

VQ37VHR AND VQ35HR BILLET ALUMINUM FLEXPLATE



INSTALLATION INSTRUCTIONS

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!!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.

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. Billet Flexplate
2. Qty 4 – Flexplate to Torque Converter Bolts

Other parts that you will need: Flexplate to Engine Bolts. YOU CANNOT USE THE STOCK FLEXPLATE BOLTS! The stock flexplate is thinner than the billet flexplate and requires longer hardware.

Option 1 - Run the ARP flexplate bolts offered as an option. If you run the bolts LOJ offers, you do NOT install the stock flexplate spacer ring between the heads of the bolts and the flexplate.

Option 2 - Run stock 12315-8J100 OEM manual transmission flywheel bolts or 12315-2J220 stock SR20 flywheel bolts. If you choose this option, install the stock flexplate spacer ring between the billet flexplate and the heads of the bolts to prevent the bolts from bottoming out in the crankshaft.

!!WARNING!!

The ARP flexplate bolts that LOJ sells as an option ARE NOT 350Z ARP Flywheel Bolts! As a matter of fact, ARP does not even make bolts for the 350Z, those are simply Ford Modular V8 bolts sold as 350Z bolts because they have the same thread pitch. The Ford bolts are slightly longer than OEM MT bolts and will bottom out in the crank in all scenarios.

INSTALLATION PROCEDURE:

BEFORE INSTALLATION: Thoroughly Clean the internal threads of the flexplate bolt holes on the crankshaft and the torque converter bolt holes that the flexplate attaches to. Ensure there is no debris in the holes, corrosion, or moisture. Chase threads with a tap if necessary. Follow proper tightening procedures according to OEM/ARP instructions and DO NOT overtighten. LOJ Conversions WILL NOT be held responsible for any damage incurred by overtightening fasteners or by fasteners becoming seized in their mounting holes.

Installation of the billet flexplate is a direct replacement of the OEM flexplate. OEM Flexplate to Crankshaft Bolts are to be torqued to 65 ft-lb in a crisscross pattern. (1-5-3-7-2-6-4-8). ARP Flexplate to Crankshaft bolts are tightened to 70 ft-lb in the same pattern when using their recommended lubricants and Loctite (See ARP Instructions). Flexplate to Torque Converter Bolts are to be torqued to 38 ft-lb.