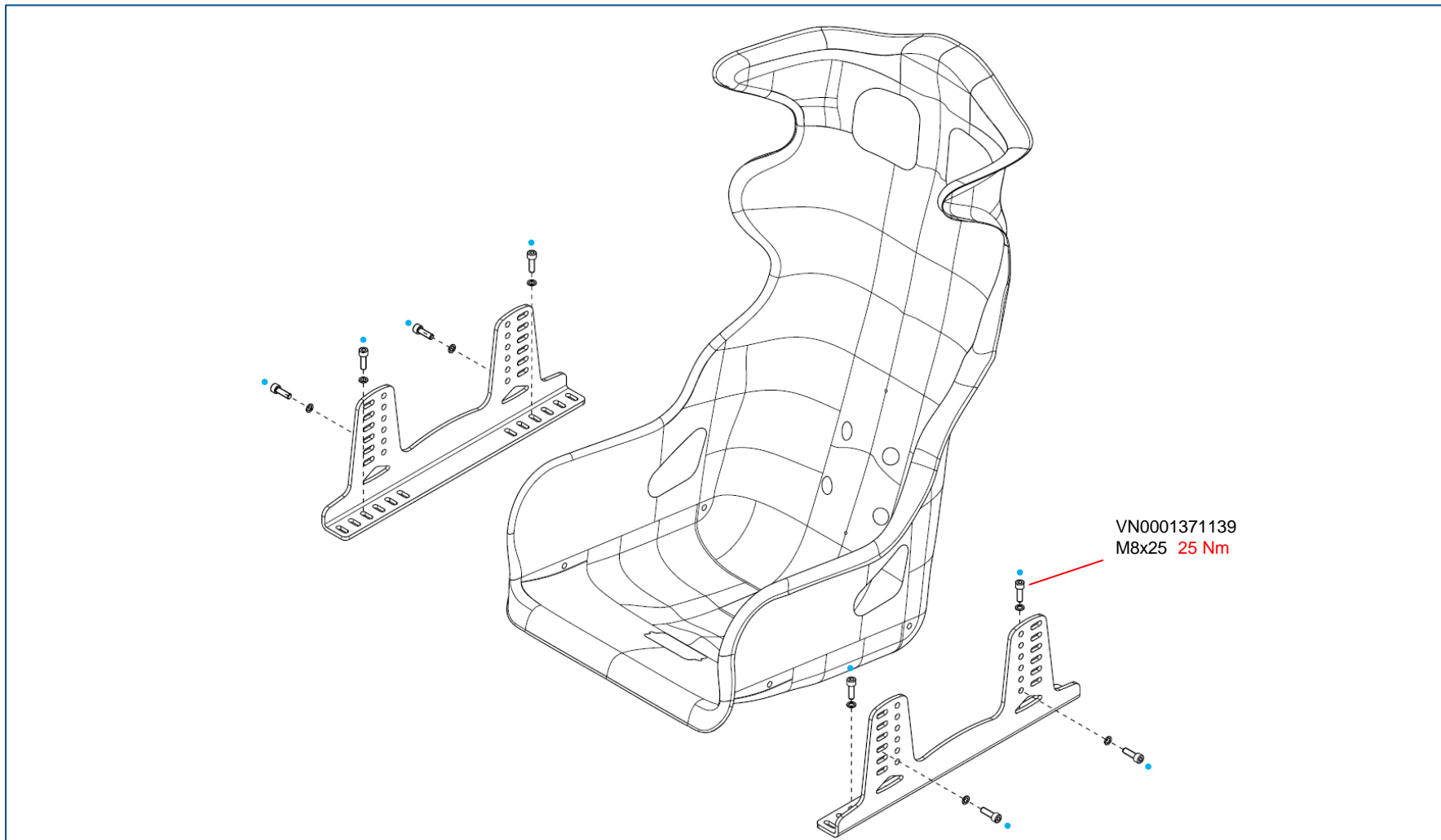


\_N\_ 0195307  
HEX. HEAD BOLT  
M8x25 **25 Nm**





# TIGHTENING TORQUE BUCKET SEAT



# TIGHTENING TORQUE BALLAST FIXATION

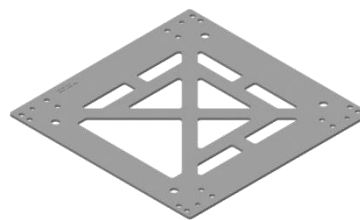
In the event that any car needs to add some extra weight, there are different shapes and sizes to be combined between them. They are detailed here below:



5F6861721  
1 KG BALLAST



5F6861721A  
3 KG BALLAST



5F6861721H – 5 KG  
5F6861721J – 10 KG  
5F6861721K– 20 KG

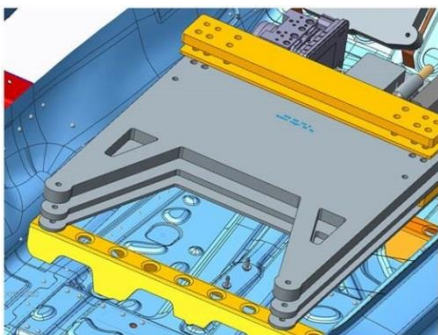
5, 10 & 20 KG SQUARED BALLAST



5F6861721L – 5 KG  
5F6861721M – 10 KG  
5F6861721N– 20 KG

5, 10 & 20 KG ADVANCED BALLAST

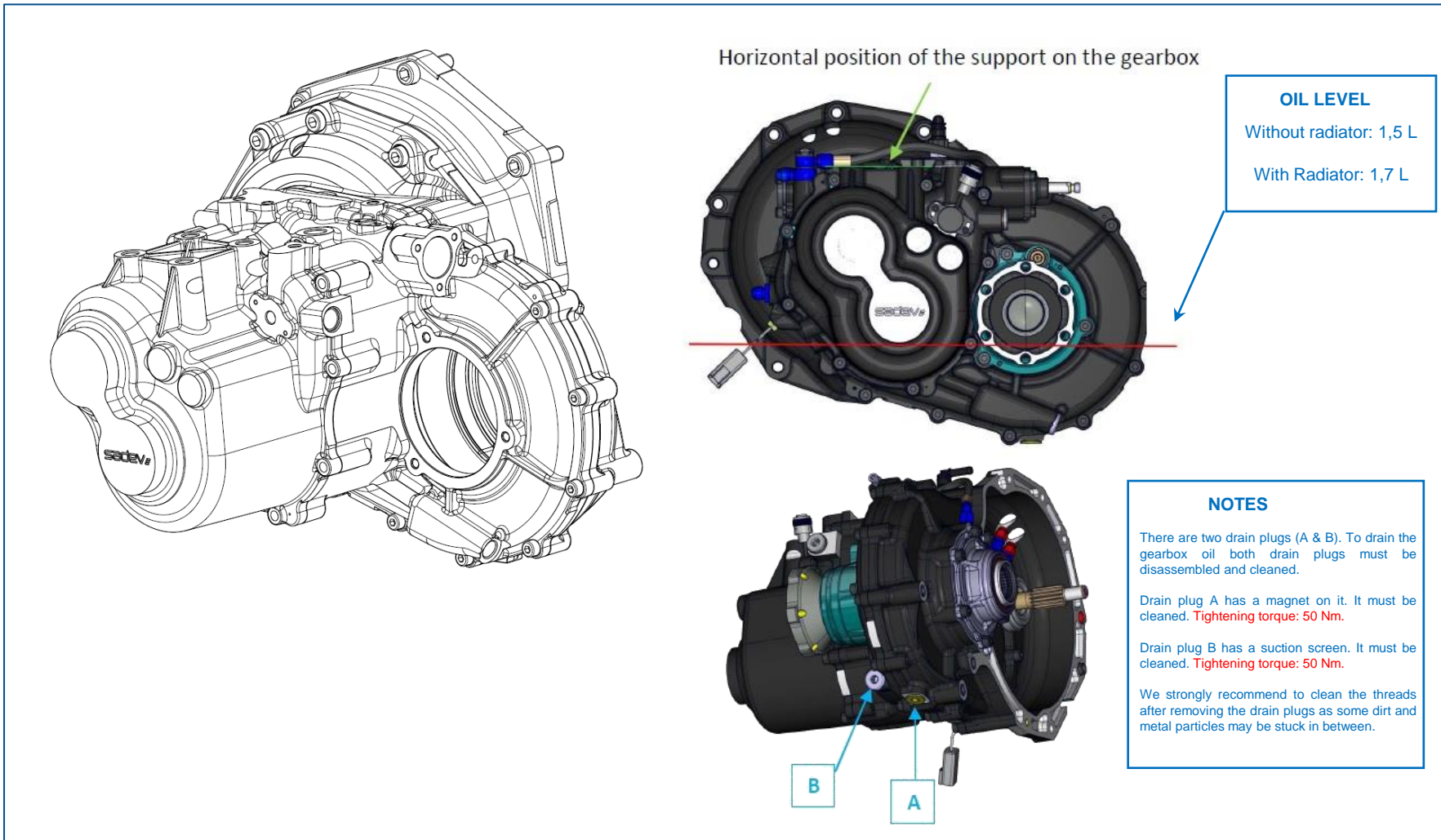
The “Advanced Ballast” solution allows to put the weight in position closer to the front of the car. In order to make a safe assembly, M8 bolts with a minimum of 12 mm thread depth is recommended.



The picture shows how to fix the “Advanced ballast” to the car.

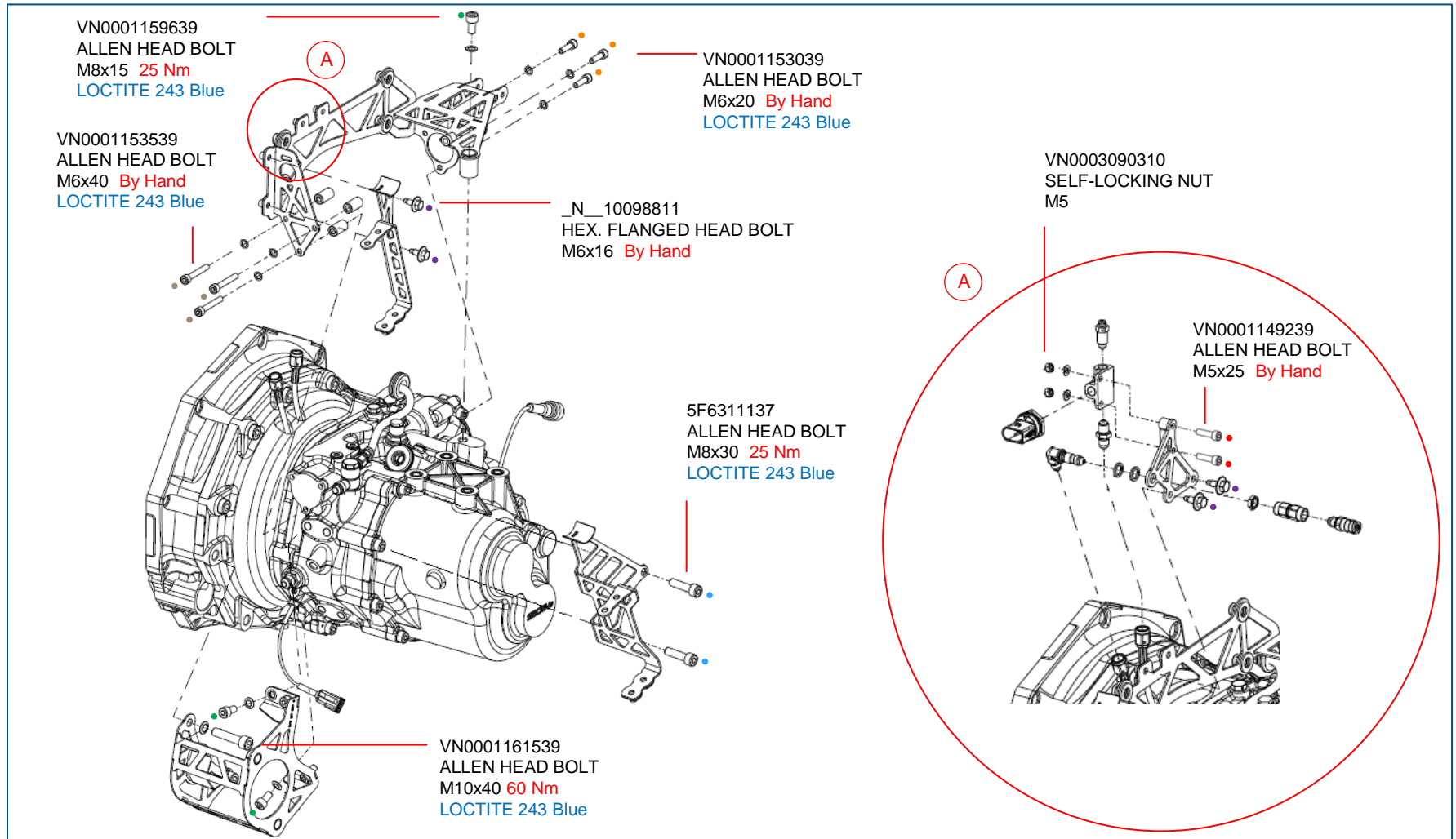
# TIGHTENING TORQUE

## SADEV GEARBOX – General View & Info



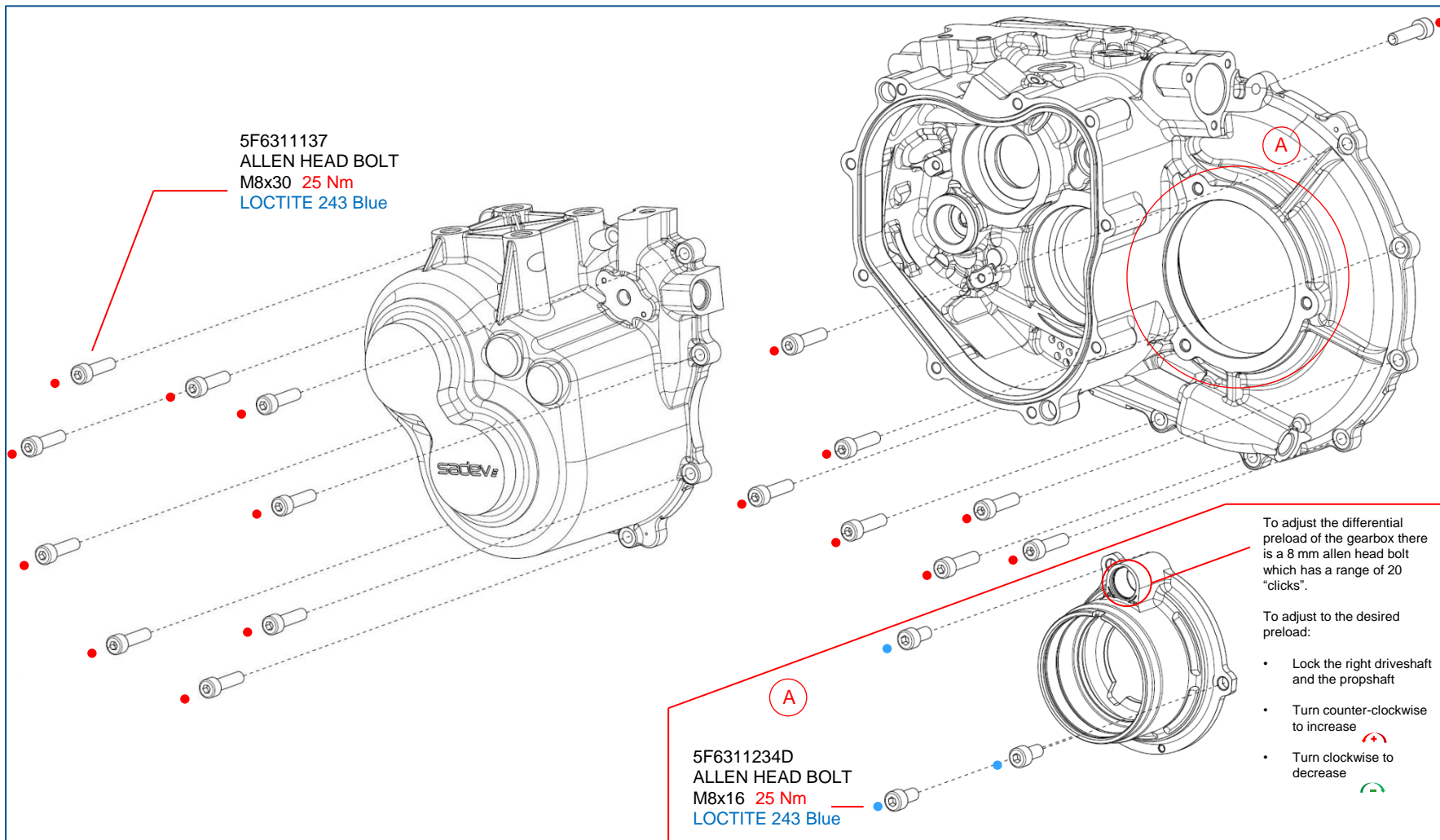
# TIGHTENING TORQUE

## SADEV GEARBOX - Supports



# TIGHTENING TORQUE

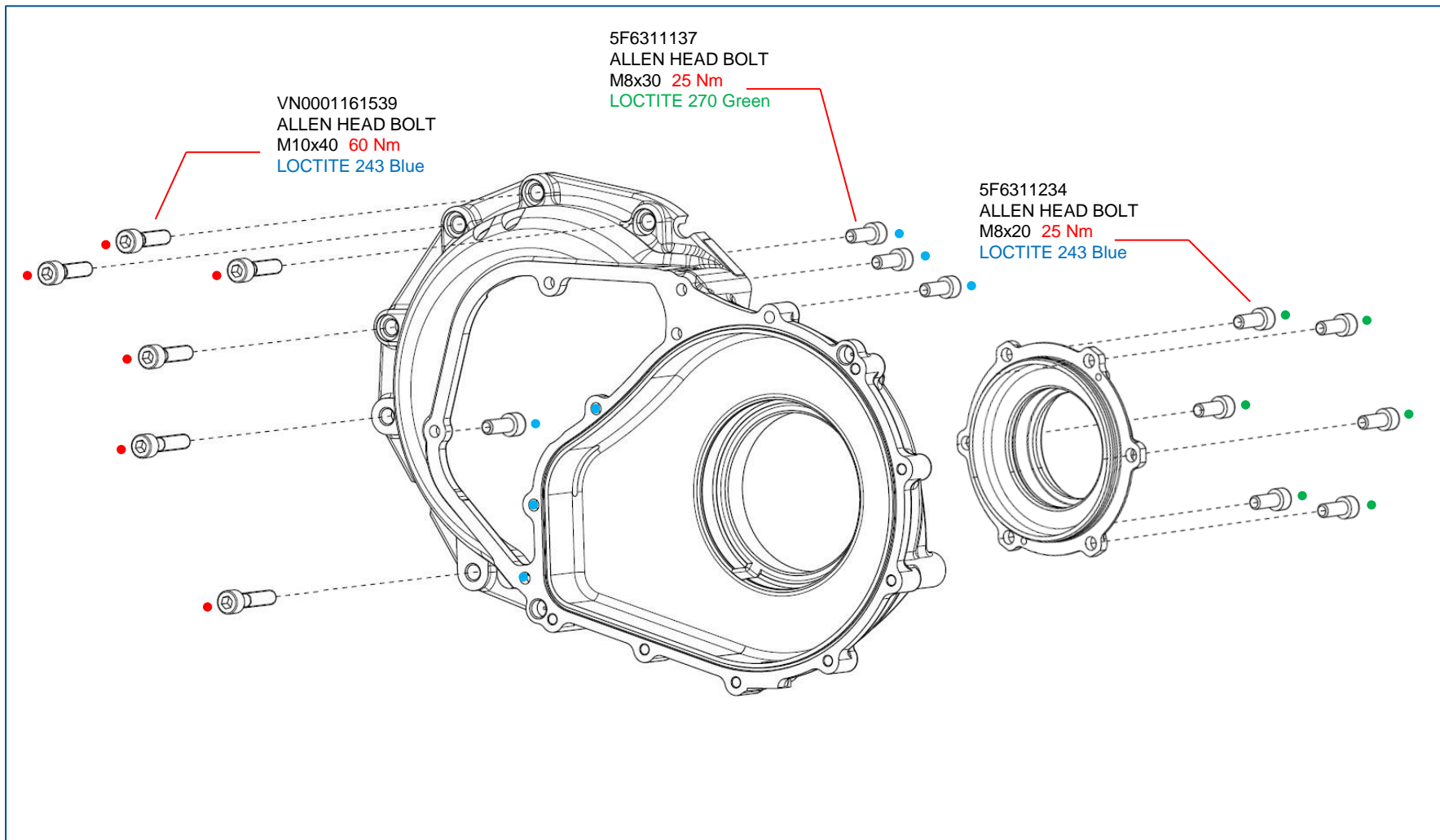
## SADEV GEARBOX – Casings





# TIGHTENING TORQUE

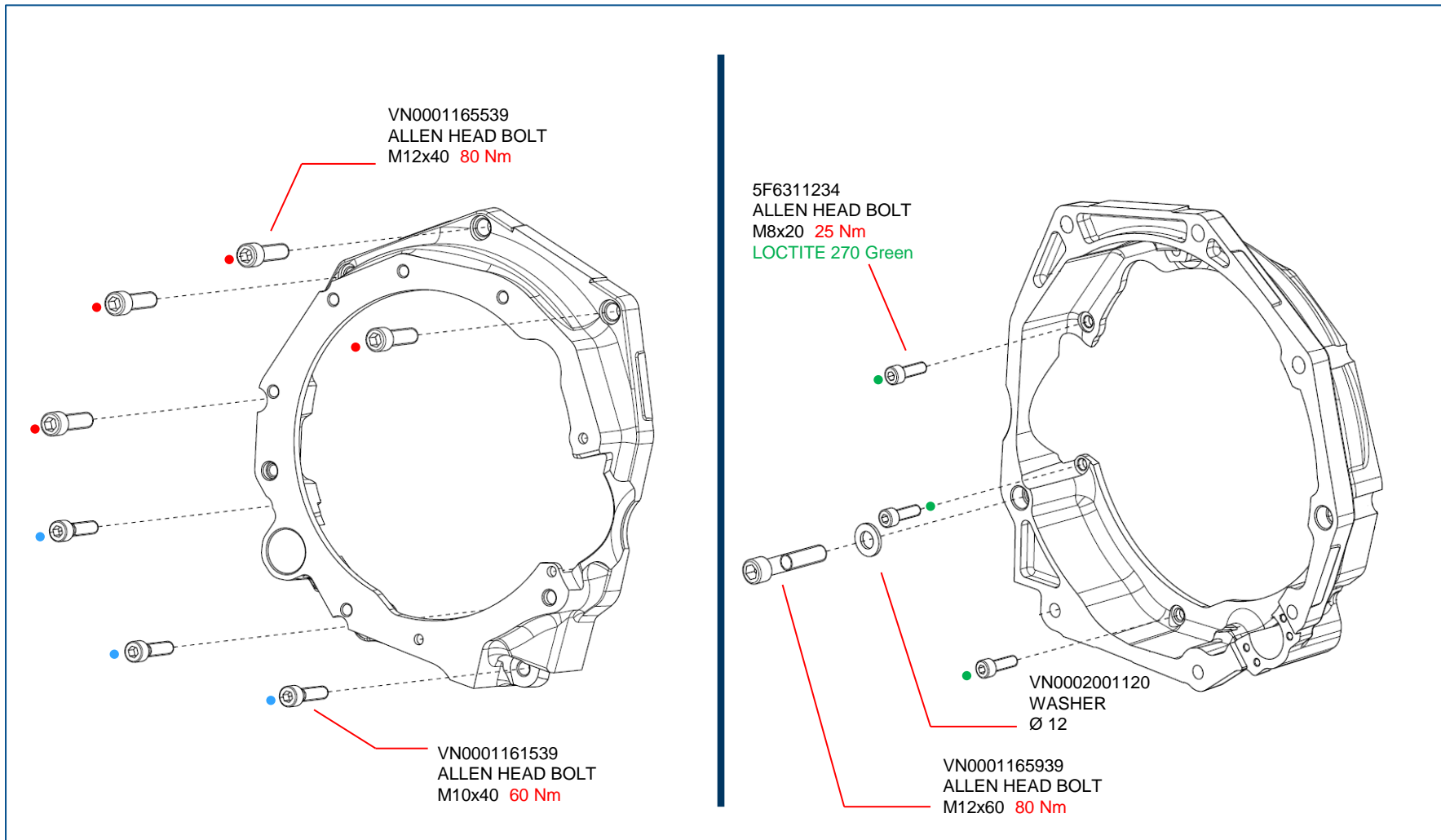
## SADEV GEARBOX – Casings





# TIGHTENING TORQUE

## SADEV GEARBOX – Engine Mounting



# TIGHTENING TORQUE

## SADEV GEARBOX – Barrel Position Sensor



Once the gearbox is serviced, we strongly recommend to check that the gear position sensor works in the appropriate range as the gearbox needs the voltage values to work properly.

There is a channel for this purpose in the AIM MXG Display as shown in the picture on the left.

The values for each gear must be the ones in the table at the bottom left side of the page.

Take into account that the values may differ  $\pm 0.10$  mV.

Gear	Voltage (mV)
R	572
N	1100
1	1630
2	2160
3	2700
4	3230
5	3765
6	4300

There are two types of available connectors for the barrel sensor. They are listed here below. Please make sure that you use the proper connector for your wiring harness.

DEUTSCH  
CONNECTOR



SOURIAU  
CONNECTOR



5F6919093 – SOURIAU CONNECTOR  
5F6919093A – DEUTSCH CONNECTOR  
BARREL POSITION SENSOR