

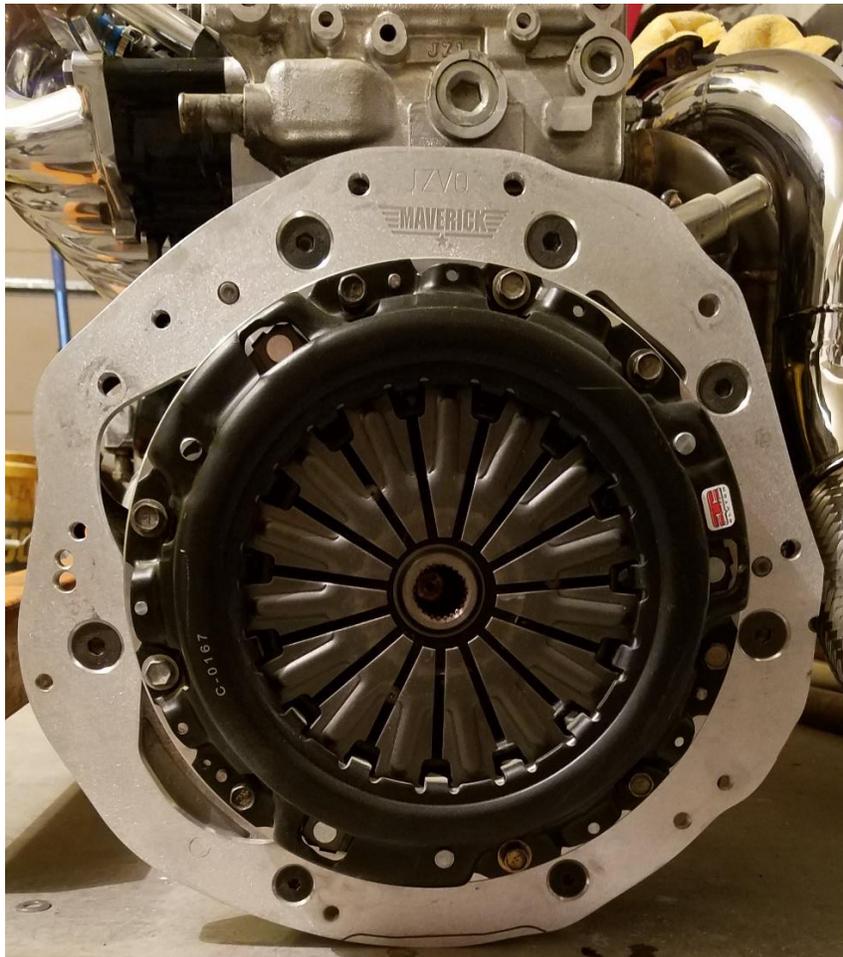
MAVERICK

* MOTORSPORTS *

JZVQ Adapter Install

MAVERICK COMPLETE KIT

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Introduction

This guide serves as basic instructions needed to install the Maverick Motorsports JZVQ adapter kit. The instructions here are listed for the standard single plate kit, although the instructions are not much different for the twin/triple plate kit.

Please have a qualified professional install the kit and ensure that it is correctly done. We accept no responsibility for a faulty install or incorrect use.

The adapter design might be slightly changed from the pictures included, please follow all steps

Parts needed:

- 1x Maverick Motorsports JZVQ adapter kit
- 1x 35oz clutch, any brand or stage you desire
- Mounts, shifter, driveshaft, etc specific to your chassis and swap.

Tools needed:

- Basic socket set
- Wrenches and breaker bar
- Pry bar(for removing old components)
- Cleaning solvent
- Shop rags
- Torque wrench
- Hammer
- Pilot bearing puller(to remove old bushings)
- A friend, the transmission is huge/heavy!

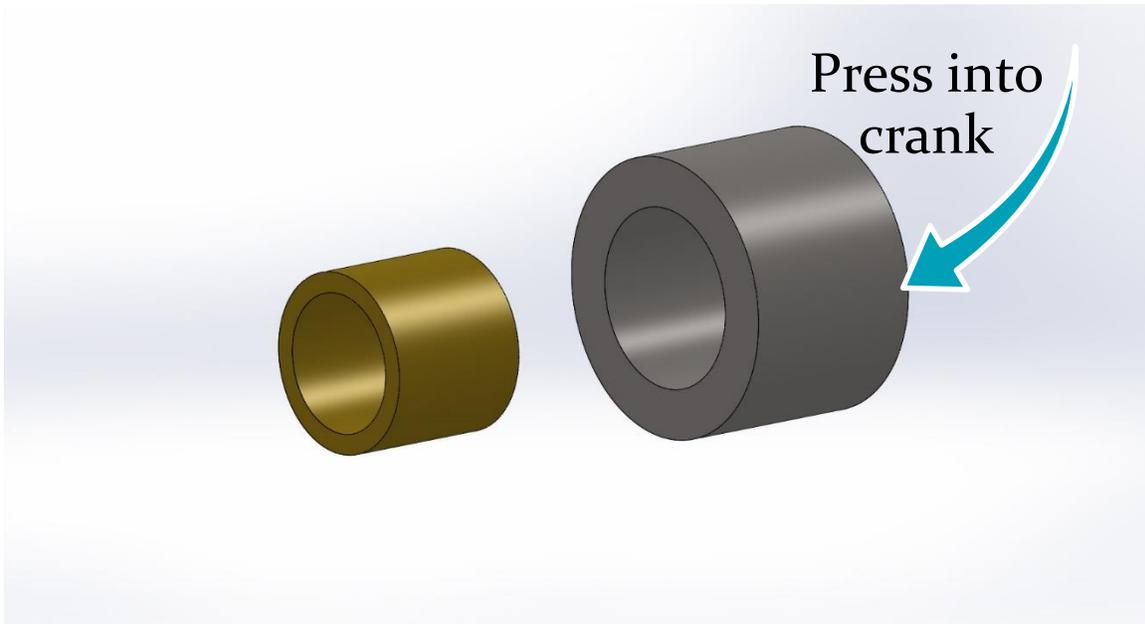
The Install

Step 1: Prep the engine and transmission for install. Remove starter, old clutch, flywheel and pilot bushing/bearing with a pilot bearing puller.

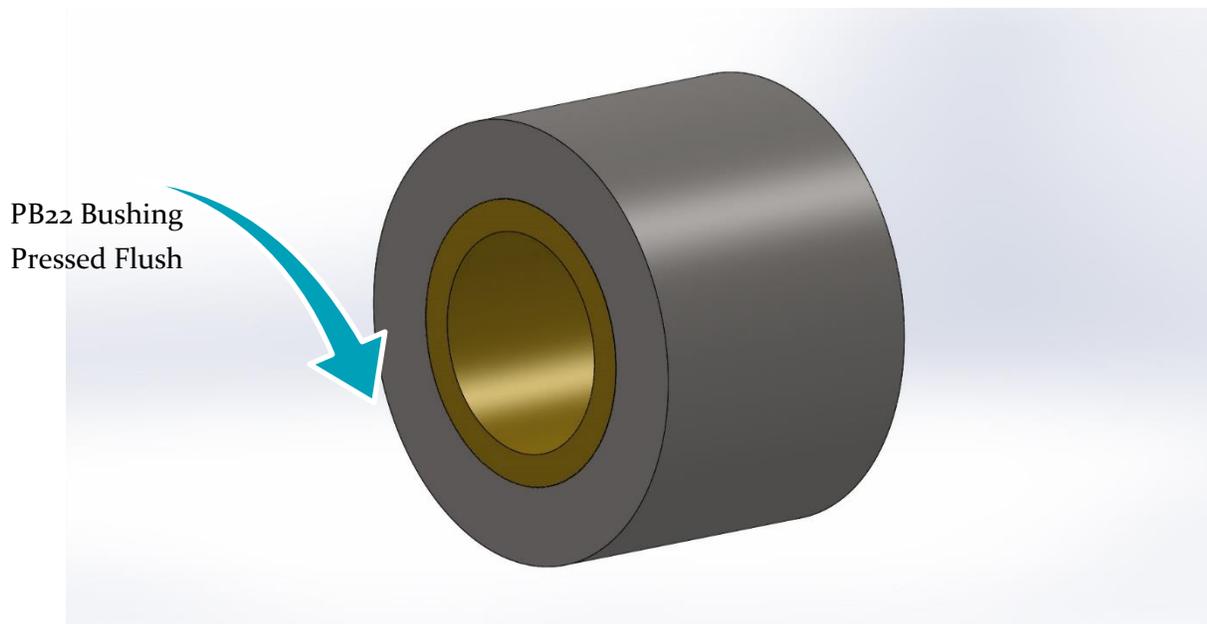
Step 2: Ensure that you have the correct transmission setup. If you have a cast clutch fork you will need the short pivot ball. The thinner stamped fork requires the longer pivot ball. For the internal slave cyl models, we recommend using an aftermarket steel version. The OEM plastic ones are very weak.

Step 3: Clean all mating surfaces and remove any rust, dirt, grime, etc. Inspect all parts and make sure they are in good working order.

Step 4: Press in the Maverick Motorsports pilot bushing sleeve. You will press this in until it **bottoms out** on the crank. Placing it in the freezer overnight will help installing it.



Step 5: Press in the supplied brass pilot bushing **flush** in the Maverick sleeve. Part number PB22 for replacements.



Step 6: Bolt the adapter plate to the engine making sure to align the dowel holes.



Use the provided countersunk bolts to attach to the engine.



Torque for engine side bolts:

M12 - 55ftlbs

M10 - 40ftlbs

Step 7: Install flywheel and line up bolt holes. Torque bolts to 65ftlbs in a star pattern.

Install the clutch using the alignment tool from the clutch kit. Make sure the disc is facing the correct way per the clutch maker. Torque the pressure plate bolts to 11ftlbs on the first pass and then 29ftlbs on the second pass.



Step 8: Install the starter. We recommend using a 2JZ starter but a 1Jz will work with some potential clearancing of the starter hood. 2JZ starter does not have this hood.

Make sure to drill out the threads on the starter. Use a 13/32" drill bit to drill out the starter threads. Bolt the starter to the adapter as shown.



Step 9: For external slave cyl model transmissions(2003-2006) make sure the pivot ball is tight, clutch fork is clipped on and new TOB is installed onto the carrier piece.

For internal slave cyl model transmissions(2007+) make sure the internal slave cyl/TOB is tightened down and all plumbing has been pre-installed. Once the transmission is on it's impossible to reach the fittings.

Step 10: Install the transmission onto the adapter plate carefully and making sure the input shaft correctly engages the clutch as well as the pilot bushing. Add some blue Loctite and start by threading in the larger M12 bolts and then slowly work them all on.

M12 transmission bolts = 40ftlbs with blue Loctite

M10 transmission bolts = 35ftlbs with blue Loctite

- Please note that you may or may not use all the bolts based on which year transmission you have. The adapter has holes for both styles of bellhousings.



Step 11: Enjoy your hard work and your new adapter kit!

Thank you for your purchase and I hope you enjoy this kit. We are always available to answer any questions and help with the installs.

Sincerely,
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