

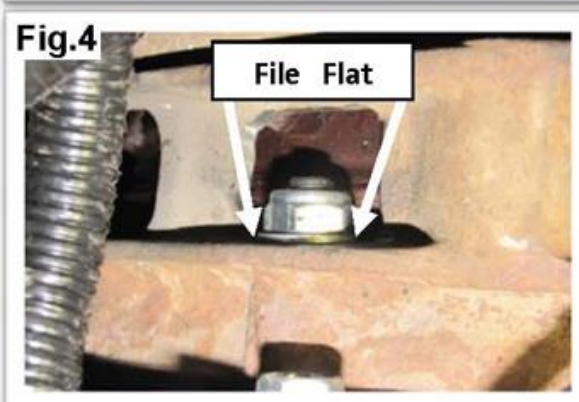
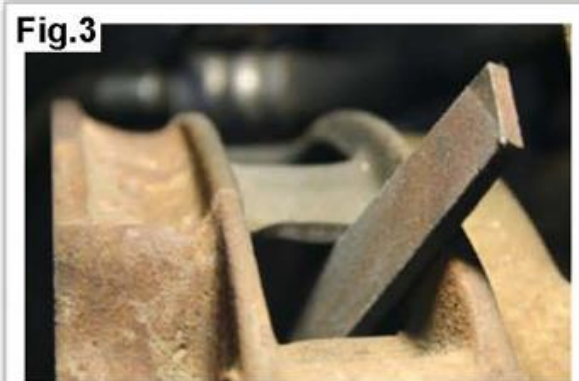
Automatic Transmission Bell Housing Modification

1. Automatic transmissions have a threaded hole in the upper left corner of the four bolt bell housing. These threads must be drilled out in order to accept the new threaded mounting stud which you installed in your adapter plate. In addition to this, a small square must be cut out of the bell housing and a smooth flat surface made on the back side to accept the nut which gets screwed onto the stud (Fig. 1). (Picture shows square hole already removed) You will want to do this while the transmission is open without an engine attached. Be sure to cover the torque converter seal and transmission splines to be certain not to contaminate that area.

2. A small square hole must be removed from the bell housing to accept a nut onto the adapter plate stud and accept a wrench to tighten the nut. This hole should be made approximately 1 ¼" by 1 ¼". To do this, start by drilling 4 or 5 small holes on all four sides of the square to be removed. Once these holes are drilled around the perimeter, tap out the section to be removed with a hammer and chisel. This should be quite simple once the holes are drilled (Fig. 2).

3. After the square hole has been punched out, grind down the sharp edges made from the drilling with a die grinder or a file and clean out any debris that may have fallen into the bell housing (Fig. 3).

4. When the square has been removed and the hole for the stud of the adapter plate has had its threads drilled out and removed, make certain the back side where the nut attaches to the stud is flat to accept the nut. You want the nut to sit flat against the bell housing when it is tightened (Fig 4).



Automatic Adapter and Flex Plate

BEFORE MATING YOUR ENGINE TO TRANSMISSION, MAKE CERTAIN YOU HAVE DONE THE NECESSARY AUTOMATIC BELL HOUSING MODIFICATION

1. Make certain the two dowel pins are present on the engine before hanging the adapter plate (Fig. 1).
2. Hang the adapter plate on the two dowel pins and make certain the adapter plate is seated on the dowel pins and flat against the engine surface (Fig. 2).

3. Using red locktite, bolt in the adapter plate bolts to the engine at positions 10, 2, 4, and 7 o'clock. Torque the bolts to 40 ft. lbs (Fig 2). The Adapter plate kit comes with extra bolts that are used for different applications. You may wind up with extra bolts that are not used.

4. Place the flex plate spacer with small nub facing outwards through the adapter plate and line up the holes (Fig. 3). Place the flex plate on the spacer with concave side facing outwards towards you. Line up the holes in both the spacer and flex plate and start one of the bolts. Locktite all 8 of the bolts and torque in a cross pattern to 51-55 ft. lbs (Fig.4).

