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Thank you for purchasing the Collins adapters S-Chassis to 300ZX/300ZXTT 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 KA24DE 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 stiffing flange goes around the inside of the tunnel. You only need to beat in the sides of this sheet metal flange that protrudes out. You need to beat it in at least $\frac{1}{4}$ " on both sides but it is recommended to go up to a $\frac{1}{2}$ " for proper clearance.
2. Now get your 300ZX/300ZXTT 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 300ZX 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 300ZX/300ZXTT 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 300ZX/300ZXTT 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 tapped to the mount.
6. Once you have the mount bolted to the transmission, very loosely (2 threads max), place the Collins S-chassis 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) M10x1.5 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.

I'm sure you're going to have some questions, don't hesitate to call or text!!

803-792-7189

Thanks again,
Brett Collins