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Thank you for purchasing the Collins Performance Technologies Lexus IS300 to 350Z/370Z/VQ Transmission Crossmember. This is a basic guide that will help get this Crossmember in the vehicle smoothly with minimal down time. Please read all of the instructions before trying to install this Crossmember as it will not fit if attempted before completing the instructions. This mount is CNC bent on a precise press-brake, and checked afterwards on a jig for fitment to make sure everyone fits before leaving our facility. Again READ the instructions below BEFORE attempting the installation.

1. Where the stock Lexus/Toyota Crossmember bolts to the chassis, you will see that the transmission gets really tight. It is in this location between the two mounting bolt hole sets, where you must beat in the sheet metal along the inner portion of the tunnel where this stiffening flange goes around the inside of the tunnel. You only need to beat in the top and sides of this sheet metal flange area. You need to beat it in at least $\frac{1}{4}$ " on the top but it is up to you how much room you want around the transmission.
2. Now get your 350Z/370Z/VQ Transmission attached to whichever engine you have selected and placed onto the engine subframe, dangling the transmission in the tunnel area.
3. Use a jack to jack up the center portion of the transmission, just in front of where the stock 350Z transmission mount bolts onto. You want to keep the transmission mount area clear so that you can bolt the new transmission mount and Crossmember into place while the jack is still supporting the transmission from beneath.
4. Remove the factory 350Z/370Z/VQ Transmission mount that may still be bolted onto the transmission. If your transmission did not come with one, disregard this step.
5. Unbolt the Collins Performance Transmission mount from the new Crossmember and bolt THE MOUNT ONLY to the 350Z/370Z/VQ Transmission using the (2) Black M10x1.5 30mm long hex flanged head cap screws included in the package, these will be in a bag and attached to the mount with clear wrap.
6. Once you have the mount bolted to the transmission, very loosely (2 threads max), place the Collins IS300 Crossmember onto the mount, using the M8x1.25 nuts and washers you just took off to get the mount off.
7. Very loosely (2-3 threads max) put the (4) M10x1.25 Hex cap screws and washers through the Crossmember slots and into the Chassis.
8. Once EVERY fastener is properly threaded in, it is now safe to fully tighten all fasteners to the proper factory spec.

If you have any questions, don't hesitate to call or text!!

803-792-7189
Thanks again,
Brett Collins