

287-350 ADAPTER INSTALLATION INSTRUCTIONS

IMPORTANT: THIS IS A HIGH PERFORMANCE PART AND IMPROPER INSTALLATION COULD RESULT IN INJURY OR DEATH! NEVER WORK UNDER AN AUTOMOBILE THAT IS NOT PROPERLY SUPPORTED AND BLOCKED FROM ROLLING. NO CREDIT OR REFUND WILL BE ISSUED FOR PARTS DAMAGED DUE TO IMPROPER INSTALLATION. REMEMBER THAT YOUR ADAPTER PLATE IS ALUMINUM AND NOT CAST IRON. DO NOT OVERTORQUE THE FASTENERS. IF AT ANYTIME YOU HAVE ANY QUESTIONS ABOUT THIS INSTALLATION, CONTACT WILCAP IMMEDIATELY. THE INSTALLATION AND USE OF THIS PRODUCT IS DONE AT YOUR OWN RISK.

YOUR WILCAP ADAPTER IS DESIGNED TO USE A MOPAR GEAR REDUCTION "MINI" STARTER. APPLICATION IS SMALL BLOCK MOPAR 1966 TO PRESENT. THESE STARTERS ARE AVAILABLE FROM WILCAP. CROSS OVER NUMBERS ARE PROVIDED BELOW;

CHRYSLER P/N 53005984
NIPPONDENSO P/N 128000-781 OR 128000-7810
MOPAR PERFORMANCE P/N P5249644
POWER MASTER P/N 9300, 9513, 9613
TILTON P/N 54-10000
AUTOLITE PRO (KRAGEN, CHECKER) 17466
BECK ARNLEY 187-0436

UNPACK AND CHECK FOR SHIPPING DAMAGE PRIOR TO BEGINNING THE INSTALLATION. PACKAGE SHOULD INCLUDE;

1 ALUMINUM ADAPTER PLATE
1 FLEXPLATE
1 HUB SPACER

FASTENERS;

6 EACH 3/8" X 1 1/2" DOUBLE ENDED STUDS, NUTS AND WASHERS
6 EACH 1 1/4" X 1/2"-20 GRADE 8 BOLTS, FLAT WASHERS
2 EACH 2 1/4" LONG 7/16" X 14 CAP SCREWS WITH LOCK WASHERS
4 EACH 1 1/2" LONG 7/16" X 14 CAP SCREWS WITH WASHERS
2 EACH 1" LONG 7/16" X 14 SOCKET HEAD CAP SCREWS
2 EACH 1 1/4 7/16 X 14 STARTER BOLTS

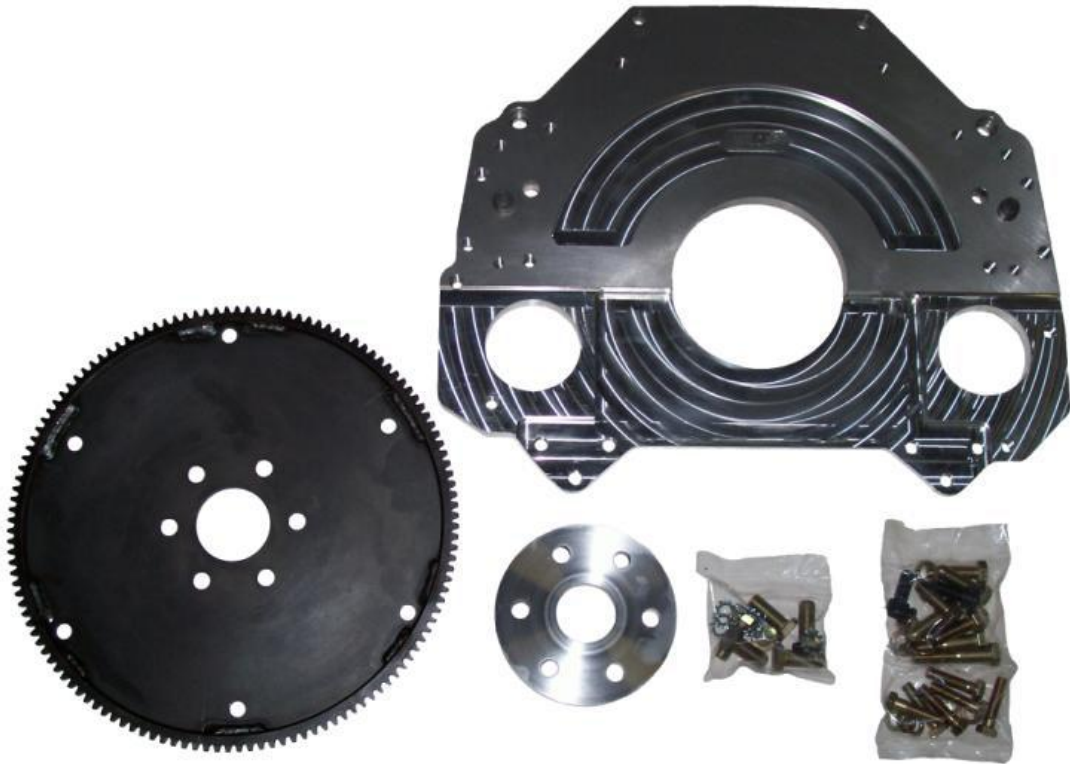
TORQUE VALUES

ADAPTER PLATE TO ENGINE	3/8-16 BOLTS 35-40 FTLBS
CRANK SHAFT BOLTS	75-80 FTLBS
BELLHOUSING NUTS	30-40 FTLBS

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CLEAN THE CRANKSHAFT HUB, BACK OF THE BLOCK, FRONT OF THE TRANSMISSION BELL HOUSING AND THE TORQUE CONVERTER HUB OR NOSE. INSPECT FOR CRACKS AND BURRS AND REPAIR AS NEEDED. CHASE ALL HOLES IN THE BLOCK WITH THE CORRECT TAP AND MAKE CERTAIN THE THREADS ARE SERVICEABLE.

CHECK THAT THE HUB SPACER SLIPS OVER YOUR TORQUE CONVERTER HUB. IF THERE IS EXCESSIVE CLEARANCE STOP. CONTACT WILCAP BEFORE PROCEEDING. OPERATING THE ENGINE WITH EXCESSIVE CLEARANCE BETWEEN THE HUB SPACER AND THE NOSE OF THE TORQUE CONVERTER WILL RESULT IN DAMAGE TO THE FLEX PLATE AND THE TRANSMISSION

FIT THE ADAPTER PLATE TO THE BLOCK. IF NECESSARY USE A RUBBER Mallet TO FIT THE PLATE UP TO THE BLOCK FLUSH. DO NOT USE THE CAP SCREWS TO FORCE THE PLATE ONTO THE BLOCK. CHECK FOR FIT. THE PLATE SHOULD FIT FLAT TO THE ENGINE BLOCK WITH NO ROCKING OR GAP.

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ONCE THE ADAPTER PLATE IS FLUSH, MARK THE PLATE FOR ANY TRIMMING OR CUTTING FOR CLEARANCE. IF THE PLATE WILL BE TRIMMED, BE CAREFUL NOT TO CUT TOO CLOSE TO ANY OF THE FASTENER HOLES AND REMOVE ANY BURRS LEFT FROM CUTTING.

AFTER ANY CUTTING OR TRIMMING HAS BEEN COMPLETED, PLACE THE ADAPTER ONTO THE ENGINE BLOCK AND INSTALL THE 2 1/2" LONG 7/16"X14 BOLTS THROUGH THE BLOCK INTO THE ADAPTER PLATE AND THE 1" LONG 7/16"X14 SOCKET HEAD CAP SCREWS THROUGH THE ADAPTER INTO THE BLOCK.

INSTALL THE FLEX PLATE AND HUB SPACER.. THE RING GEAR IS OFFSET TOWARDS THE ENGINE SIDE. FIT THE HUB SPACER INTO THE FLEX PLATE AND ALIGN THE CRANKSHAFT BOLT HOLES. THIS SHOULD BE A SNUG FIT. IMPORTANT! ANY TIME THAT ANY FORCE IS APPLIED TO THE HUB SPACER USE ONLY A RUBBER Mallet OR WOODEN DOWEL. BOLT THE FLYWHEEL TO THE CRANKSHAFT USING THE SUPPLIED 1/2" X 1 1/2" BOLTS WITH THE FLAT WASHER AGAINST THE FLEXPLATE. APPLY THREAD LOCKING COMPOUND AND TIGHTEN THE BOLTS TO THE SPECIFIED TOURQUE IN A CRISS CROSS PATTERN.

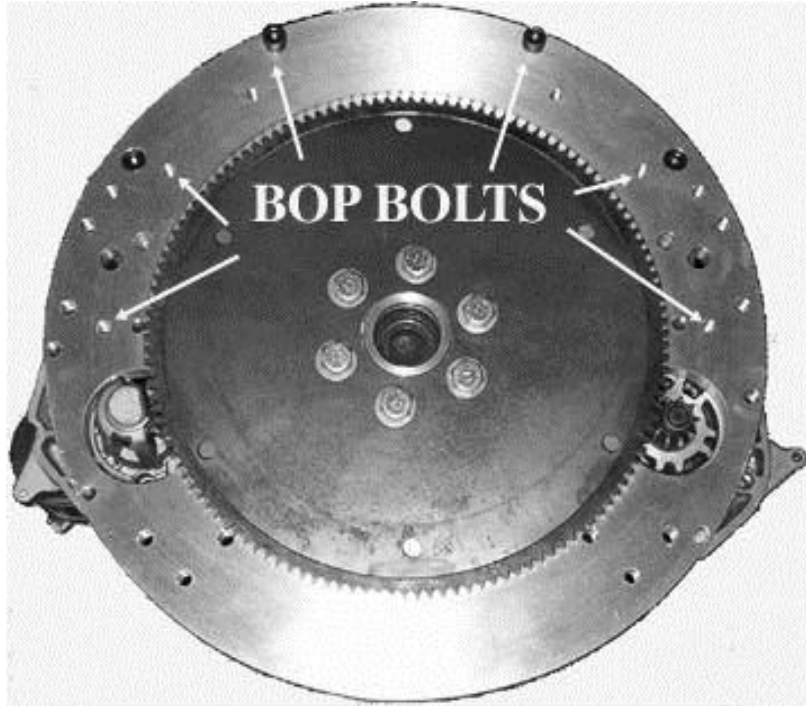
FOR BUICK, OLDS, PONTIAC, CADILLAC TURBO-HYDRAMATIC BOLT PATTERN TRANSMISSIONS;

THE STOCK BOLT HOLES ON THE 1964 AND LATER GM TRANSMISSIONS ARE FOR 3/8" DIAMETER BOLTS. THE TOP TWO HOLES WILL NEED TO BE ENLARGED TO ACCEPT THE TWO 2 1/4" LONG 7/16" BOLTS. WHILE A 2 FLUTE 7/16 DRILL WILL WORK, THE BEST TOOL FOR THE JOB IN KNOWN AS A CORE DRILL. THESE DRILLS ARE ESPECIALLY MADE TO ENLARGE EXISTING HOLE AND ARE AVAILABLE THROUGH MACHINE SHOP SUPPLY COMPANIES. AFTER THE BOLT HOLES HAVE BEEN ENLARGED, YOU ARE READY TO INSTALL THE TRANSMISSION.

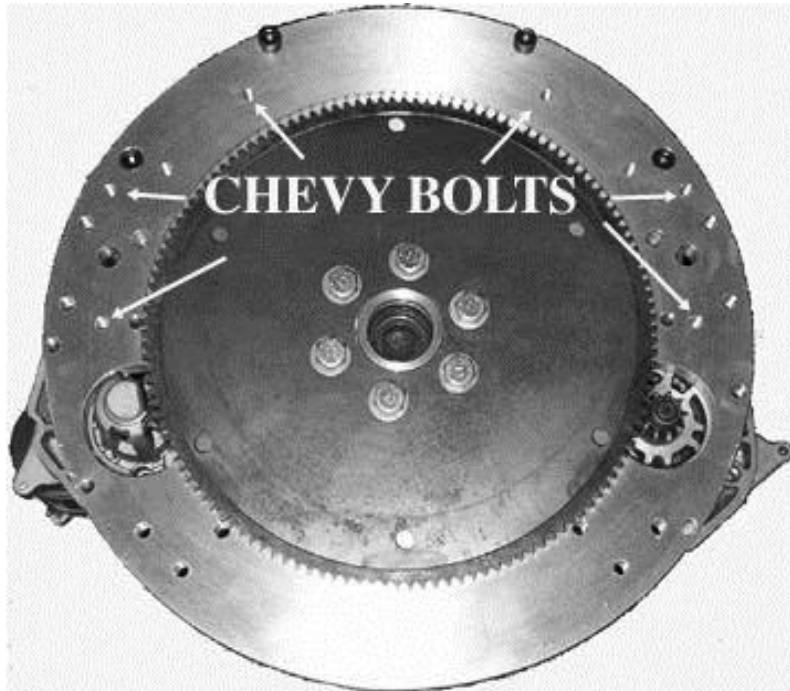
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FOR CHEVROLET BOLT PATTERN TRANSMISSIONS:
USE THE REMAINING TWO 1 1/2" LONG 7/16" BOLTS AT THE TOP TWO HOLES OF THE ADAPTER PLATE. USING THE TWO 7/16" SOCKET HEAD CAP SCREWS, BOLT THE PLATE TO THE BLOCK.



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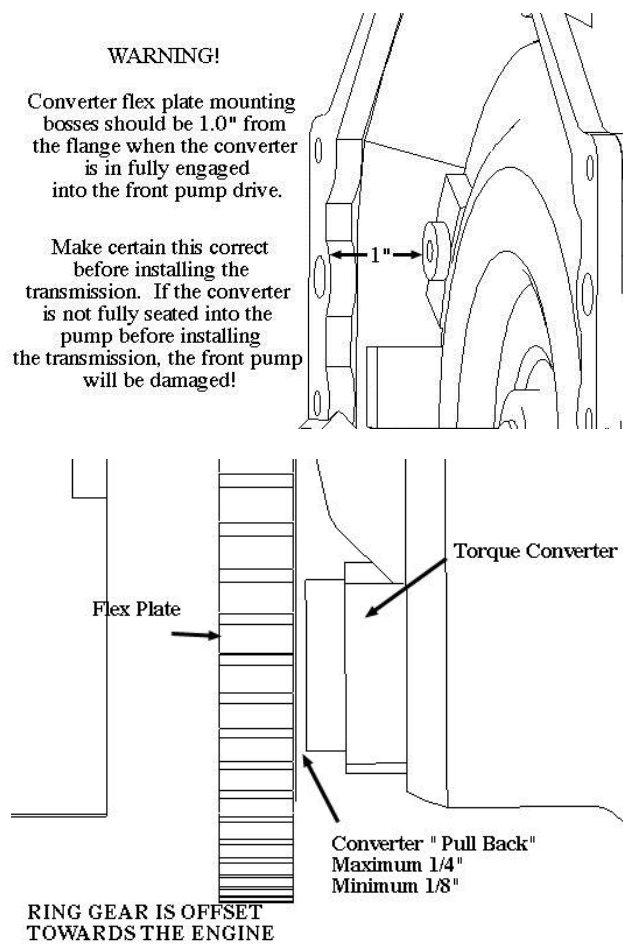
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FIT UP THE STARTER MOTOR AND CHECK FOR PROPER RING GEAR TO PINION GEAR ENGAGEMENT. ADJUST IF NEEDED AND TORQUE STARTER BOLTS TO PROPER VALUE

AT THIS POINT YOU ARE READY TO INSTALL THE TRANSMISSION IN THE NORMAL MANNER USING THE STANDARD ENGINE TO TRANSMISSION ATTACHMENT FASTENERS. THE ACCESS HOLE IS PROVIDED FOR TIGHTENING THE TORQUE CONVERTER BOLTS. WHILE INSTALLING THE TRANSMISSION, REMEMBER THAT THE DOWEL PINS ARE FOR ALIGNMENT ONLY AND WILL NOT BEAR THE WEIGHT OF THE TRANSMISSION.

CHECK THAT THE CONVERTER IS SEATED INTO THE FRONT PUMP PRIOR TO INSTALLING THE TRANSMISSION. CHECK THE "PULLBACK" DISTANCE OF THE CONVERTER PRIOR TO INSTALLING THE CONVERTER TO FLEXPLATE BOLTS

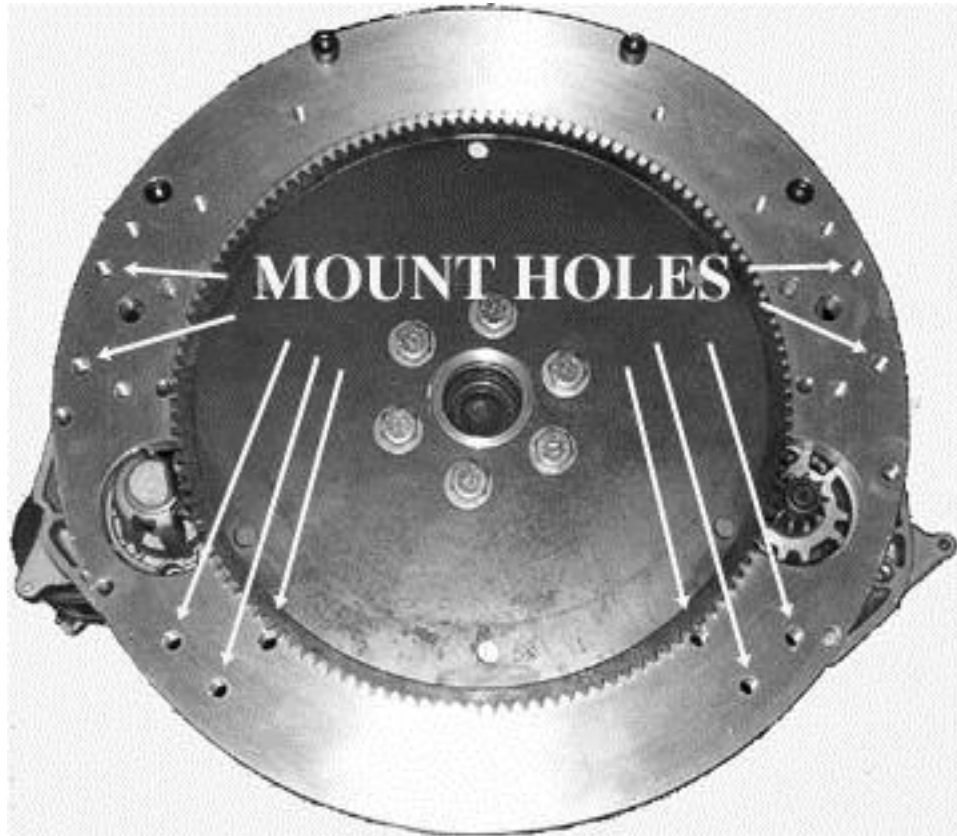


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YOUR WILCAP ADAPTER IS DESIGNED TO USE THE STOCK GM DUST COVER. DEPENDING ON THE ORIGINAL APPLICATION, THE DUST COVER MAY NEED TO BE MODIFIED SLIGHTLY. MAKE CERTAIN THAT THE COVER DOES NOT HIT THE RING GEAR, FLEXPLATE, OR CONVERTER. UNIVERSAL DUST COVERS ARE AVAILABLE FROM WILCAP.



USE THE ATTACHED DRAWING TO FABRICATE THE REAR ENGINE MOUNT IF NEEDED. IF THE FRONT MOUNT, A FABRICATED MID MOUNT, AND THE REAR TRANSMISSION MOUNT ARE ALL USED ATTENTION SHOULD BE PAID TO MAKING CERTAIN THAT A “BINDING” CONDITION IS NOT CREATED. THE FRONT AND REAR MOUNTS SHOULD BEAR THE MAJORITY OF THE WEIGHT WITH THE MID MOUNT PROVIDING SIDE-TO-SIDE STABILITY.

DO NOT HESITATE TO CONTACT US WITH ANY PROBLEMS, IDEAS OR SUGGESTION TO MAKE THIS PRODUCT BETTER. THANKS AGAIN FOR YOUR BUSINESS.

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