

GEN III/IV CHEVROLET SMALL BLOCK TO NISSAN 300ZX VG30DE TRANSMISSION ADAPTER



INSTALLATION INSTRUCTIONS

Rev F MAR 2018

!!NOTICE!!

LOJ CONVERSIONS CORP HAS PREPARED THESE INSTRUCTIONS TO MAKE YOUR PRODUCT INSTALLATION AS SIMPLE AND HASSLE-FREE AS POSSIBLE. INSTALLATION ISSUES EXPERIENCED AS A RESULT OF NOT FOLLOWING THESE INSTRUCTIONS ARE THE SOLE RESPONSIBILITY OF THE USER.

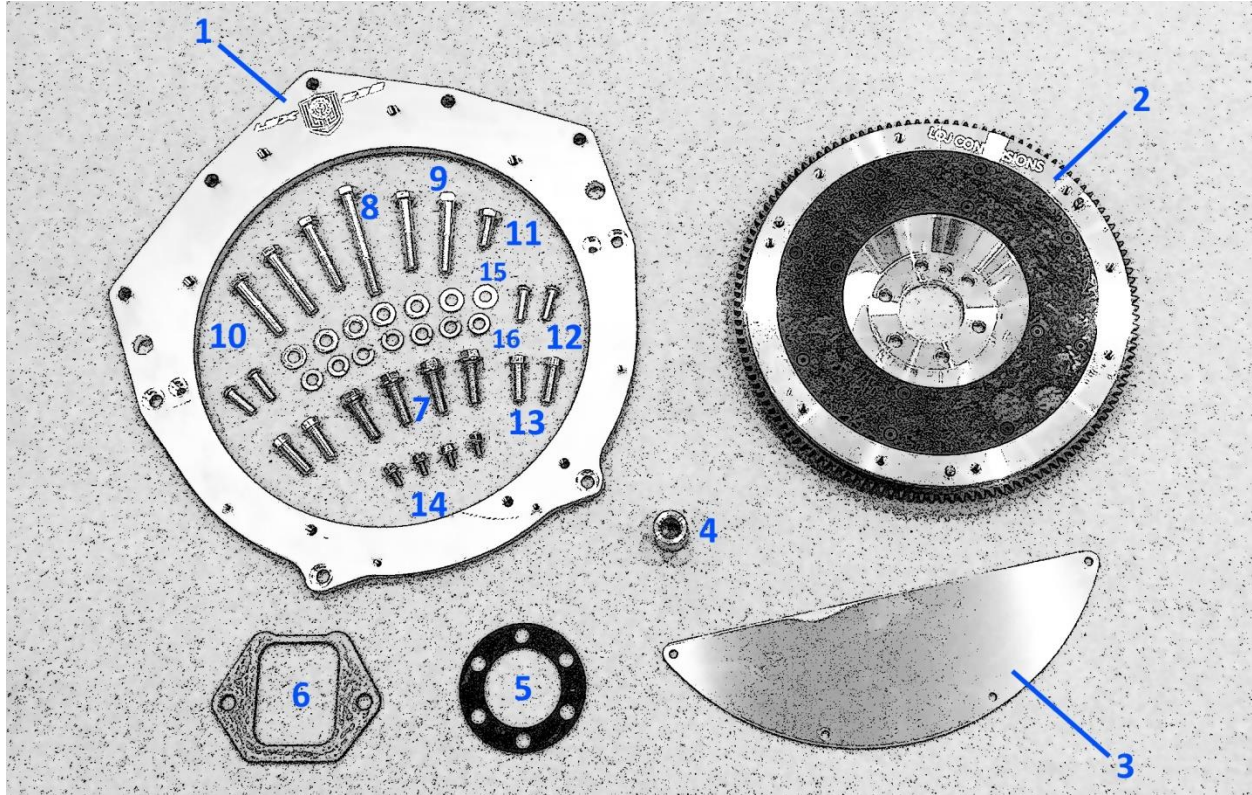
!!WARNING!!

THE USER OF THIS PRODUCT ASSUMES ALL LIABILITY FOR ANY DAMAGES TO PERSONAL OR PUBLIC PROPERTY RESULTING FROM THE USE OR MISUSE OF THIS PRODUCT. ANY INJURIES SUSTAINED BY THE USER AND/OR ANY OTHER INDIVIDUALS ARE ALSO THE SOLE RESPONSIBILITY OF THE USER. MOTORSPORTS ACTIVITIES ARE INHERINTLY DANGEROUS AND LOJ CONVERSIONS CORP CAN NOT BE HELD RESPONSIBLE FOR ANY INCIDENTS RESULTING FROM THE USE OR MISUSE OF THIS PRODUCT.

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BEFORE YOU BEGIN:

Please ensure that all of the components required for your installation have been included in your package. The Basic Gen III/IV Adapter Kit should include the following components:



1 - (Qty 1) – Adapter Plate	9 - (Qty 4) – M10x1.5 60mm Hex Head Bolts
2 - (Qty 1) – Flywheel	10 – (Qty 1) – M10x1.5 55mm Hex Head Bolt
3 - (Qty 1) – Dust Shield	11 – (Qty 1) – M10x1.5 20mm Hex Head Bolt
4 - (Qty 1) – Pilot Bushing	12 – (Qty 4) – M8x1.25 20mm Button Head Bolts
5 - (Qty 1) – Flywheel Torque Plate	13 – (Qty 4) – M10x1.5 Low Profile Socket Head Cap Screw
6 – (Qty 1) – Starter Spacer Plate	14 – (Qty 4) – M6x1.0 12mm Flange Head Bolts
7 - (Qty 4) – M10x1.5 30mm Flange Head Bolts	15 – (Qty 7) – M10 Flat Washers
8 - (Qty 1) – M10x1.5 90mm Hex Head Bolt	16 – (Qty 7) – M10 Lock Washers

Other parts that you will need, available separately from LOJ Conversions:

(Qty 2) – 300ZX Transmission to Engine Block Alignment Dowels

(Qty 2) – Gen III/IV Engine Block to Transmission Alignment Dowels

(Qty 6) – Gen III/IV Flywheel Bolts – OEM P/N 12563485/19257940 or LOJ ARP Long Length Flywheel Bolts

(Qty 9) – 300ZX Pressure Plate Bolts or LOJ ARP Pressure Plate Bolts

!!WARNING!!

The standard GM flexplate bolts can not be used with this kit! You must either purchase OEM GM flywheel bolts, part number 12563485/19257940 or the extended length ARP flywheel bolts available from LOJ Conversions!

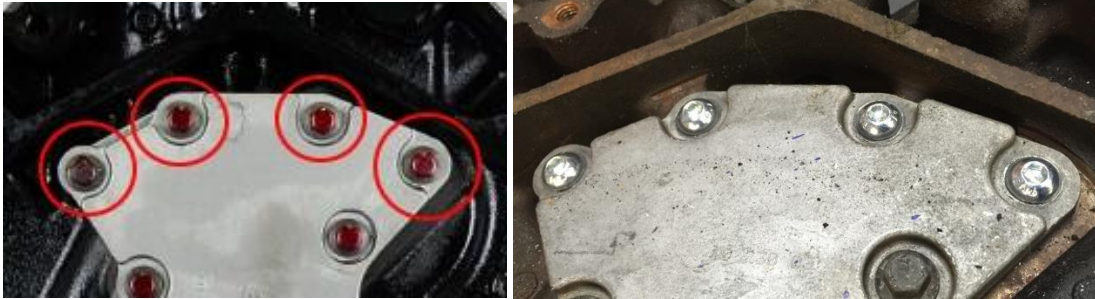
INSTALLATION PROCEDURE:

- 1) If your Engine came from a donor vehicle equipped with an Automatic Transmission, remove the Automatic Transmission Flex Plate and install the supplied Pilot Bushing into the crankshaft. If your Engine came from a donor vehicle equipped with a Manual Transmission, remove the Flywheel and Pilot Bushing before installing the LOJ Pilot Bushing into the crankshaft.

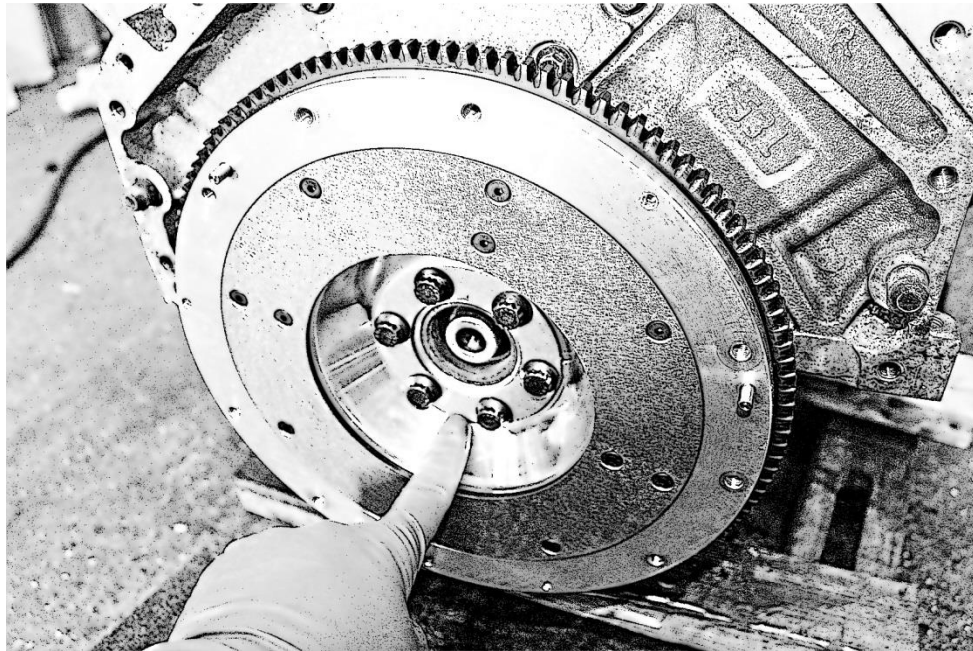
IMPORTANT – You will notice that the pilot bushing has a step on it. The step should face outward, away from the engine and towards the transmission. Drive the pilot bushing into the crank. The step on the pilot bushing should stick out of the crank slightly or be flush, but not below flush. See images below.



- 2) First you will need to replace the top four bolts holding the rear cover onto your engine. This is necessary to provide clearance for the transmission adapter plate. Use the four supplied M8x1.25 25mm long button head allen key bolts. Replace the bolts one at a time to prevent unsealing the gasket.

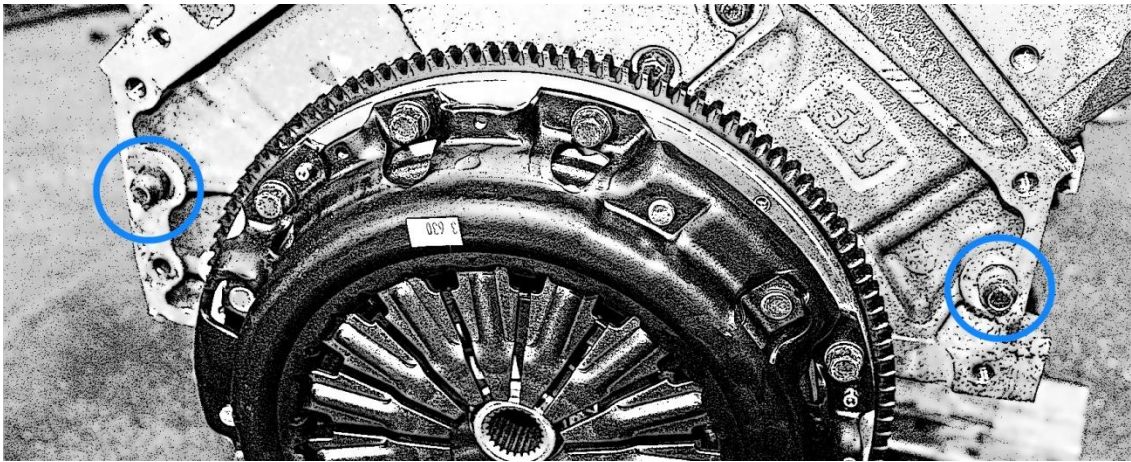


- 3) Install the LOJ Conversions Billet Aluminum Flywheel onto your donor engine. Be sure to use the supplied Steel Torque Plate

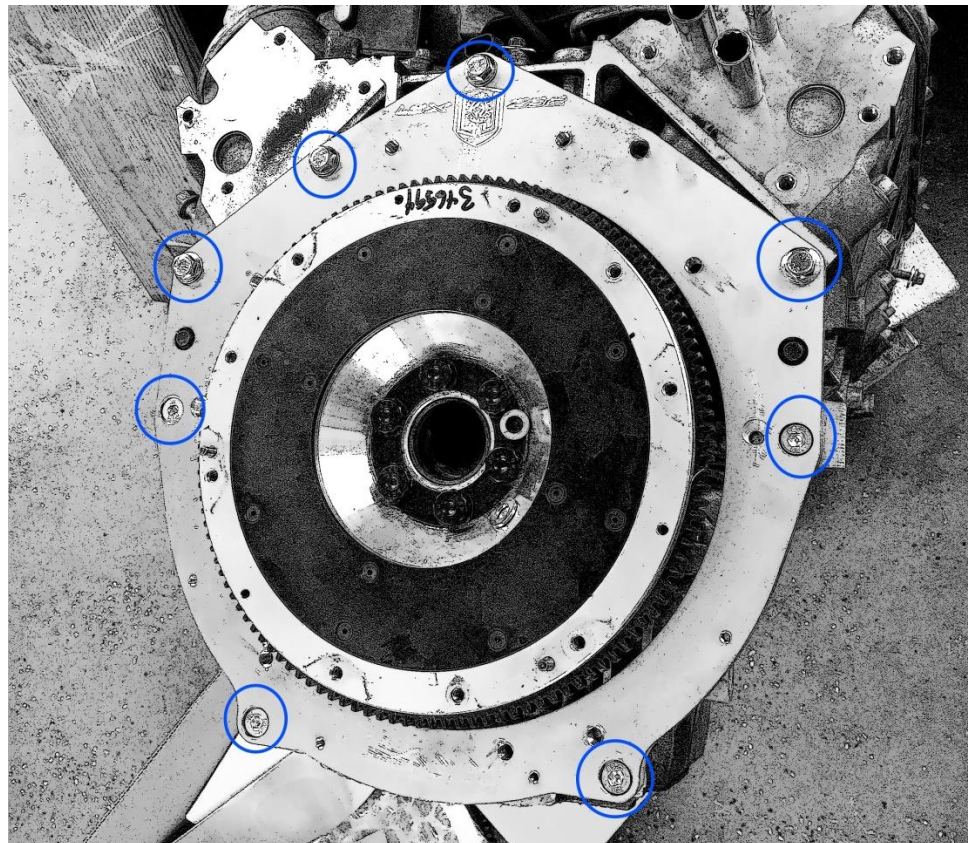


- 4) Install your clutch according to the manufacturer's recommendations.

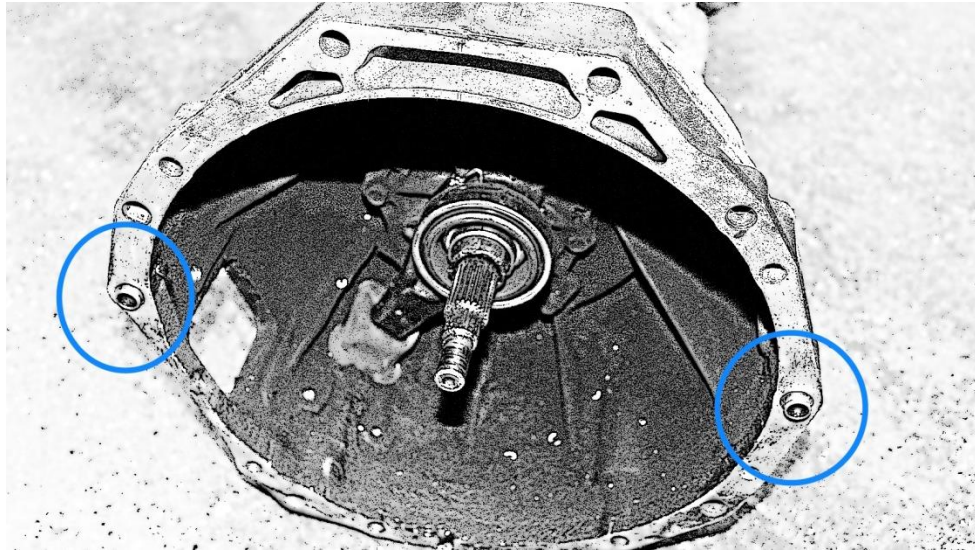
- 5) If needed, install your Gen III/IV Engine Block to Transmission Dowel Pins into the following Locations



- 6) Place the LOJ Conversions Adapter Plate onto the engine in the following orientation and install the four M10x1.5 30mm Flange Head Bolts and the four M10x1.5 30mm Low Profile Socket Cap Screw into the following locations to hold the adapter plate to the engine. NOTE: NO WASHERS ARE USED ON THESE FASTENERS AND THE TWO LOWER SOCKET HEAD BOLTS WILL NOT BE USED WITH AFTERMARKET OIL PANS.



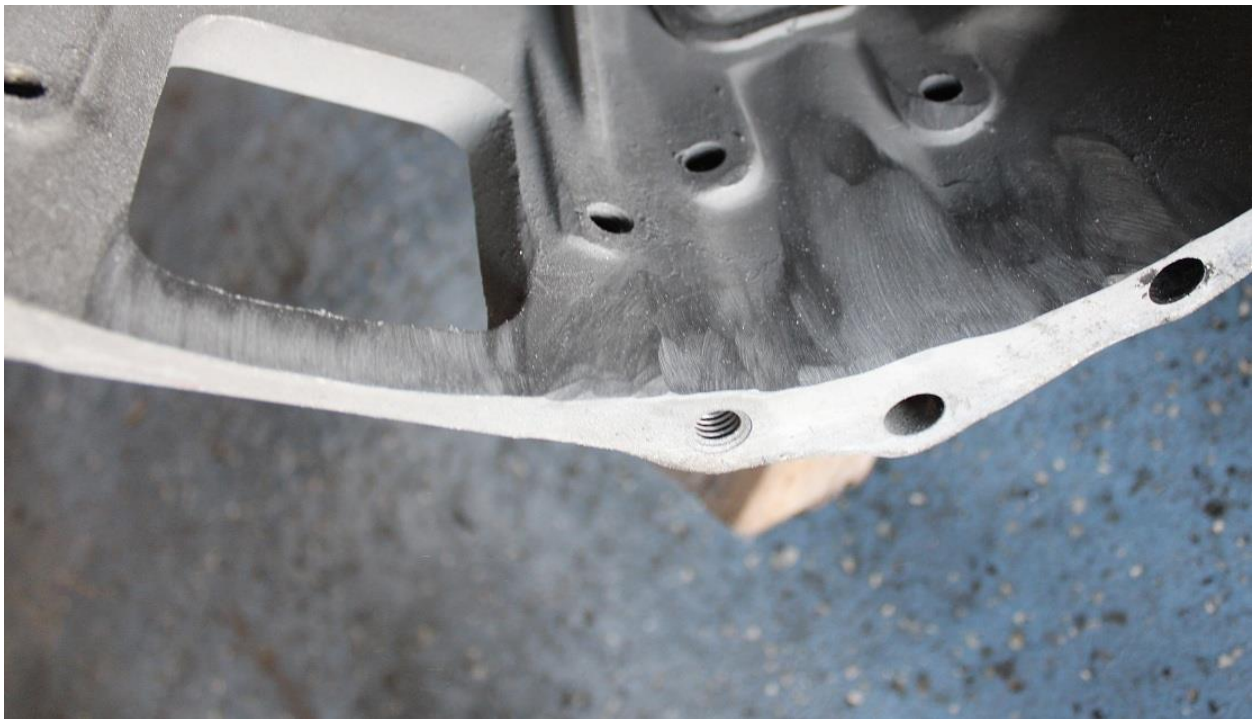
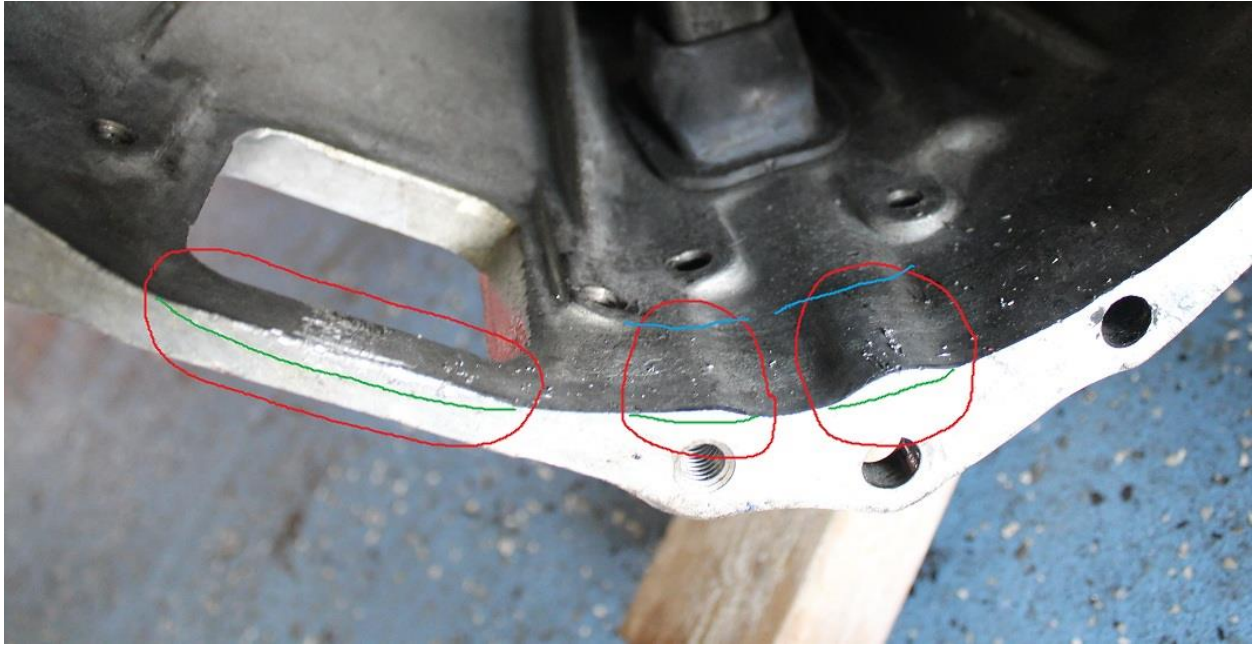
- 7) Install the 300ZX Alignment Dowels into the transmission bellhousing in the following two locations



- 8) Install your clutch fork and throwout bearing according to the factory procedures. The transmission is then ready for installation.

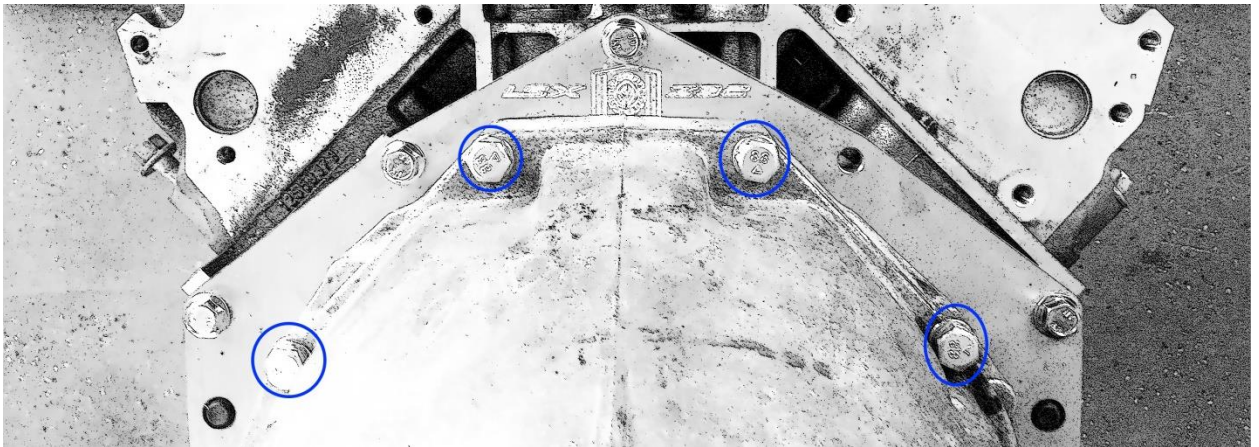
IF YOU HAVE A TWIN TURBO TRANSMISSION, SKIP TO STEP 10

- 9) If you have a Non-Turbo transmission, you will need to clearance your bellhousing for use with the twin turbo ring gear supplied on your flywheel. A small amount of material needs to be removed to allow for clearance. Please see the image below. The areas circled in **RED** need to have material removed. The **GREEN** line depicts how deep the removal needs to be. You are essentially making the diameter of the bellhousing opening constant, where these areas currently protrude inwards. The **BLUE** lines show how far into the bellhousing the material needs to be removed. The second images shows this area after an appropriate amount of material has been removed.



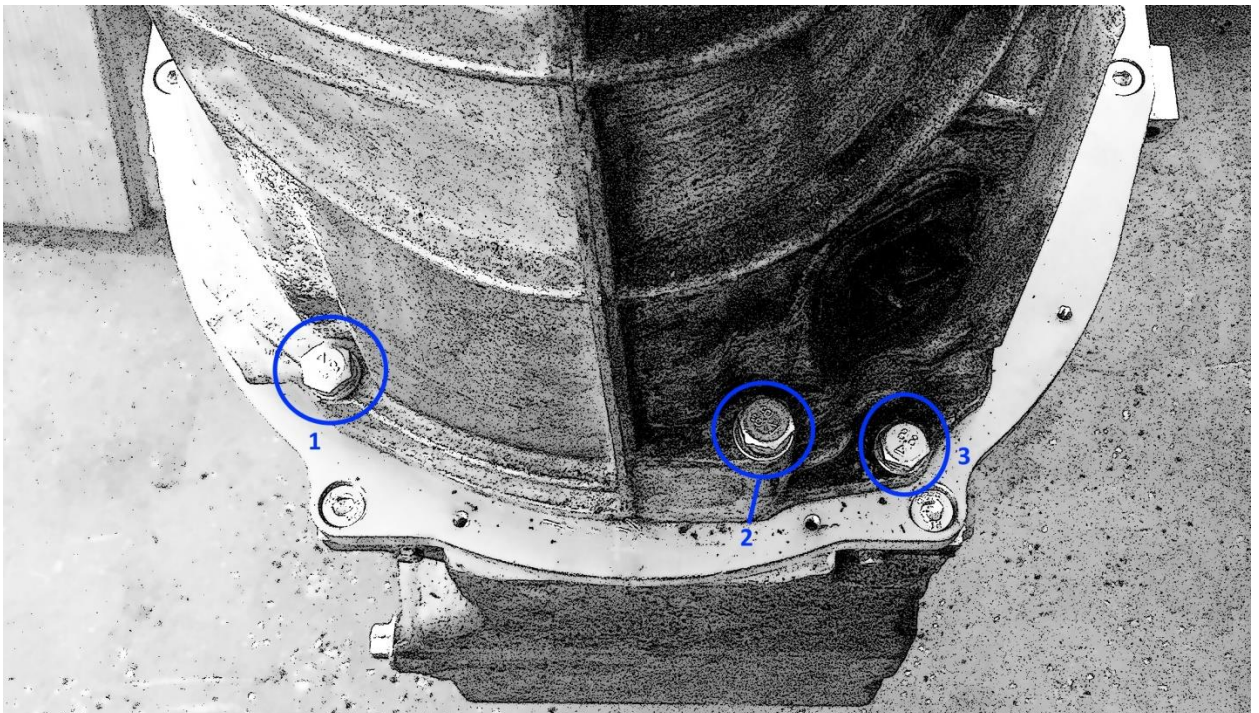
10) You can now install the transmission to the engine.

- 11) Install the M10x1.5 60mm Hex Bolts with one M10 Flat Washer and one M10 Lock Washer each in the following locations

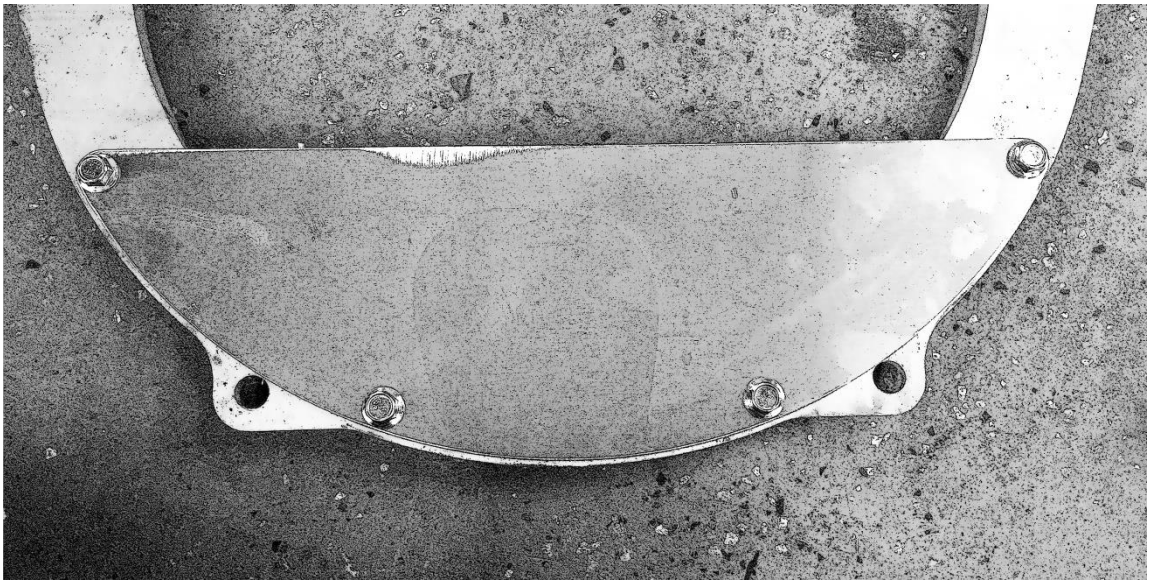


- 12) Install the M10x1.5 55mm Hex Bolt with one M10 Flat Washer and one M10 Lock Washer at position 1, the M10x1.5 90mm Hex Bolt with one M10 Flat Washer and one M10 Lock Washer into position 2, and the M10x1.5 20mm Hex Bolt with one M10 Flat Washer and one M10 Lock Washer into position 3.

NOTE: The M10x1.5 20mm long bolt may interfere with some slave cylinders, depending on the casting. You can try to install this bolt without any washers, or leave it out completely if necessary.



13) If you are using an aftermarket oil pan, you can now install the dust shield with the supplied M6 bolts.



Your installation is complete! Enjoy!