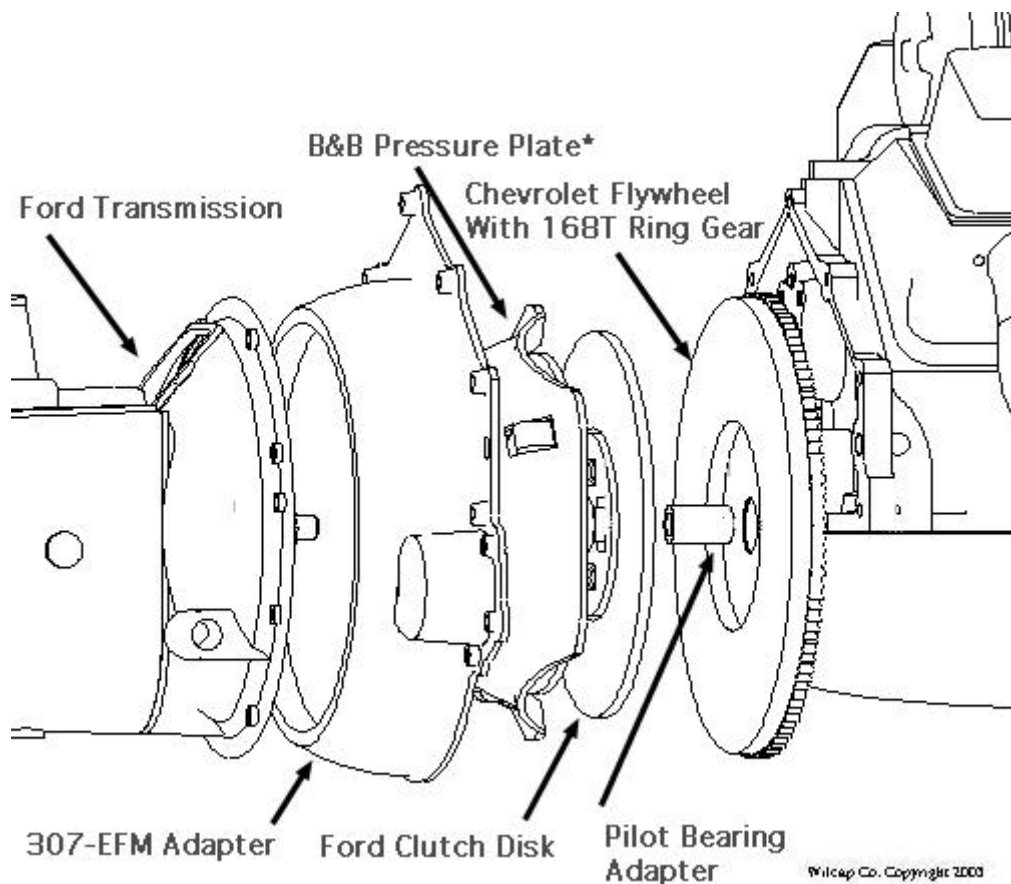


# WILCAP COMPANY

## P/N 307-EFM ADAPTER INSTRUCTION SHEET

ENGINE APPLICATION YEARS/CID:	V8 CHEVY 55-85, 90 DEG. V6 84-98., INLINE 6 1955-1975
TRANS APPLICATION YEAR/MODEL:	V8 FORD 1932-1948, MERC 1939-1950, FORD TRUCK 1/2 TO 1 1/2 TON 1932-1953

**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 OVER-TORQUE 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!**



ASIDE FROM WHAT IS INCLUDED IN YOUR WILCAP ADAPTER KIT, THE ADAPTER IS DESIGNED TO USE THE 49-53 10" MERCURY PRESSURE PLATE (P/N 305993) WITH THE B&B PATTERN AND THE 10" CLUTCH FORD DISK. THE STOCK THROW OUT BEARING FROM YOUR TRASMISSION IS USED. THE ENGINES STOCK FLYWHEEL (168 TOOTH RING GEAR WITH 10.5"

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CLUTCH PATTERN) AND THE 1955-1962 FLANGE MOUNT STARTER OR THE LATER BLOCK MOUNT STARTER FOR THE 168 TOOTH FLYWHEEL (OFF-SET BOLTS HOLES) ARE USED. IF YOU DO NOT HAVE ANY OF THE ABOVE ITEMS, CONTACT WILCAP COMPANY AS WE CAN SUPPLY ANY OF THESE ITEMS.

CHECK THAT ALL OF THE FOLLOWING PARTS ARE IN THE PACKAGE AND FREE OF DAMAGE;

1 CAST ALUMINUM ADAPTER

1 PILOT BEARING ADAPTER (SEE NOTE 5.)

8 EACH 3/8 –16 X 1” UNC CAP SCREWS & WASHERS

7 EACH 3/8 – 16 X 1 1/4” UNC CAP SCREWS & WASHERS

TORQUE VALUES; 7/16-20 CRANKSHAFT BOLTS – 55-65 FT-LBS

3/8-16 BELLHOUSING BOLTS -35 FT-LBS

1. CLEAN THE CRANKSHAFT FLANGE AND HUB USING SOLVENT AND A RAG AND INSPECT FOR BURRS, DINGS, NICKS, ETC. THIS IS CRITICAL! THE ALIGNMENT OF THE ENTIRE ROTATING ASSEMBLY RELIES ON THE FACE OF THE CRANKSHAFT AND THE FLYWHEEL MATING EXACTLY. REMOVE ANY BURRS WITH A FINE PITCH FILE.

2. CLEAN AND INSPECT THE BLOCK MOUNTING SURFACES AND THE TRANSMISSION MOUNTING SURFACES AND REMOVE ANY BURRS. CHASE AND CLEAN ALL OF THE BLOCK TO BELL HOUSING BOLT HOLES AND REPAIR ANY DAMAGED THREADS. CHECK YOUR DOWEL PINS TO SEE THAT THEY ARE IN GOOD CONDITION AND NOT “MUSHROOMED”. REPLACE IF NEEDED.

3. CHECK THAT YOUR PRESSURE PLATE IS THE CORRECT SIZE FOR YOUR FLYWHEEL AND THAT THE CLUTCH DISK RESTS FLAT ON THE FLYWHEEL, MAKING CERTAIN THE CLUTCH DISK HUB DOES NOT HIT THE FLYWHEEL BOLTS.

4. THE ASSEMBLY SEQUECE SHOULD BE:

1. PILOT BEARING TO CRANKSHAFT
2. FLYWHEEL TO CRANKSHAFT,
3. PRESSURE PLATE/CLUTCH TO FLYWHEEL
4. ADAPTER BELLHOUSING BLOCK
5. STARTER TO ENGINE OR BELLHOUSING
6. TRANSMISSION TO BELLHOUSING.

5. INSTALL THE PILOT BEARING ADAPTER. BEFORE BEGINNING REMOVE THE ORIGINAL PILOT BEARING IF PRESENT AND CHECK TO SEE THAT THE DIAMETER OF THE HOLE IN THE CRANKSHAFT IS THE SAME AS THAT OF

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THE OUTSIDE OF THE PILOT BEARING ADAPTER. THERE ARE 2 POSSIBLE SIZES – 1.3/32” AND 1 45/64”. YOUR ADAPTER INCLUDES THE SMALLER DIAMETER. IF YOUR CRANK HAS THE LARGER BORE, CONTACT YOUR RETAILER FOR THE CORRECT ONE. AFTER INSTALLATION CHECK TO SEE THAT THE BORE OF THE PILOT BEARING IS NOT DAMAGED AND THAT YOU CLUTCH ALIGNMENT TOOL FITS THE BORE AND THAT THE PILOT BEARING ADAPTER IS CONCENTRIC TO THE CENTERLINE OF THE CRANKSHAFT.

6. ALIGN THE FLYWHEEL AND THE CRANKSHAFT BOLT HOLES WHILE PLACING THE FLYWHEEL ONTO THE CRANKSHAFT. INSTALL THE CRANKSHAFT BOLTS AND TORQUE TO THE PROPER VALUE.

7. IF USING THE BLOCK MOUNT STARTER, 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

8. INSTALL THE CLUTCH AND PRESSURE PLATE USING A CLUTCH ALIGNMENT TOOL. AGAIN, CONTACT WILCAP COMPANY IF YOU NEED EITHER THE CLUTCH OR PRESSURE PLATE.

9. INSTALL THE ADAPTER TO THE BLOCK USING THE SUPPLIED BOLTS IN A CRISS-CROSS PATTERN.

10. INSTALL THE STARTER AND CHECK THE RING GEAR ENGAGEMENT. IF USING THE BLOCK MOUNT STARTER, SHIM IF NEEDED. IF USING THE BELLHOUSING MOUNT STARTER THE TOP BOLT HOLE ON THE STARTER WILL NEED TO BE DRILLED THROUGH FOR A 3/8-16 BOLT. SOME BLOCK MOUNT STARTERS INTERFERE WITH THE BELLHOUSING DEPENDING ON THE CONFIGURATION OF THE NOSE OF THE STARTER. THE CAST IRON NOSED STARTERS ORIGINALLY FOR THE BIG BLOCK AND STICK SHIFT APPLICATIONS WORK BEST. CHECK FOR INTERFERENCE AND GRIND MATERIAL WAY ON THE STARTER OR BELLHOUSING IF NEEDED.

11. INSTALL THE TRANSMISSION

12. ADJUST THE CLTCH LINKAGE. YOUR PRESSURE PLATE MAY NEED TO BE ADJUSTED TO ALLOW FOR THE CORRECT RELEASE OF THE CLUTCH. MOST COMPETENT AUTOMOTIVE MACHINE SHOPS CAN PERFORM THIS OPERATION. CONTACT WILCAP IF YOU HAVE ANY QUESTIONS.