



KA/VG Transmission Adapter Kit Instructions

Part# MAZ 10155 (S13)

Part# MAZ 10156 (S14)

Parts:

Adapter Plate w/ Dowels

Shifter Bracket

Crossmember

Cover Plate

Shifter

Block Bolts (5)

Trans Bolts (5)

Bottom Trans Bolt

Bottom Trans Nut

Starter Bolts (2)

Shifter Bolts (2)

Shifter Nuts (2)

Shifter Bracket Bolts (4)

Shifter Bracket Nuts (2)

Shifter Collar Bushing (2)

Shifter Collar

Shifter Collar Bolt

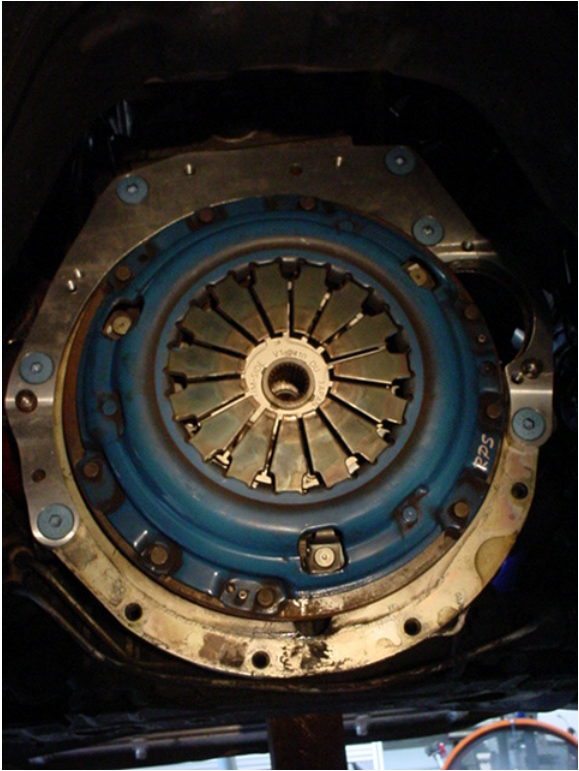
Shifter Collar Nut

Shipped in separate box:

Driveshaft

Machined Bellhousing

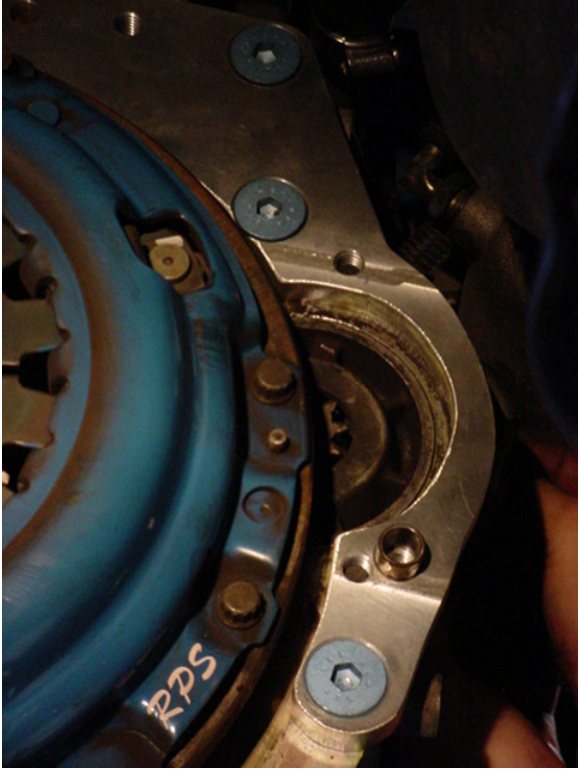
(Please Note: Pictures are for illustration purposes only! May not be for this application)



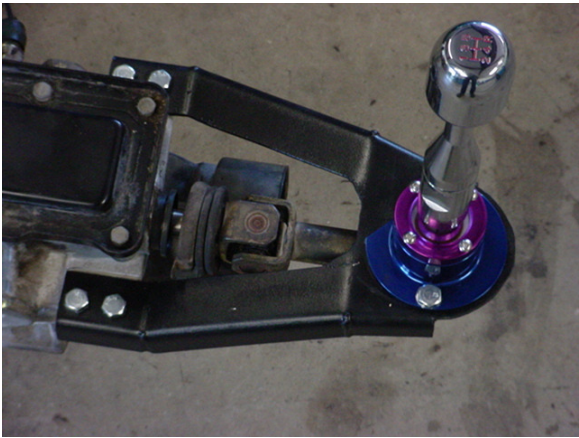
1. After completely removing original KA trans, install the adapter plate and bolts. Make sure that both dowels (one small, one big) are still in the block and that the adapter fits over those dowels to index the plate.



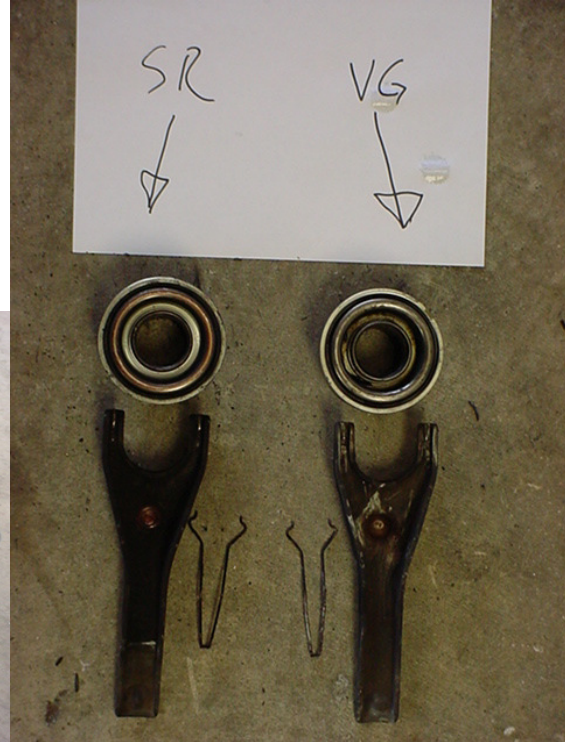
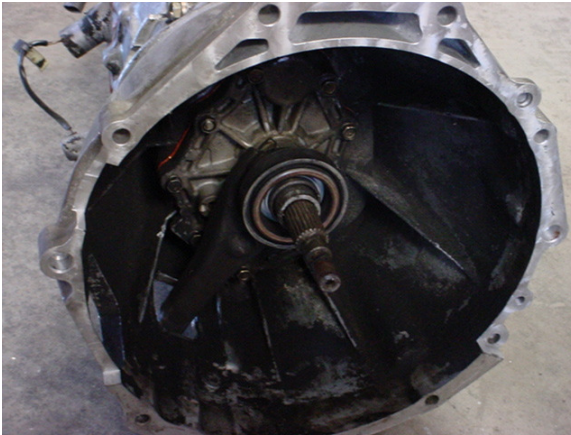
2. Drill out the starter threads using a 13/32" drill bit.



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 KA fork and bearing, but we did find out that the parts are the same between the SR and VG.

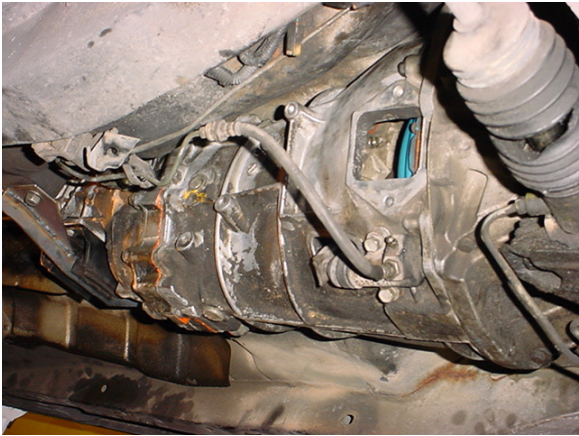
6. Install the tranny as normal and bolt it up to the adapter plate using the bolts supplied. Bolt up the trans mount (KA) and crossmember (Supplied) as normal.



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.



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 KA 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. Speed might not read the same.

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.