

## **331-FT5 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 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.**

**YOUR WILCAP ADAPTER IS DESIGNED TO USE THE ORIGINAL 331 STARTER OR ANY EQUIVALENT STARTER. THE ORIGINAL PRESSURE PLATE MATCHED TO YOUR FLYWHEEL IS USED AND A FORD CLUTCH DISK THAT MATCHES YOUR PRESSURE PLATE AND INPUT SHAFT SPLINES MUST BE USED. CONTACT WILCAP IF YOU NEED FURTHER INFORMATION ON THE DISK/PRESSURE PLATE**

**THE 331-FTL IS DESIGNED TO USE A MCLEOD FULLY HYDRAULIC THROWOUT BEARING. PART NUMBERS FOR THESE ARE;**

**1400-30 (1.43, STOCK T.O.B. I.D.)**

**1400-74 (1.75, STOCK T.O.B. I.D.)**

**YOU MUST USE A 3/4" BORE MASTER CYLINDER WITH THESE BEARING ASSEMBLY'S.**

**CONTACT WILCAP IF YOU NEED FURTHER INFORMATION ON THE THROW OUT BEARING.**

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

**1 ALUMINUM ADAPTER PLATE**

**1 PILOT BEARING ADAPTER**

**FASTENERS;**

**12 - 3/8-16 X 1 1/4" CAP SCREWS**

**4 - 7/16-14 X 1 1/4" CAP SCREWS**

**1. 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.**

**2. THE PILOT BEARING ADAPTER SHOULD BE PRESSED INTO THE CRANKSHAFT BEFORE BOLTING THE FLYWHEEL ONTO THE CRANKSHAFT. THERE ARE TWO POSSIBLE SIZES FOR THE PILOT**

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BEARING BORE IN THE CRANKSHAFT; ¾" AND 15/16". MAKE CERTAIN YOU HAVE RECEIVED THE CORRECT PILOT BEARING ADAPTER BEFORE PROCEEDING. THREAD AN OLD FINE THREAD BOLT INTO THE ADAPTER AND DRIVE IT INTO THE BORE IN THE CRANKSHAFT (**MAKE CERTAIN TO REMOVE THE OLD PILOT BEARING FIRST**).

4. AT THIS POINT, THE ADAPTER SHOULD BE INSTALLED AND THE PILOT BEARING TO INPUT SHAFT FIT CHECKED. IF THE INPUT SHAFT BOTTOMS ON THE PILOT BEARING ADAPTER BORE, THE INPUT SHAFT MAY NEED TO BE SHORTENED SLIGHTLY. A HAND GRINDER CAN BE USED TO REMOVE THE NEEDED MATERIAL.

5. ALIGN THE FLYWHEEL AND THE CRANKSHAFT AND CHECK THAT THE FLYWHEEL SEATS TO THE FACE OF THE CRANKSHAFT.

4. BOLT THE FLYWHEEL TO THE CRANKSHAFT. REMEMBER WHEN BOLTING THE FLYWHEEL TO THE CRANKSHAFT AND WHEN BOLTING YOUR PRESSURE PLATE TO THE FLYWHEEL PROCEED IN A CRISS-CROSS PATTERN A MAXIMUM OF 1/2 TURN AT A TIME.

6. 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.

7. AFTER INSTALLING YOUR CLUTCH AND PRESSURE PLATE, INSTALL THE ADAPTER PLATE AND BOLT UP THE TRANSMISSION USING YOUR 7/16" – 14 GRADE 8 BOLTS..

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