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Thank you for purchasing the Collins adapters 'RB25/RB26/SR20DET/ KA24DE Engine to 350Z/370Z VQ' Transmission adapter plate. If you purchased just the adapter plate, you are going to need the "Clutch Release Bearing Adapter" that is needed to complete the swap, you can find them through the website at Collinsadapters.com under the "Adaption Components" Tab. Or text 803-SWAP-1UZ to order it directly!!

1. For applications going into 350Z and G35(non-HR, non-370Z) you MUST pre-drill the Dowel pin holes **all the way** through the transmission **BEFORE**, getting the Bell housing machined down. This is necessary so that there is enough depth on the bell housing dowel pin holes for the dowel pins on the adapter plate to properly center the transmission.
2. You Must Mill the face of the transmission down approximately 14mm. This needs to be done with a Parallel tolerance of no more than $+\text{-} 0.0015$ "
3. You should purchase the proper Transmission bolts from any hardware store that sells Metric bolts. If you are using the 350Z CD001-CD009 offered in model years 2003-2006(with the external slave cylinder), you need (5) M12x1.75-40mm long Hex Head Cap Screws, with (3) M10x1.5-25mm long Hex Head Cap Screws. If you are using the 350ZHR/370Z JK40C-JK40B offered in model years 2007-Current(with the internal concentric slave cylinder), you need (4) M12x1.75-40mm long Hex Head Cap Screws, with (2) M10x1.5-25mm long Hex Head Cap Screws, this is because there is multiple interferences with the 350Z bolt pattern. With the 370Z transmission you will have to drill out the transmission holes in order to get proper fitment of the bolts.
4. The starter you should use should be out of the RB25/RB26/SR20DET/KA24DE Engine. You will need to remove a small 1.25" Diameter circle of material away from where the starter interferes with the transmission's bell housing. This is necessary so that the starter gear can plunge out into the transmission area, and not be hindered by the VQ trans' bell housing.
5. You must drill out the starter's tapped holes where the original fasteners thread into the adapter plate. Use a (15/32") drill bit to drill out the threads. This is so that the studs that are supplied with the package can pass through the starter if you need to remove the starter with the transmission still in the vehicle.
6. Use Red Loctite 242 on all of the threads used in this conversion.
7. Fasten the adapter plate to the engine using the supplied fasteners. If you shall loose any of the fasteners, the Bolt name and length for all RB25/RB26/KA24DE Engine's is (8) M10x1.5 LOW HEAD Socket Cap Screws. For SR20DET Engines, you will need (5) M12x1.75 LOW HEAD Socket Cap Screws, and (3) M10x1.5 LOW HEAD Socket Cap Screws.
8. Now, Place the starter on the motor, and place the short threaded side of the stud going through the starter into the adapter plate. Put the starter on now.

Thanks again,
Brett Collins