

Selection Instructions for Buying: LS Flexplates

Read All of the Options Before Purchasing.

To ensure your Flexplate is used for your desired application, follow these selection recommendations: **NOTE:** PRP LS Flexplates eliminate the need for a spacer when paired with the correct crankshaft as its design accounts for the offset that the spacer provides. **These plates will not fit a stock LS9**

Selection Instructions:

- Crank Length:** The first question you will need to answer is if you are running a standard crank or a long crank. A standard crank is the most common and protrudes out past the rear main seal cover approximately 0.130 in. A long crank is a little less common as it was used in the 1999-2000 6.0L Truck engines. This crank extends out 0.550 in. It is recommended to use the "LS Flexplate Guide" on the next page as a reference.
- Crank Bolt Pattern:** After determining the crank length, you will then need to check the crank for the correct bolt pattern. Cranks from 2008-Older use a standard 6-bolt pattern. Cranks from 2009-Newer use an 8-bolt pattern. **NOTE: Long Cranks only have a 6-bolt pattern.**
- Converter Bolt Pattern:** The next step is to figure out your converter bolt pattern. A list of GM Transmission Bolt Patterns has been provided below. **NOTE: If you do not see your converter on here, you will need to verify the bolt pattern. The smallest pattern offered is 9.75" which is ONLY on our 153.**

Transmission Application									
GM Transmission	TH350	700R4	Powerglide	4L60E	4L65E	4L70E	TH400	4L80E	4L85E
Bolt Pattern	10.75"	10.75"	10.75"	11.06"	11.06"	11.06"	11.50"	11.50"	11.50"

- Torque Sleeve Adapter:** If your transmission is NOT an LS Stock Transmission, you may need to order a Torque Sleeve Adapter. This sleeve acts as an extension of the Crank Flange to reach the converter hub. Any standard sleeve adapter will work with our flexplates. Recommended sleeves are (PRP – 9409) or (TCI Billet – 551165) **NOTE: Using a spacer with a PRP Flexplate will cause interference with the converter hub. A third-party spacer can be used on a standard crank if paired with a Long Crank Flexplate (PRP – 9405).**
- Tooth Size:** The last decision to be made is if you're flexplate is a 168 tooth or a 153 tooth. A stock LS Flexplate is a 168 and is the most common. A 153 is a smaller diameter flexplate that is used for smaller converter applications. A list of specifications has been provide below. **NOTE: The LS 168 Flexplate will come with ALL 3 of it's converter patterns, and the LS 153 Flexplate will come with ALL 2 of its converter patterns.**

LS 168 Aluminum Flexplate	
Crank Sizes	Standard & Long
Crank Bolt Patterns	6 Bolt & 8 Bolt
Converter Bolt Patterns	10.75", 11.06", 11.50"

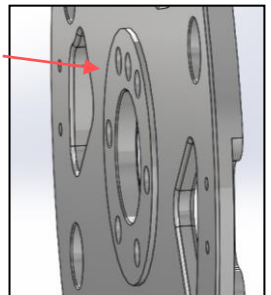
LS 153 Aluminum Flexplate	
Crank Sizes	Standard
Crank Bolt Patterns	6 Bolt & 8 Bolt
Converter Bolt Patterns	9.75", 10.75"

- Choosing Your Flexplate:** Now it is time to choose the correct flexplate for your application. A list of part numbers have been provided below.

Part Numbers	
PRP-9404	ALUMINUM 168 LS FLEXPLATE TO GM 6 BOLT
PRP-9405	ALUMINUM 168 LS FLEXPLATE LONG CRANK 6 BOLT
PRP-9406	ALUMINUM 168 LS FLEXPLATE TO GM 8 BOLT
PRP-9407	ALUMINUM 153 LS FLEXPLATE TO GM 6 BOLT
PRP-9408	ALUMINUM 153 LS FLEXPLATE TO GM 8 BOLT
PRP-9409	LS FLEXPLATE TORQUE SLEEVE ADAPTER

LS Flexplate Built
In Spacer

(Extends 0.090 in
past the back of the
flexplate)



215-969-3550

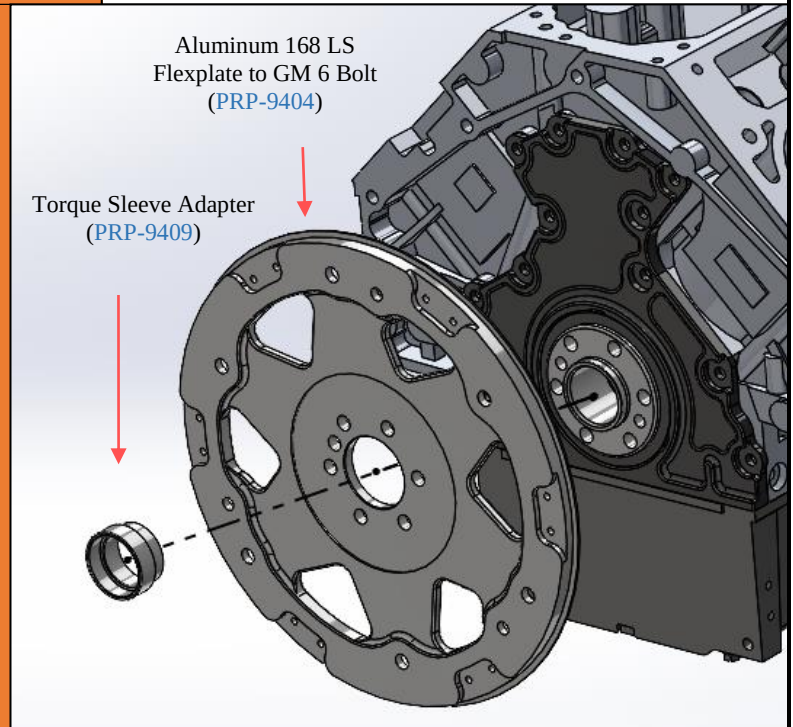
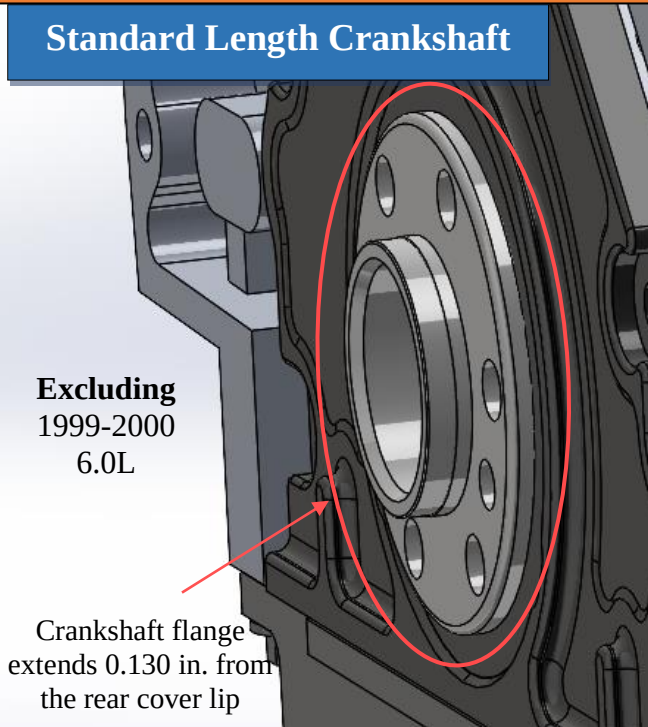
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LS Flexplate Guide - Crankshaft Dimensions



Standard Length Crankshaft



LS Flexplates work with any Torque Sleeve Adapter (used in non-stock LS Transmission applications):
Ex. ICT Billet – 551165

Aluminum LS Flexplates have a built-in spacer to accommodate both dished and flat stock flexplates. Comes in both 6 bolt and 8 bolt crank patterns, as well as a 153-tooth version.

Extended Length Crankshaft - (Long)

