

What DCT transmission to get?

The Getrag GS7 DCT transmission came in various BMW models, and they have two different ratios.

They are often described as the **Long ratio** (5th gear 1:1) and **Short ratio** 7th gear 1:1



- The short ratio transmission is often recommended to cars with a final drive of 3.3:1 or lower. High rpm cars can also benefit from this transmission with even higher final drive. The short ratio is often converted into German cars.
- The long ratio transmission is often recommended to cars with a final drive of 3.5:1 or higher. Well suited for most Japanese cars and many American cars.

There are 4 different gearboxes out there:

F series S55 and **E series N54** straight six transmission.

This transmission is the most compact, and comes in both **long ratio (F-series)** and **short ratio (E-series)**

Notice the bellhousing pattern and the 5 dots at top center of the casing:

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They both look the same, you can search part numbers to ensure you have the correct one, or you can simply measure the 3 bolt output flange. E series have 3x105mm and F-series have 3x110mm



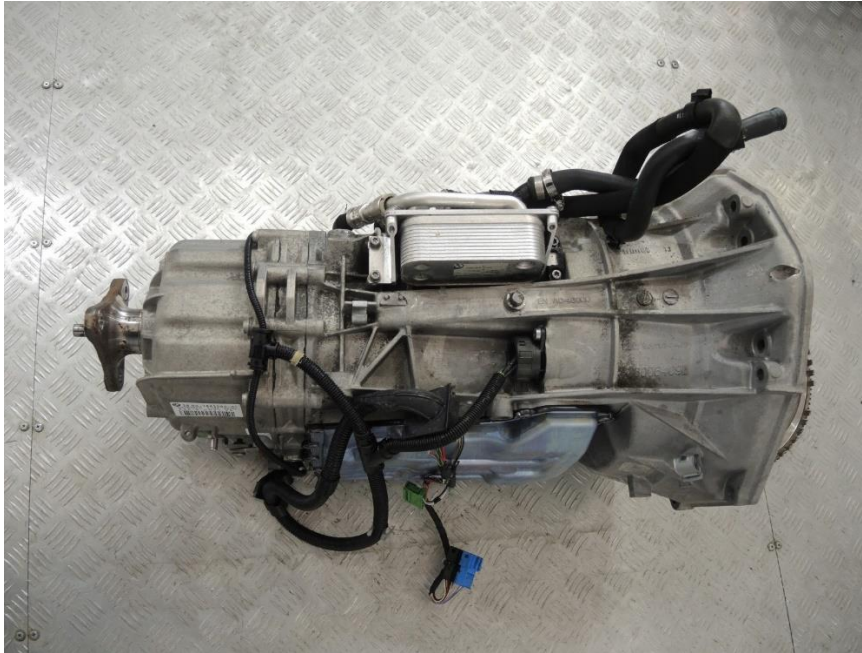
What DCT transmission to get?

E-series V8 transmission

This transmission is short ratio and the bellhousing is a little taller than the straight six ones.

This transmission often requires cutting to the transmission tunnel to fit.

Notice the bellhousing pattern and the 2 dots at top center of the casing, they also come with a heat exchanger on the top of the housing:



What DCT transmission to get?

F-series V8 transmission

This transmission is long ratio and the bellhousing is a lot larger than the other two transmissions. Note that the clutch housing behind the bellhousing is also approx 30mm larger in diameter on these transmissions.

Notice the bellhousing pattern and the 3 dots at top center of the casing

