



SRVG Transmission Adapter Kit Instructions

Part# MAZ 10150 (S13)

Part# MAZ 10151 (S14)

Part# MAZ 10152 (S15)

Parts:

Adapter Plate w/ Dowels (1)

Shifter Bracket (1)

Crossmember (1)

Shifter Cover Plate (1)

Starter Cover Plate (1)

Shifter (1)

Block Bolts (6)

Trans Bolts (5)

Bottom Trans Bolt (1)

Bottom Trans Nut (1)

Starter Bolts (2)

Shifter Bolts (2)

Shifter Nuts (2)

Shifter Bracket Bolts (4)

Shifter Bracket Nuts (4)

Shifter Collar Bushing (2)

Shifter Collar (1)

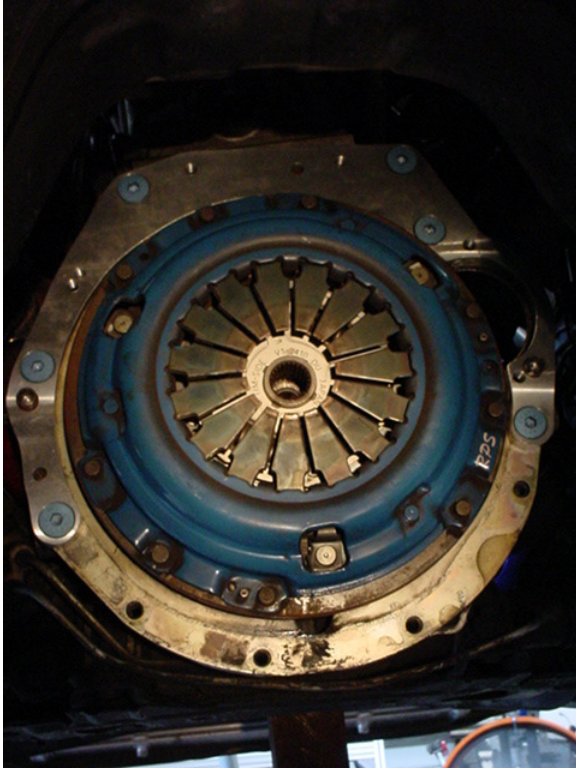
Shifter Collar Bolt (1)

Shifter Collar Nut (1)

Shipped in separate box:

Driveshaft

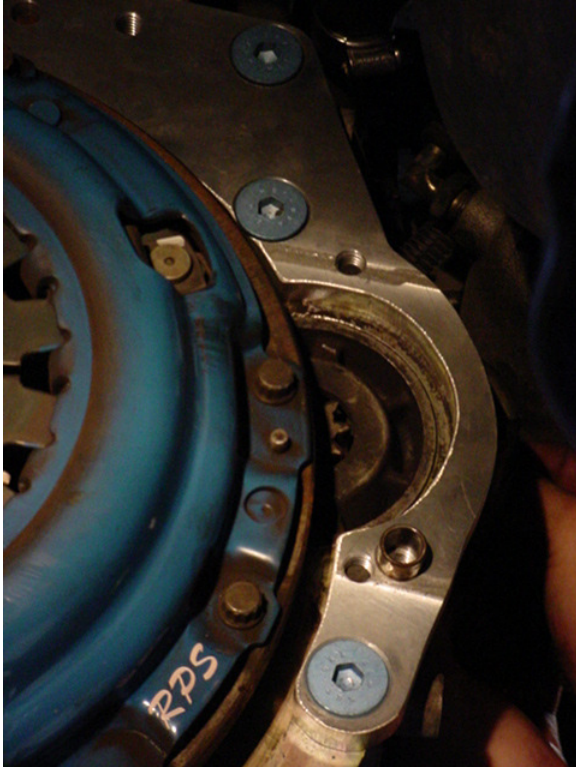
Machined Bellhousing



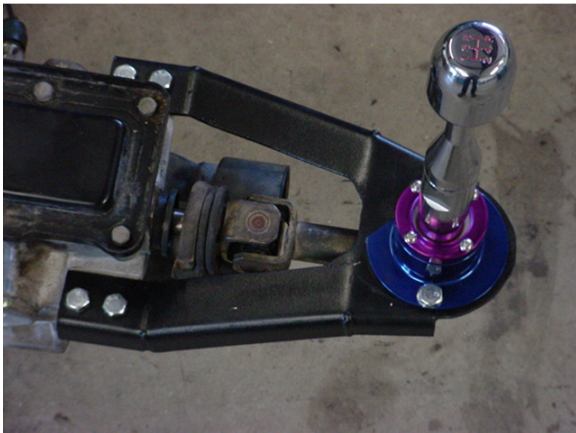
1. After completely removing original SR trans, install the adapter plate and bolts. Make sure that both dowels are still in the block and that the adapter fits over those dowels to index the plate.



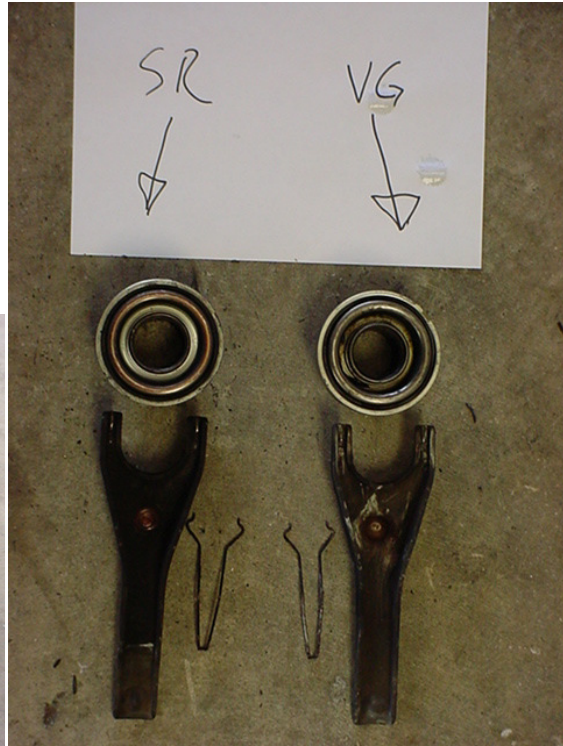
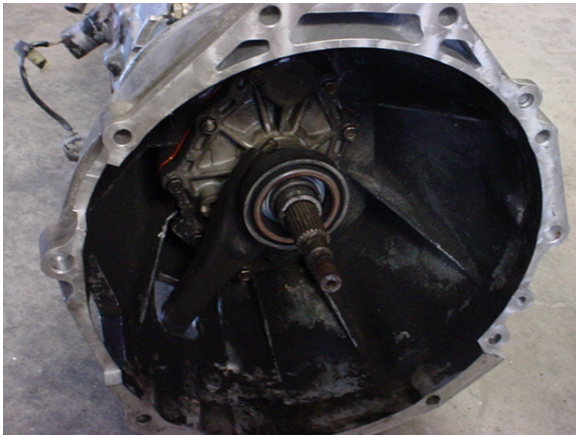
2. Drill out the starter threads using a 3/8" drill bit.



3. Bolt the starter on. The bolts will be threaded into the adapter plate from the engine side.



4. Bolt on the Shifter Bracket. Do not install the shifter at this point.



5. It is recommended that you swap over the SR fork and bearing, but we did find out that the parts are the same between the SR and VG.

6. Install the tranny as normal and bolt it up to the adapter plate using the bolts supplied. Bolt up the trans mount (SR) and crossmember (Supplied) as normal.



7. Do not install the shifter yet. You will have to locate where the center of the shifter will sit and use a 2" hole saw to trim out the sheet metal. After trimming, you can install the shifter. Make sure you put a little grease on the collar before installing into the bushings. You may have to disassemble the shifter to slide it through the shifter bracket hole.



8. Install the cover plate for the tunnel hole. Then replace the interior pieces and screw on the shift knob.



9. Install the supplied driveshaft and the slave cylinder. If you are still using the stock clutch line, you may have to unbolt it from the bracket on the body to give it more slack.



10. To wire up the speedo, cut as much of wire off of the SR speedo. Plug it into the harness as normal. Cut off the plug on the VG

speedo. Wire them together as the picture shows making sure you wire the black wires together.

Notes:

- For street cars, reverse lights also need to be wired up.
- If speedo does not read correctly, a speedo recalibration box is needed.
- For extra support between the bellhousing and block, you may drill the oil pan to match one of the bellhousing bolts and add a bolt/nut (provided).