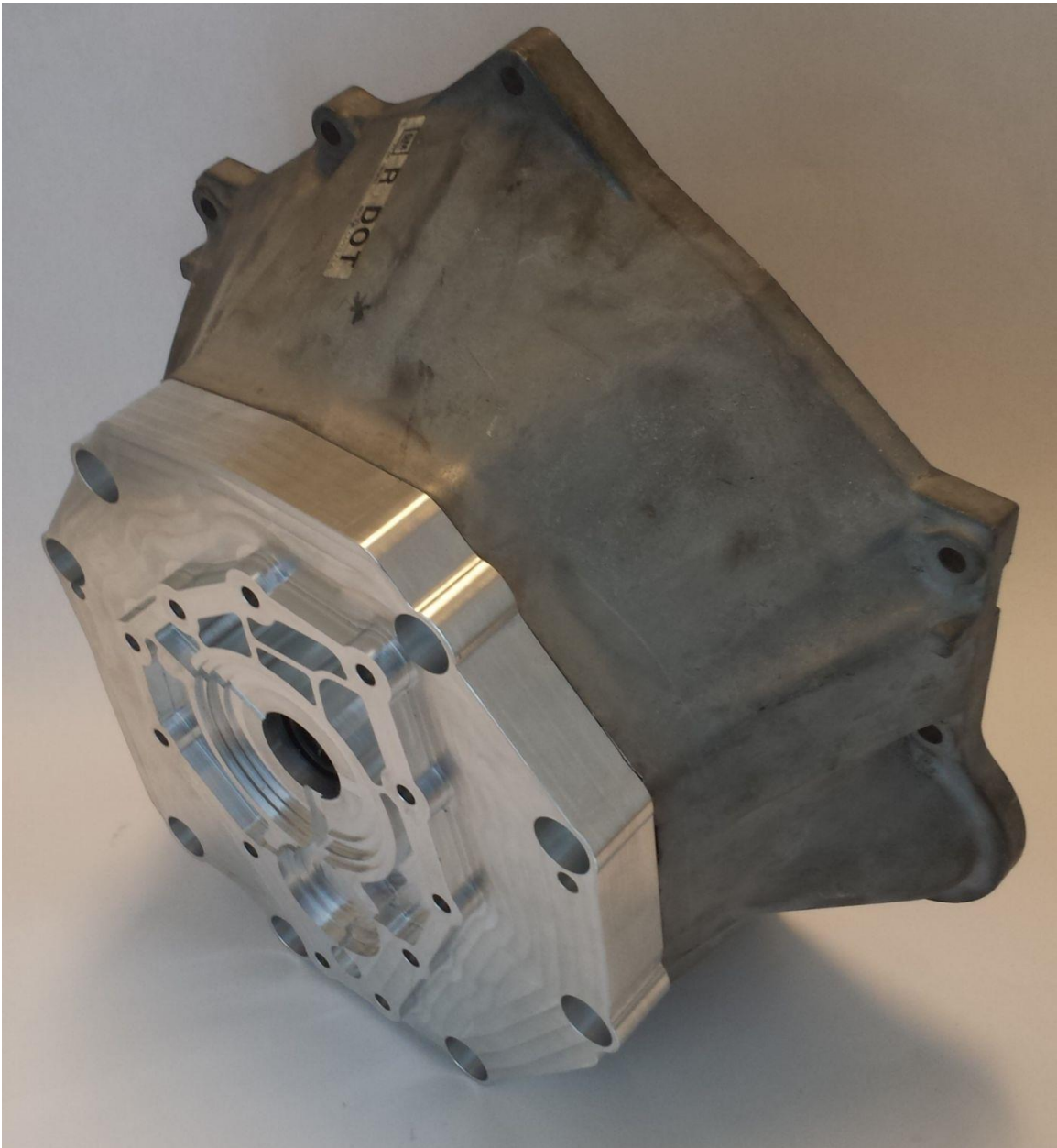


## **LS1 TO 350Z/370Z ADAPTER INSTALLTION INSTRUCTIONS**

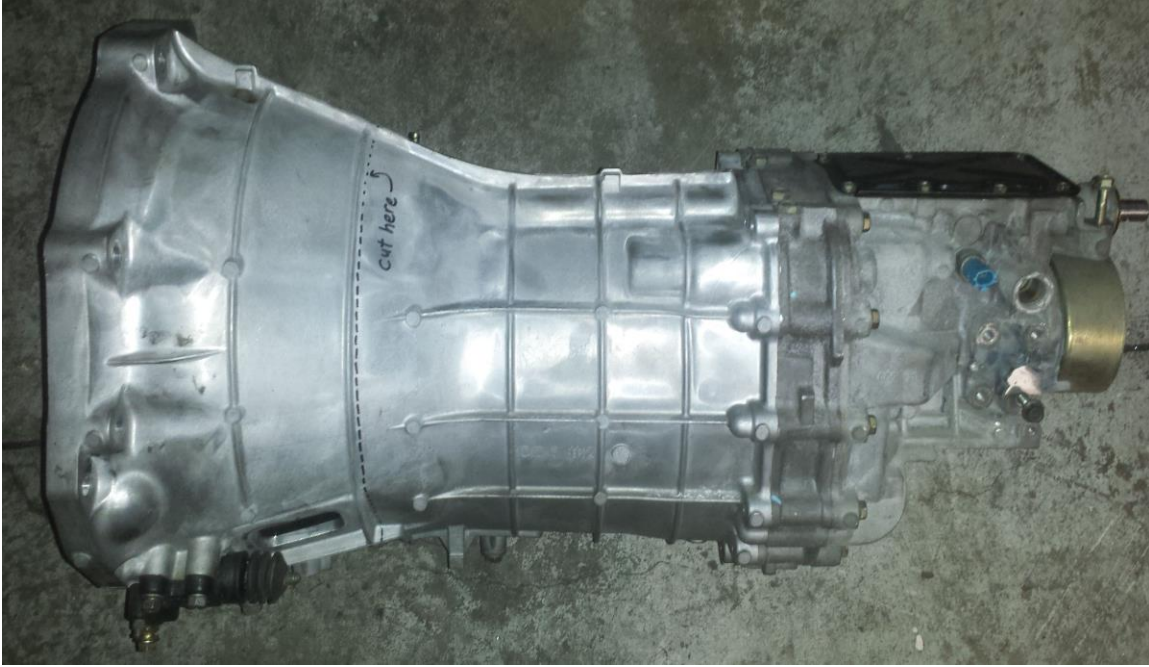
### **STEP 1:**

Install your T56 Slave Cylinder on the Adapter Plate, using the two 1/4-20 hex flanged head screws in the bolt bag. Next, Take the Plastic bag filled with (8) M10x1.5 Hex flange head cap screws, and fasten the 'Collins Performance Adapter plate' to the T56 Bell housing from a ('99-02' Camaro/Trans Am).



Step 2:

Cut the 350Z/370Z transmission's bell housing approximately 1/16" (0.0625"; 1.5mm), behind the second casting band that wraps circumferentially around the transmission's bell housing, marked by the dotted "Cut Line".



Step 3:

Remove the Input shaft cover from the 350Z transmission by removing the (11) M8x1.25 hex head cap screws.



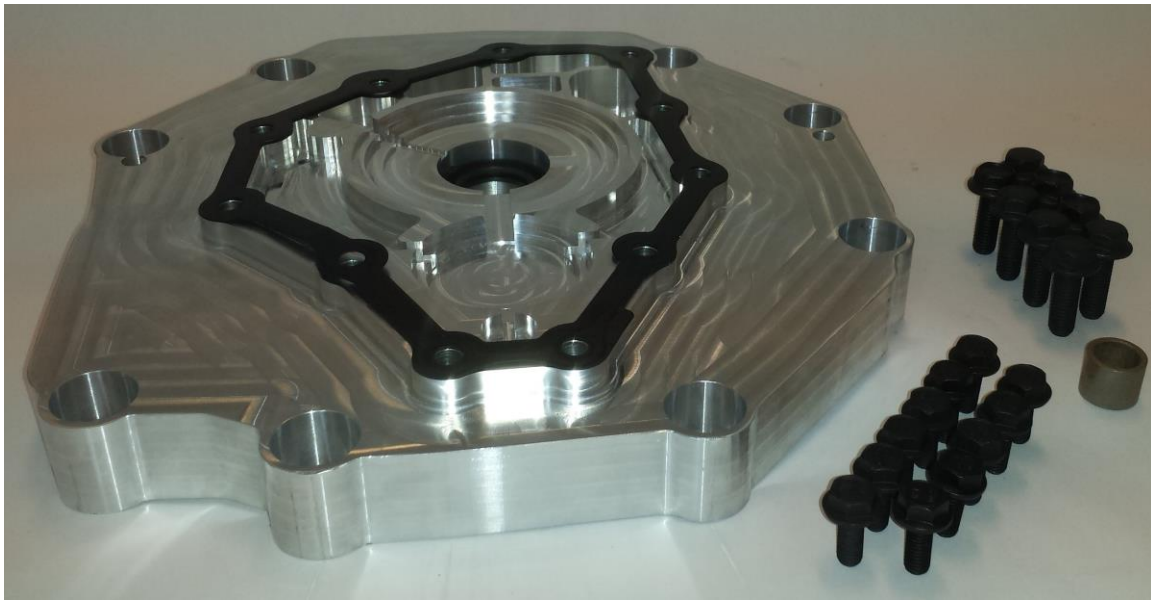
Step 4:

Near the bottom of the exposed area behind the input shaft cover you will see one small M8 x 1.25 nut that is tightened onto a long bolt. You must cut this bolt flush with the nut, so that nothing sticks out past the end of the nut.



Step 5:

Clean the “Collins Performance” adapter plate face with brake parts cleaner, be careful to avoid spraying the input shaft seal with any brake parts cleaner as the input shaft seal comes pre-lubricated. Now place a generous amount of liquid gasket to the face, of the ‘Collins Performance’ adapter plate, that mounts to the 350Z transmission. Shown here in black:



Make sure the liquid gasket is spread out evenly over the outlined surface, and any excess liquid gasket is cleaned off from the inner and outer edges.

**IF YOU DID NOT PURCHASE THE COLLINS PERFORMANCE 11” CLUTCH DISC, YOU WILL NEED THIS COMPONENT BEFORE ATTEMPTING TO FASTEN THE TRANSMISSION TO THE ENGINE!!**

**GO TO [COLLINSADAPTERS.COM](http://COLLINSADAPTERS.COM)**

**THEN CLICK ON: “SWAP KITS” TAB AT THE TOP**

**THEN CLICK ON:**

**“[lsx-to-350z-370z-vq-transmission-adapter-with-11inch-lsxt0350z-clutch-disc](#)”**

**THEN SELECT ONLY THE CLUTCH DISC FROM THE DROP-DOWN MENUS!!!**

Step 6:

Use the Bag of bolts that has (11) M8x1.25 Socket Head cap screws and fasten the 'Collins Performance' adapter plate and bell housing to the already cut 350Z transmission. **MAKE SURE TO APPLY THREAD SELANT TO ALL THREADS!** Or your transmission will leak gear oil out of the threaded holes.



Step 7:

Insert the Supplied pilot bushing into the LS1 Crank, Using a piece of wood in between the pilot bearing adapter and a hammer. Or use a plastic dead-blow hammer.

Step 8:

Fasten the transmission assembly to the LSX engine.

**COMPLETE!**