



10145.10

SRVQ Bell Housing Only Kit

Tools Needed:

Sawzall with 12" blade
Cutoff Grinder

Parts List

Bellhousing, SRVQ
Bellhousing/Trans Bolts

Hardware

M8 x 1.25 x 35 Flanged Hex Head Bolt
M8 x 1.25 x 35 Socket Head Cap Screw

Qty

1
9
2

Optional

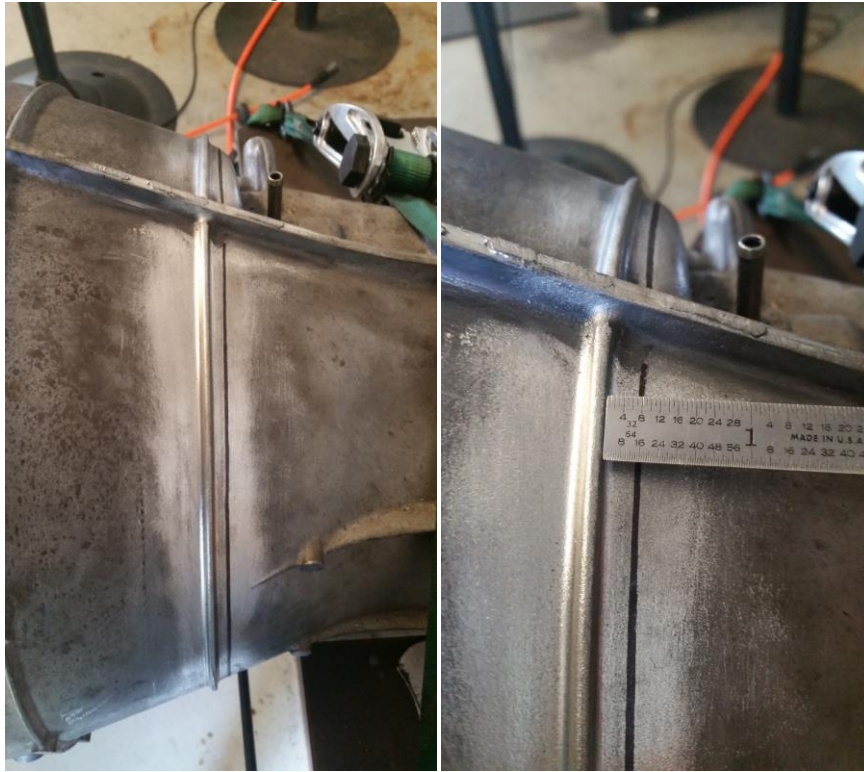
HR Adapter Ring
VHR Adapter Ring
Nismo Roller Pilot Bearing
Pilot Bearing Recess Tool

Notes:

You will need the SR pivot ball, clutch fork, and bearing assembly.

If you are swapping into an S15, you will need the Bell Housing Bolt Kit (10145.20) and a roller pilot bearing. You cannot use the S15 clutch setup. You will have to use the S13/S14 clutch setup.

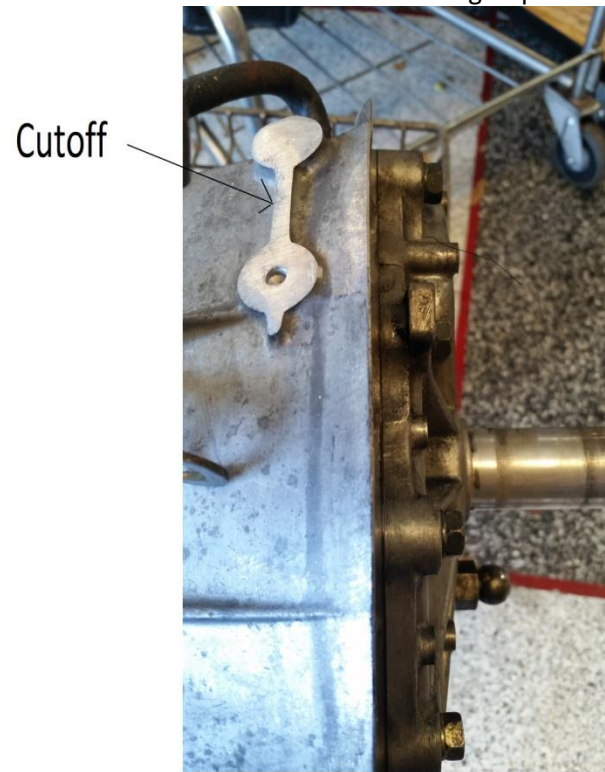
1. Draw a line 1/4" behind the rib that goes around the transmission.



2. Use a sawzall to cut along the line. Do not cut into the front cover area.



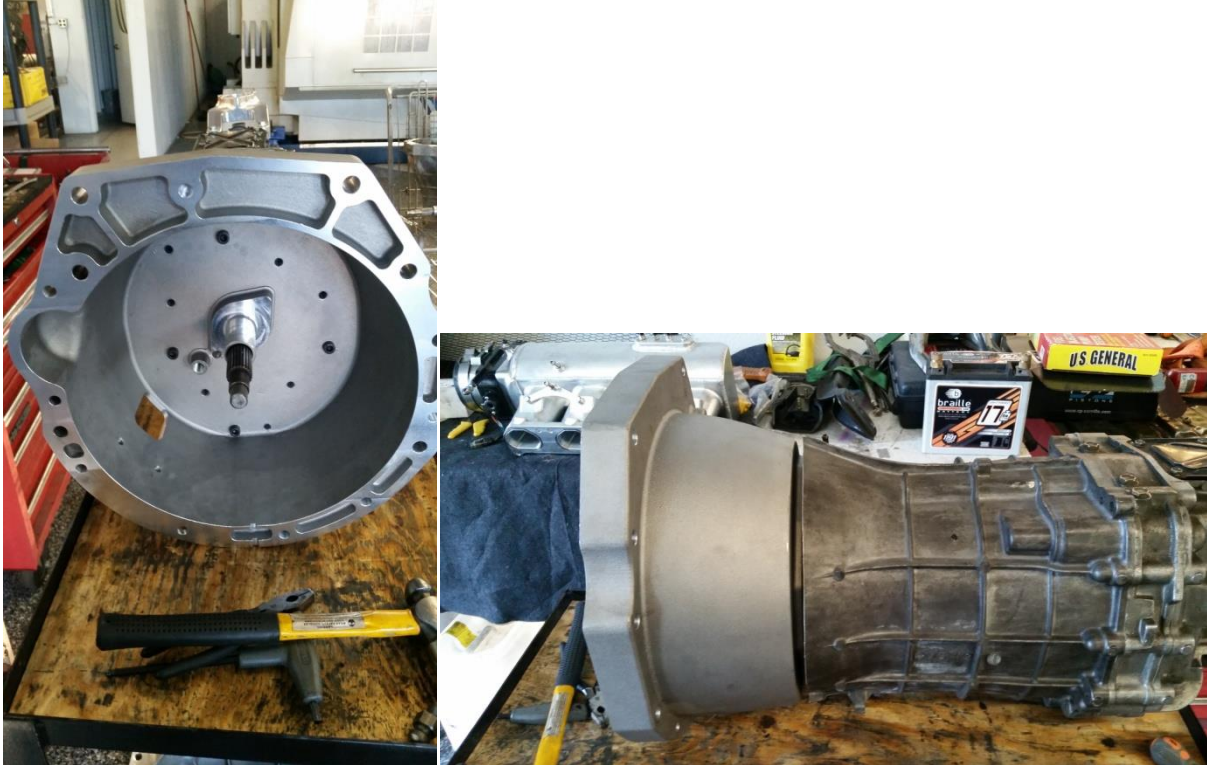
3. Remove bell housing from transmission. Cut off boss according to picture.



4. Mark and cutoff $3/8$ " from the input shaft. Chamfer the end of shaft similar to the OEM.



5. Make sure there is no fluid left in the transmission. Remove the stock input shaft front cover and gasket. Clean off are where new gasket will go. If you have an HR or VHR trans, you will need to put the adapter ring (sold separately) over the large bearing before installing the bell housing. Use new gasket and install bell housing. The socket head cap screws will go on the bottom side. The bottom 4 bolts will need sealant on the threads. Torque bell housing bolts to 13 ft-lbs.



6. If you are using the stock slave, forks, and pivot ball assembly, install the pivot ball on the bell housing. All these components need to be SR not VQ.
7. You must change the pilot bearing. If you are using a bronze pilot, you will have to machine it 1/8" shorter. But we recommend using a Nismo roller pilot bearing. It is narrower and stronger. Take the pilot bearing recess tool and tap pilot bearing into the crankshaft till the tool bottoms out on the crank.

