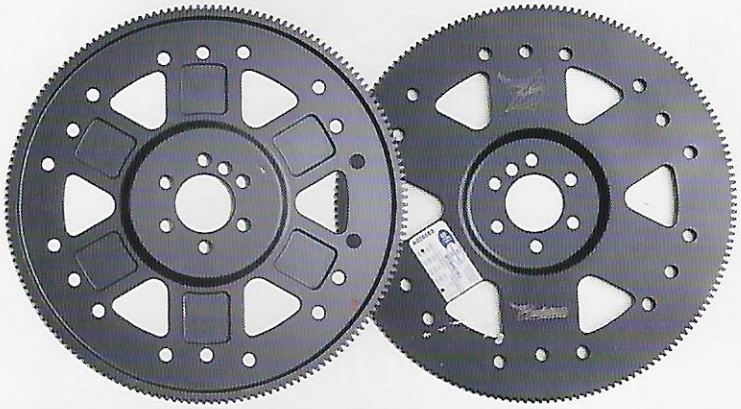
# Welcome!

Thanks for choosing Boninfante Friction! Boninfante Flexplates are engineered and built to withstand extreme power and torque applications and are able to endure 20,000RPM. Our proprietary heat treating and stress proofing processes as well as the one piece design finished with a case hardening lend hand to making the SUPERFLEX and MEGAFLEX product lines the most durable flexplates available.

## Recommendations

To ensure maximum performance and durability, we recommend the following:

- Ensure that your flexplate is compatible with your application prior to installation. If you are unsure, please contact Boninfante Tech Support.
- Use Boninfante Flexplate Bolts specific for your application. If you are unsure of the correct bolts for your application, please contact Boninfante Tech Support. DO NOT REUSE ORIGINAL BOLTS. THIS WILL VOID WARRANTY
- Professional installation is recommended.
- All SUPERFLEX and MEGAFLEX are SFI 29.2 rated. The Certification sticker is placed on a 4"x6" magnet and packaged with your flexplate. Keep this magnet with you at the race track to show your tech inspector when necessary. PRO TIP – Put the magnet on your toolbox!



## Installation Instructions

1. Remove the torque converter and crank flange bolts from the original flexplate. Remove the original flexplate.
2. Inspect the mounting surface of the crankshaft. The mounting surface should be free from corrosion, dings, embedded debris, etc. Remove imperfections as necessary.
3. Inspect the crankshaft mounting bolt threads. Ensure the threads are free of corrosion and debris. Clean threads accordingly.
4. Inspect torque converter mounting surfaces. All surfaces must be flat and parallel. Clean surfaces accordingly.
5. Inspect torque converter mounting threads. Ensure the threads are free of corrosion and debris. Clean threads accordingly.
6. Place the new flexplate on the crank flange. Ensure the center hole of the flexplate fits snug on the crankshaft mounting surface.
   a. NOTE: If your flexplate center hole does not fit on your crankshaft:
      i. FIRST: Confirm the flexplate application
      ii. NEXT: It may be necessary to remove up to .005" of material from the center flexplate hole. Boninfante Flexplates are held to a .002" diameter tolerance on the center hole, however the crank size could vary outside of the fitment range for the flexplate.
   b. Remember: Snug fitment is better than loose fitment. To ensure maximum performance, your flexplate should be spinning concentric to your crankshaft.
7. Align the mounting holes with the threads on the rear of the crankshaft.
8. Insert new Boninfante Flexplate bolts in the crankshaft and hand tighten.
9. Torque bolts to 12 ft-lbs in a cross-star pattern.
10. Measure the clearance between the starter pinion and flexplate ring gear.
    a. While the starter is in the off position, measure from the crankshaft face of the ring gear to the front edge of the teeth on the starter pinion. Generally .060" - .140" is recommended. Refer to OEM specs.
    b. Repeat step 10a in 3 locations on the flexplate at 120 degrees apart.
11. Measure the pinion engagement
    a. Engage the starter pinion manually. Use a wire gage to measure clearance between the starter pinion and the ring gear. Generally a clearance of .035" - .060" is recommended. Refer to OEM specs.
12. If clearance is too small, add shims between the starter and the ending block to bring the clearance into OEM specified range.
13. Remove one bolt at a time and apply Loctite Blue thread-locker. Reinstall and torque to 12 ft-lbs.
14. Repeat step 10 for all flexplate bolts.
15. to factory specific requirements for final torque spec.
16. Go set some speed and ET records!
17. Remember to follow us on social media and tag us in your posts.

REQUIRED CLEARANCE BETWEEN PINION AND RING GEAR

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