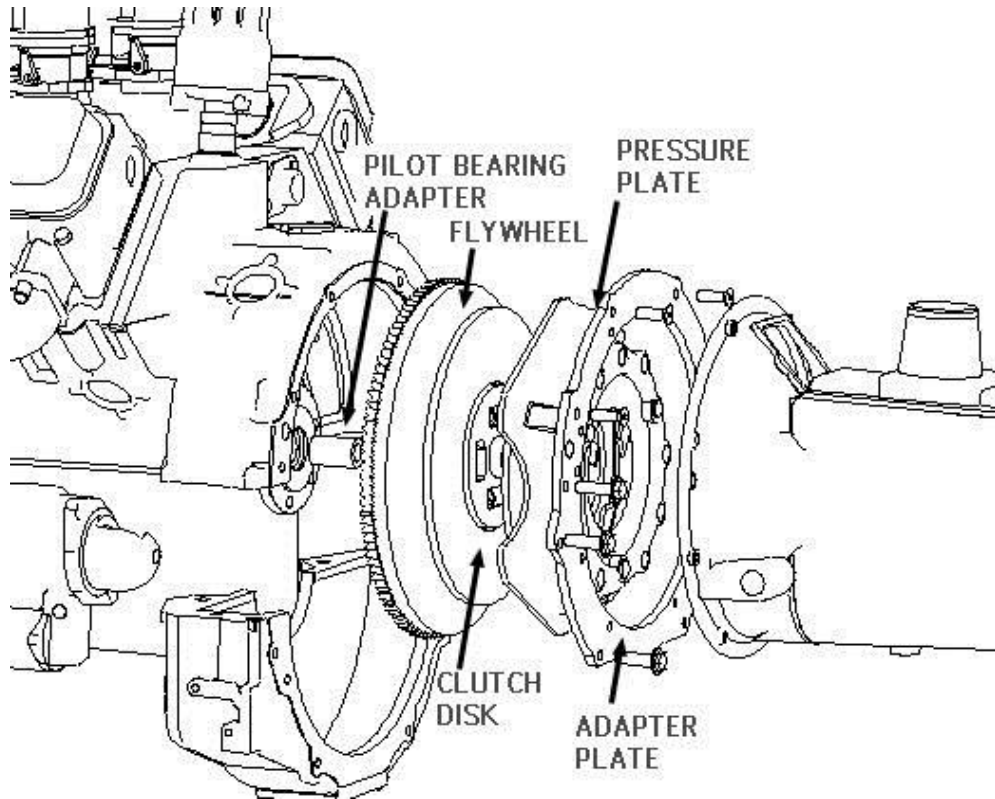


### 303-EFM ADAPTER INSTALLATION INSTRUCTIONS



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.. 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.

CLUTCH DISKS SHOULD NEVER BE HANDLED WITH DIRTY HANDS. CONTAMINATION OF THE FRICTION SURFACE WITH OIL OR GREASE WILL SHORTEN THE LIFE OF THE CLUTCH. PRIOR TO ASSEMBLY ALL CLUTCH COMPONENTS SHOULD BE CLEANED THOROUGHLY.

THE ADAPTER IS DESIGNED TO USE THE FOLLOWING PARTS;  
STOCK OR AFTERMARKET FLYWHEEL/STARTER/STARTER HOUSING  
FORD CLUTCH DISK MATCHED TO YOU PRESSURE PLATE SIZE  
FORD LONG OR SPECIAL BORG AND BECK PRESSURE PLATE (THIS DEPENDS ON YOUR FLYWHEEL PRESSURE PLATE PATTERN)  
STOCK FORD THROW OUT BEARING HARDWARE  
ALL OF THESE PARTS ARE AVAILABLE FROM WILCAP

PRIOR TO STARTING THE INSTALLATION, YOU SHOULD TRIAL FIT AS MANY OF THE PIECES AS POSSIBLE; ADAPTER PLATE TO BLOCK, ADAPTER PLATE

### 303-EFM ADAPTER INSTALLATION INSTRUCTIONS

TO BELLHOUSING, PILOT BEARING TO CRANKSHAFT, PILOT BEARING TO INPUT SHAFT, PRESSURE PLATE TO FLYWHEEL AND CLUTCH DISK TO FLYWHEEL WITH THE FLYWHEEL TO CRANK BOLTS IN PLACE.

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

- 1 ADAPTER PLATE
- 1 PILOT BEARING ADAPTER
- 6 7/16"-14 X 1 1/2" CAP SCREWS AND WASHERS
- 4 7/16-14 FLATHEAD CAP SCREWS
- 8 3/8"-16 X 1" CAP SCREWS AND WASHERS

ADAPTER PLATE TO ENGINE	7/16-14 SHCS 40-45 FTLBS
CRANK SHAFT BOLTS	85-90 FTLBS
BELLHOUSING NUTS	30-40 FTLBS

CLEAN THE BACK OF THE BLOCK AND FRONT OF THE TRANSMISSION BELL HOUSING. 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 YOUR DOWEL PINS TO SEE THAT THEY ARE IN GOOD CONDITION AND NOT "MUSHROOMED". REPLACE IF NEEDED.

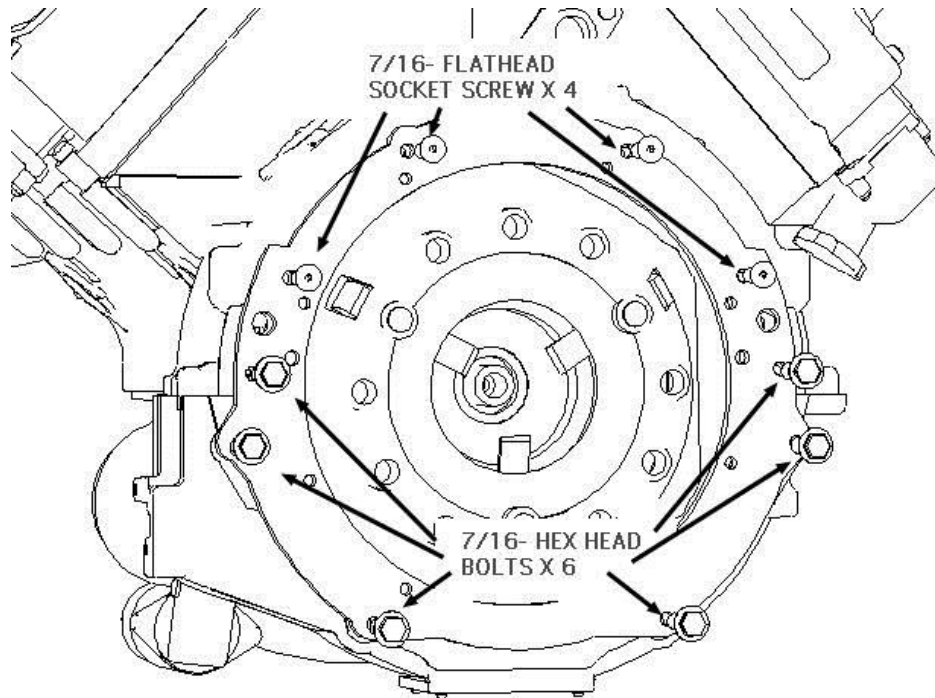
NOTE; SOME OLDSMOBILE CRANKSHAFTS ARE NOT BORED FOR A MANUAL TRANSMISSION PILOT BEARING. IF YOUR CRANK IS NOT BORED, PLEASE CONTACT WILCAP TO EXCHANGE THE PILOT BEARING ADAPTER FOR THE AUTOMATIC TRANSMISSION CRANKSHAFT VERSION.

REMOVE THE ORIGINAL PILOT BUSHING AND REPLACE IT WITH THE SUPPLIED PILOT BEARING ADAPTER AND INSTALL THE PILOT BEARING INTO THE BACK OF THE CRANKSHAFT USING A 2" LONG 3/8 BOLT TO DRIVE IT INTO THE CRANK. CHECK THAT THE PILOT BEARING RUNS TRUE WITH A TEST INDICATOR.

INSTALL YOUR FLYWHEEL, CLUTCH DISK AND PRESSURE PLATE AS NORMAL.

PLACE THE STEEL ADAPTER PLATE ONTO THE ENGINE BLOCK. IF NECESSARY USE A RUBBER Mallet TO FIT THE PLATE UP FLUSH. INSTALL THE CAP SCREWS AND TORQUE. USE THREAD LOCKING COMPOUND ON THE ADAPTER TO BLOCK BOLTS, ESPECIALLY THE FLATHEAD SOCKET SCREWS. DO NOT USE THE CAP SCREWS TO FORCE THE PLATE ONTO THE BLOCK. MAKE CERTAIN THAT THE FLATHEAD SCREWS ARE FLUSH OR BELOW THE ADAPTER PLATE SURFACE.

## 303-EFM ADAPTER INSTALLATION INSTRUCTIONS



BEFORE INSTALLING THE TRANSMISSION CHECK THAT THE 3/8-16 CAP SCREWS DO NOT INTERFERE WITH THE PRESSURE PLATE.

WITH THE TRANSMISSION INSTALLED CHECK AND ADJUST THE THROW OUT BEARING CLEARANCE AND LINKAGE

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