

1UZFE to Z32(300ZX) Notes:

There are a few things that you have to do before this will go in smoothly:

1. You need to take a small notch out of the top of the bell housing on the transmission, for the starter gear to recess into, if you don't do this, the engine won't start.
2. You need to shave a very small amount (1/8") off of the end of the **starter** bolts in order for the adapter plate to fit flush with the transmission mating surface on the engine side.
3. You need to retain the stock automatic transmission flex-plate SPACER that gets sandwiched in between the Stock flex-plate and the crank. You need this to properly space out the flywheel in order to get the splines to engage properly on the input shaft.
4. Unfortunately with the Z-transmissions the splines on the input shaft start pretty far back, far enough back that you have to use not only the stock automatic flexplate spacer mentioned above, but also you must "stack on" the flexplate and the original thin sheet metal spacer on top of the flexplate. Then stack on the Collinsadapters.com 1UZ to 350Z/Z32 flywheel on last. You will need to order 45mm under head length M10 x 1.25 ARP **673-1006** bolts quantity of (8).
5. Don't forget that this adapter plate is for **both** Z32 transmissions, so if a bolt feels like it is going in hard it is because **that** bolt-hole is being shared by the other bolt pattern, It still works great, it just means there are several holes on both of the bolt patterns that were conflicting with each other and had to be shared to get everything to work correctly.
6. After you get all of this done, don't forget to shorten up both of the shifter linkages on the back of the Z-transmission or it won't come close to fitting anywhere near the stock shifter hole on your chassis. I can do this for (\$110) if you send me your shifter linkage to:

990 Tangled Oaks Drive
Sarasota, FL 34232

7. When wiring the engine in, you do not need to keep any of the emissions equipment, all of it can be deleted. Even the idle air control motor can be deleted.
8. Make sure you run a separate ground strap to the body or shell of the physical Ignitors(both of them) or the car will not start. Both of the ignitors have to have a realllly good ground going to somewhere on the out side of the casing. for mine, I simply bolted a ground strap to the outside body and it worked great.

I'm sure you're going to have some questions,
Don't hesitate to call me that's what I'm here for!!
803-SWAP-1UZ
Thanks again