When installing a McLeod flywheel be certain to use the proper fasteners to secure the flywheel to the crankshaft. All bolts were not created equal! A common mistake is to use flexplate mounting bolts to attach a flywheel to the crankshaft. You must use a flywheel bolt! The main differences are the bolt head and the shoulder area. A flywheel requires a bolt head with a small radius at the shoulder location to allow proper contact at the flywheel mounting hole locations. The shoulder of the bolt must fit snugly at these hole locations. The shoulder of the bolt takes the torsional load on a flywheel bolt. The threads on a flexplate bolt will not handle these torsional loads when used to mount a flywheel. If attempting to use flexplate bolts you will find there is very little or no shoulder as a typical flexplate is quite thin (~.090 -.140” thick). A large diameter short head bolt is ideal for a flexplate as there is little clearance between the bolt head and the torque converter. A flywheel/clutch system has more available space and a taller bolt head is utilized. Be certain to torque the bolts to the proper torque specification as recommended by the engine manufacturer. The photo below shows the key differences between these two fasteners.