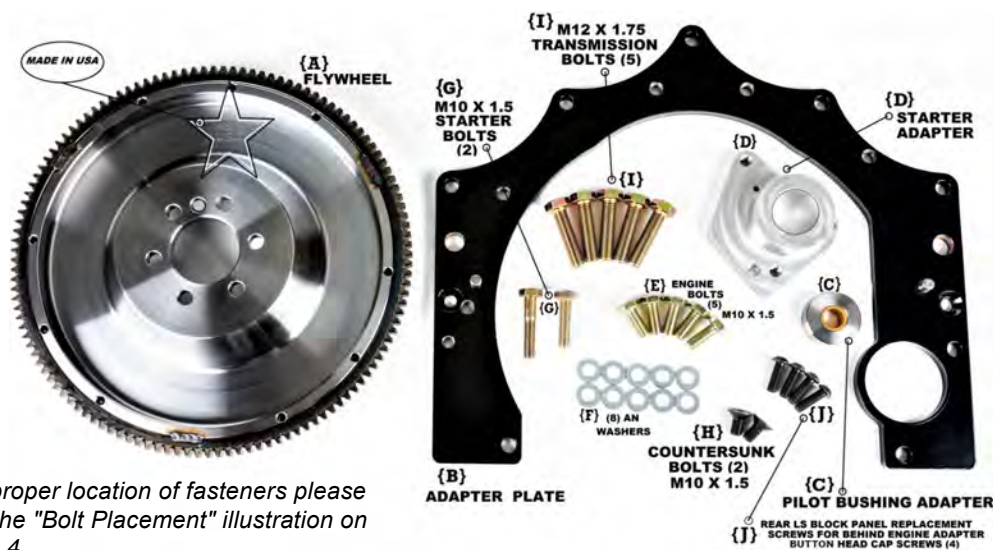


Installation Instructions



For proper location of fasteners please see the "Bolt Placement" illustration on page 4.

Kit Contents:

- A) 1 - Flywheel
- B) 1 - 3/8" steel Adapter Plate
- C) 1 - Pilot Bushing Adapter
- D) 1 - Starter Adapter
- E) 5 - M10 x 1.5 Engine Bolts (One bolt is for going through the transmission bellhousing flange. Insert into the adapter plate tapped hole on the driver's side just below the counter-sunk bolt.
- F) 8 - Washers provided as spacers for shimming bolt(s), if they're too long.
- G) 2 - M10 x 1.5 Starter Bolts (2 go through transmission and adapter plate into starter adapter.)
- H) 2 - M10 x 1.5 "Short" Flat Head Socket Cap Screws for countersunk adapter plate holes.
- I) 5 - M12 x 1.75 Bolts to bolt transmission onto the black adapter plate.
- J) 4 - M10 x 1.5 LS Engine Rear Cover Bolt Replacements for adapter plate clearance.

Please Note: You will need to purchase G Force Part # GF-MS-SBC (Mini Starter) or a similar Small Block Chevy (SBC) starter such as the SUM-829105.



1. You will need to modify the starter housing as shown left. Use a grinder, or similar power tool to shave down the lip on the cast starter housing as pictured here. This will allow for the clearance needed to prevent any interference with the engine block when installing the starter.
2. A slight modification is needed on the engine block. Use a cutoff wheel or similar tool to clearance block as shown below.

3. On some newer blocks with knock sensors on the side of the engine, it might be necessary to create a slight clearance at the bottom of the threaded knock sensor boss to clear the starter.



4. Install the Pilot Bushing Adapter (C) into the back of the crankshaft, as normal. Make sure you press it in STRAIGHT until it is flush with the outside of the crankshaft.
5. Use the hardware provided with your newly purchased SBC starter to attach the starter to starter adapter. Note: Due to some slight variations with different starter manufacturers, some mounting holes may need to be increased in size or drilled out. This is done by opening up the clearance hole with a drill bit that allows the starter to align to the starter adapter. **Do not over drill holes.**
6. Install starter and starter adapter assembly, using one of the spacer sets provided with the new SBC starter.
7. Bolt the starter to black adapter plate to check clearance between the flywheel and starter teeth. If the starter teeth are closer than .050," remove and install another spacer set—provided with starter. **Note:** Should you find assembly of starter adapter to adapter plate to be tight, simply use a die grinder to remove some of the powder coat finish from starter adapter hole, in the black adapter plate. Install adapter plate if you have not already.
8. The driver side flat head, socket cap screw for countersunk holes, may need trimmed down a bit. To do this, tighten all the bolts down, then tighten down the flat head socket cap screw. Mark where the tapped M12 hole may interfere with the top of the bolt and remove material. Use a cutoff wheel to cut along the line you marked to provide the clearance needed for the M12 bolt that will be right next to it.

9. Install Flywheel.

10. Install Clutch and Pressure Plate onto the flywheel. **Be sure to use a clutch disk alignment tool.**

Because of varying transmission castings, if the clutch setup rubs, you may need to clear a little material from off the inside of the bellhousing right behind the area where the slave cylinder mounts.

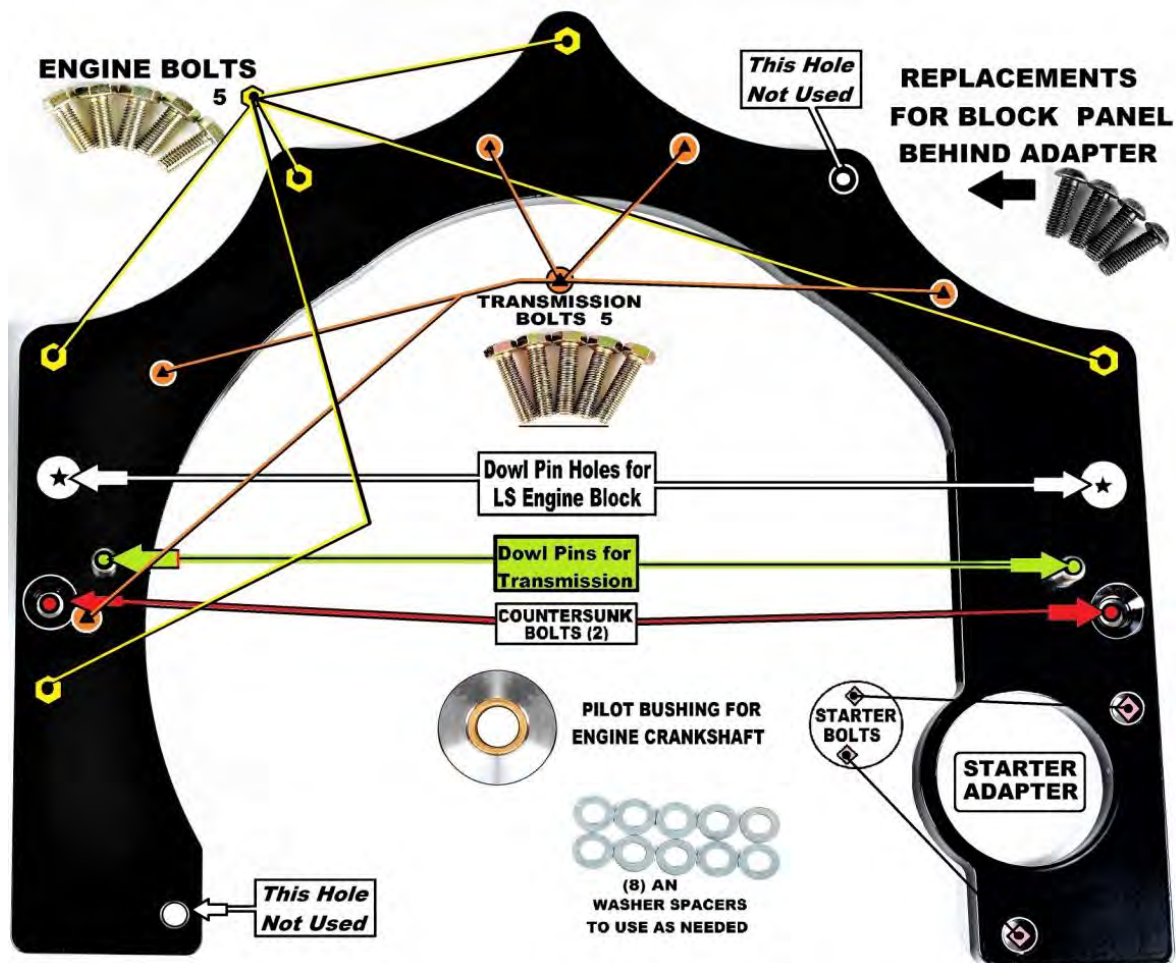


11. Finally, install your Z33 transmission to the adapter plate, now on the back of your LS or LT motor.



Refer to our "Bolt Placement" illustration below to see where all fasteners should go in the Z33 Adapter Plate.

"Bolt Placement" Illustration



G Force Performance Products assumes no liability for any damages.