

24v Flex Plate Install Kit Instructions

1. Prep and cleaning of the crank surface is important, make sure it is clean and flat. A 3m scotch brite wheel is a good way to get it good and clean, or a nice surface stone is a good idea if you have one.
2. Chase all the holes using the supplied 12mm x 1.25mm thread chaser. Run this in and out to ensure the holes have no foreign debris, old Loctite, etc. Use brake clean to clean out the holes and use compressed air to blow holes out. ***always take the same care with your converter holes as well***
3. Prep the flex plate with the same care; make sure both surfaces are good and clean.
4. Prep ARP bolts by cleaning off coating with wire wheel and brake clean.
5. Position Nord-Lock washers on ARP bolts.
6. ***Note*** If this is a fresh build and you have a rear main seal with a wear sleeve, make sure you tap the wear sleeve about 0.100" past flush or else the flex plate won't sit on the back of the crank properly and make it more difficult to install.
7. Next, use the supplied black Permatex silicone and apply a nice thin layer to the back of the crank. Be neat about this and don't get it all over the place. Keep it out of the clean holes! A nice thin layer is the key, it will prevent any friction welding between the crank and flex plate.
8. Once that step is complete, have the Loctite ready and apply it to one bolt, I like to use more than enough and cover about 1/2" of the threads that go into the crank. Use the first bolt to get the flex plate secured to the crank and hand tighten. Repeat that step until all 8 bolts are in and snug.
9. Make sure you have your barring tool in, locking the motor from turning.
10. Torque the bolts in a criss cross/star pattern 50/100/125/150ft-lbs, then go around them a last time at 150ft-lbs
11. Remove the barring tool and you are ready to rip!!

Thanks for purchasing our kit!!