

GEN III/IV CHEVROLET SMALL BLOCK TO NISSAN 350Z VQ35HR & NISSAN 370Z VQ37VHR TRANSMISSION ADAPTER



INSTALLATION INSTRUCTIONS

Rev – Sep 2019

!!NOTICE!!

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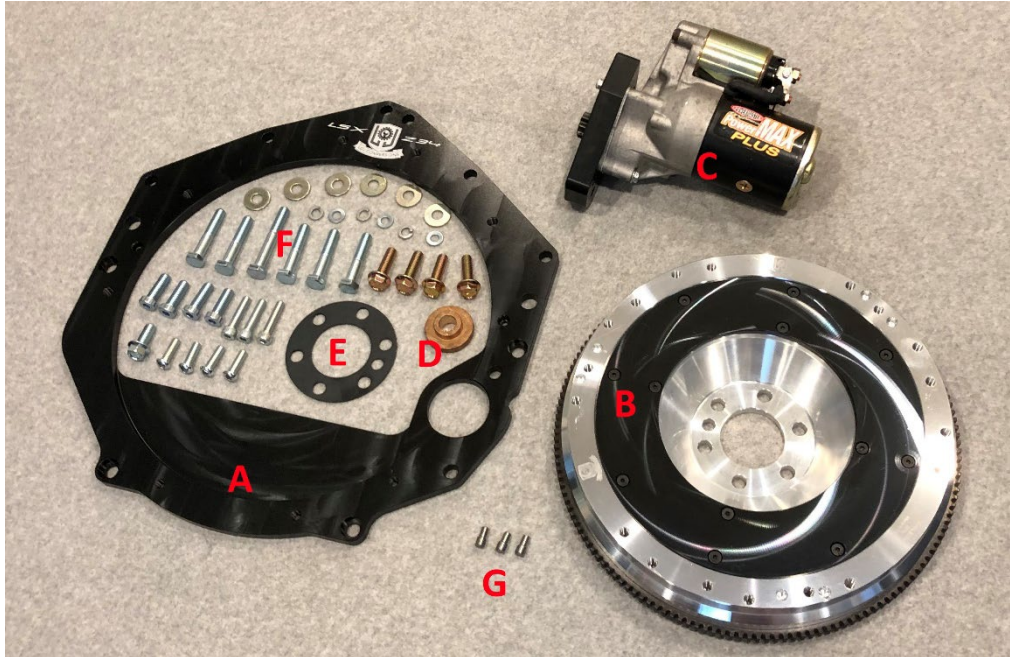
!!WARNING!!

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:



A - (Qty 1) – Adapter Plate with Integral Dust Shield

B - (Qty 1) – Flywheel – Dual Drilled for 350Z and 300ZX TT Clutch Setups

C - (Qty 1) – High-Torque Mini-Starter

D - (Qty 1) – Pilot Bushing

E - (Qty 1) – Flywheel Torque Plate

F - Hardware

G – (Qty 3) – Flywheel Clutch Alignment Dowels

Other parts that you will need:

(Qty 2) – 370Z 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) – 350Z Pressure Plate Bolts or LOJ ARP Pressure Plate Bolts

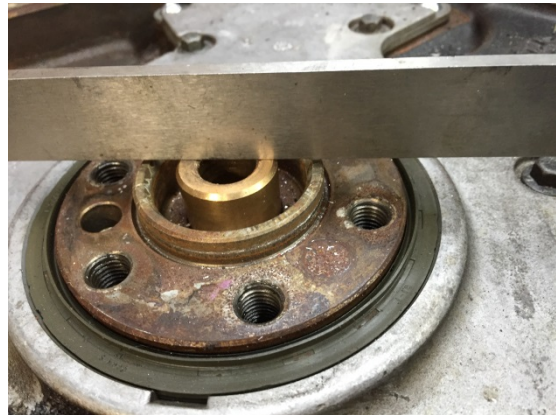
!!WARNING!!

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!

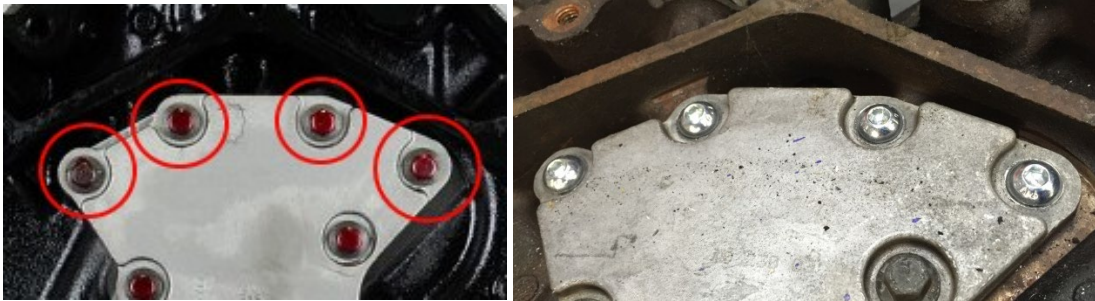
INSTALLATION PROCEDURE:

- 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 –Pilot bushing to be installed with the step facing OUT.



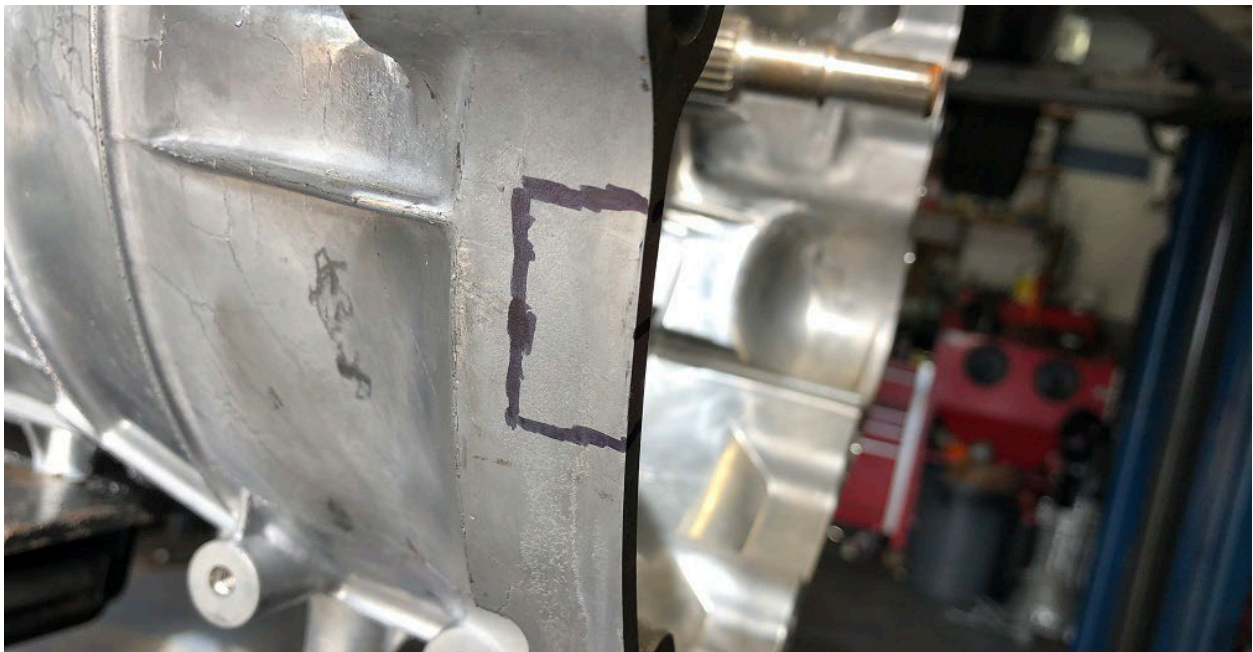
- 2) First you will need to replace the top four bolts holding the rear cover onto your engine. This is necessary to provide clearance for the transmission adapter plate. Use the four supplied M8x1.25 25mm long button head allen key bolts. Replace the bolts one at a time to prevent unsealing the gasket.



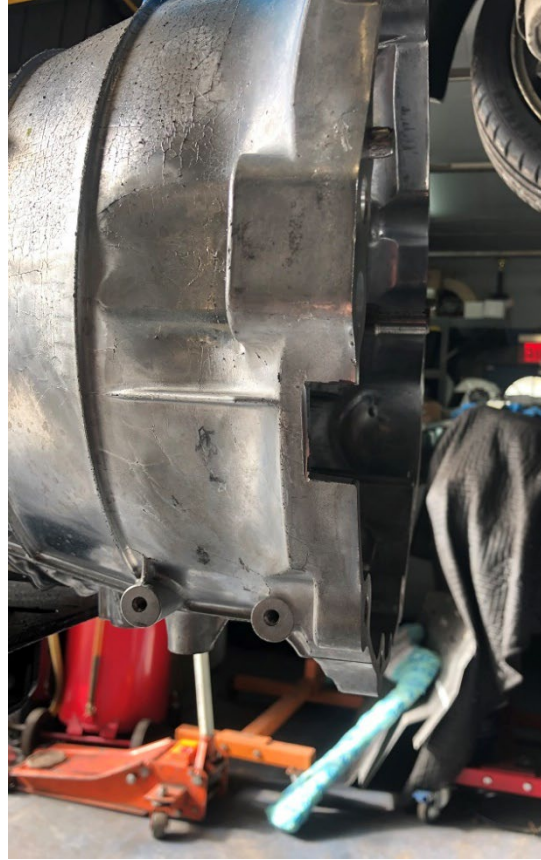
- 3) Before installing the adapter plate onto the engine, you will need to place the adapter onto the transmission to identify the location where a small cut needs to be made on the bellhousing. Mark the center of the hole as shown in the picture on the right.



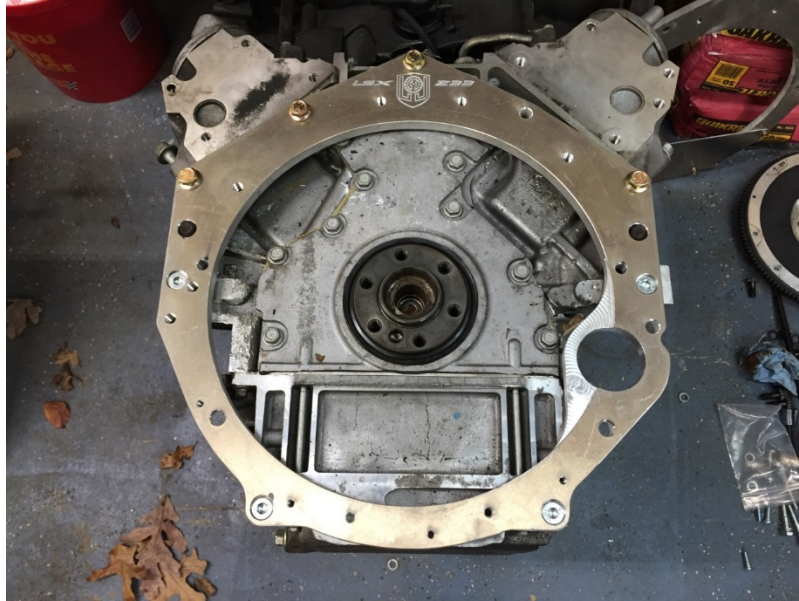
- 4) Remove the adapter plate and use a ruler to mark $5/8$ " above and below the mark made in the previous step. These will be the upper and lower limits of your notch. Then mark the side of the bellhousing 5/8" back from the front edge. Using your ruler mark a rectangle connecting those dots. This is the boundaries of material that needs to be removed.



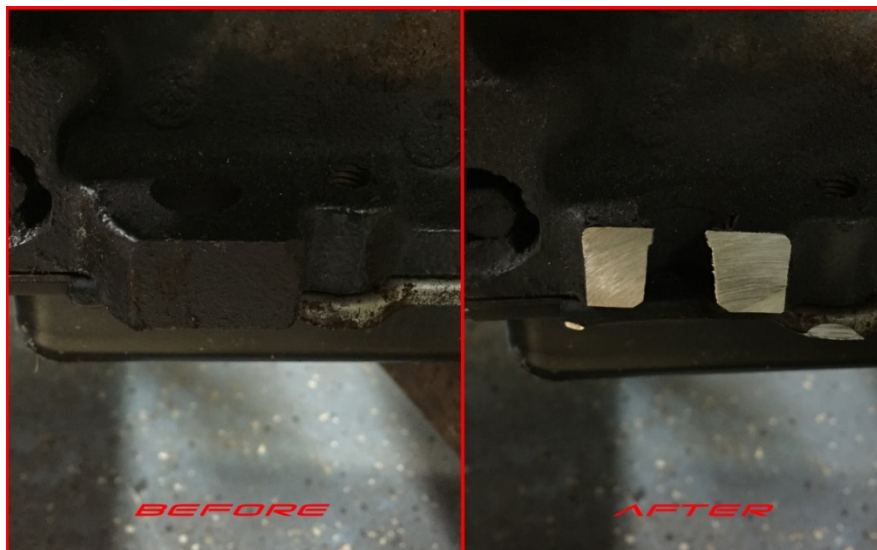
- 5) Using a sawzall or angle grinder, cut the top and bottom lines of the rectangle. Use an angle grinder to then score the vertical line, you do not need to cut all the way through. A pair of pliers or a small ball-peen hammer can be used to break off the piece needing to be removed, as the cast aluminum will fracture easily where the vertical score was made. See pictures below:



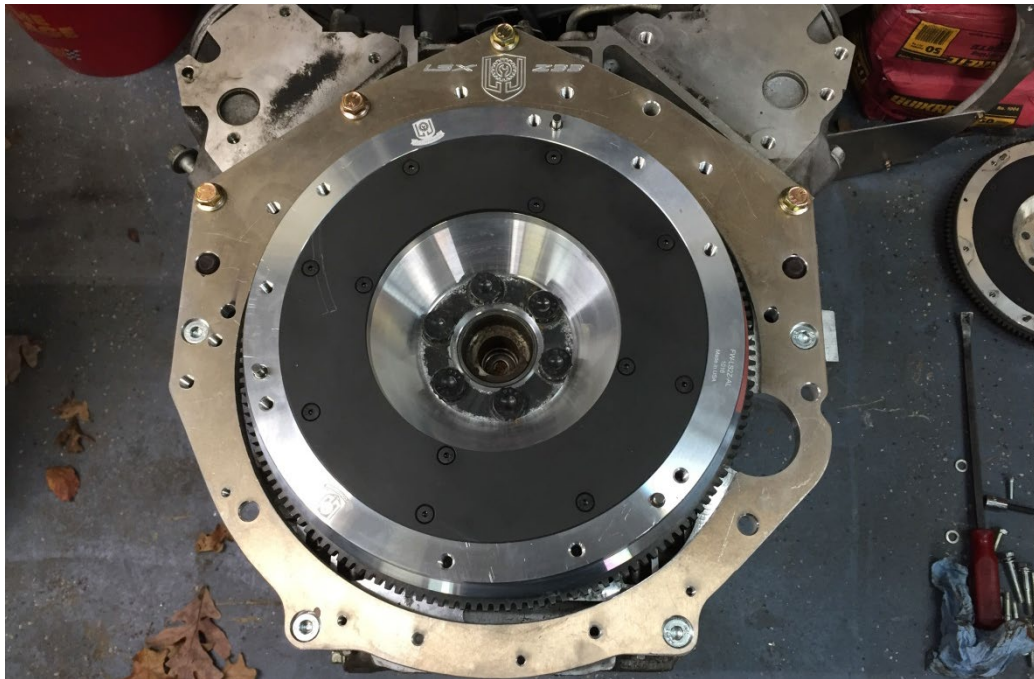
- 6) Install the LOJ Conversions Transmission Adapter Plate onto your Engine. Use four M10x1.5 30mm Low-Profile Socket Head Cap Screws and four M10x1.5 35mm Flange Head Cap Screws. If your engine did not have alignment dowel pins, install them before installing the adapter plate! Additionally, if you are using an aftermarket oil pan that does not utilize the lower two bolt, leave them uninstalled.



- 7) You will need to remove one boss from the RH rear side of your engine to provide sufficient clearance for the new starter. This can be accomplished with an angle grinder, hack saw, sawzall, or other suitable cutting tool.



- 8) Now install your flywheel onto the engine. Apply Loctite 242 thread locker (optional, not included) to the thread of the flywheel bolts and install according to factory specs.



- 9) You are now ready to install your transmission onto the engine. Using the five M10x1.5 55mm long hex bolts and five M10 flat washers, attach the transmission to the engine. Note: If retaining the factory vent tube, DO NOT install a flat washer in this location. You will also use one M10x1.5 30mm Low-Profile Socket Head Bolt to fasten the transmission to the engine. This is on the LH side of the bellhousing. The lower two transmission to adapter plate bolts will be the two M8x1.5 35mm Socket Head Bolts with M8 Lock and Flat washers.





10) Now you can install your starter. Using the two M10x1.5 45mm long flange head bolts, attach the starter to the adapter/transmission.



11) Your installation is complete, enjoy!!!