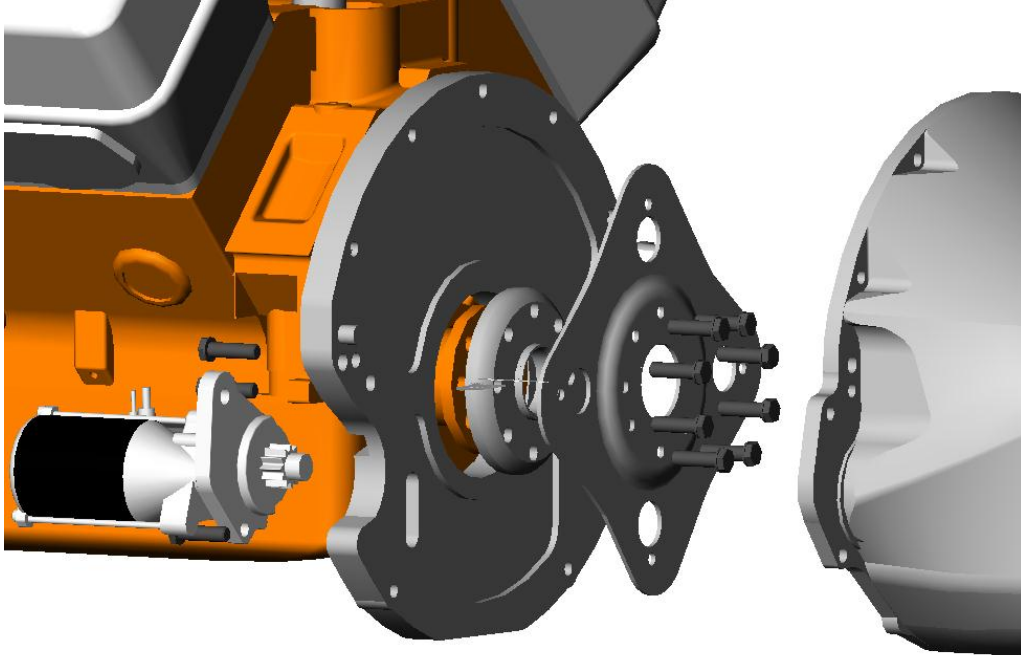


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IMPORTANT: THIS IS A HIGH PERFORMANCE PART AND IMPROPER INSTALLATION COULD RESULT IN INJURY OR DEATH! NEVER WORK UNDER AN AUTOMOBILE THAT IS NOT PROPERLY SUPPORTED AND BLOCKED FROM ROLLING. NO CREDIT OR REFUND WILL BE ISSUED FOR PARTS DAMAGED DUE TO 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 THE ORIGINAL STARTER FOR YOUR TRANSMISSION OR THE AFTERMARKET EQUIVALENT. THESE STARTERS ARE AVAILABLE FROM WILCAP.

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

1 ALUMINUM ADAPTER PLATE

1 FLEX PLATE

1 ALUMINUM HUB SPACER

FASTENERS; 4 – 3/8-16 X 2 1/4" UNC HEX HEAD CAP SCREWS & WASHERS

1 – 7/16-14 X 1 1/4" UNC SOCKET HEAD CAP SCREW

1 – 3/8-16 X 1" UNC SOCKET HEAD CAP SCREW

5 – 7/16-14 X 1 1/2" UNC HEX HEAD CAP SCREW & WASHER

2 – 5/16-18 X 1 1/2" UNC HEX HEAD CAP SCREWS & WASHERS

2 – 1/4-20 X 1 1/2" UNC HEX HEAD CAP SCREWS & WASHERS

8 – 7/16-20 x 1 1/2" UNF GRADE 8 BOLTS, WASHERS, NUTS

or if ordered, 8 – 1/2"-20 x 1 1/2" UNF GRADE 8 BOLTS, WASHERS

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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 HUB SPACER MATING EXACTLY. REMOVE ANY BURRS WITH A FINE PITCH FILE.

CLEAN AND INSPECT THE BLOCK MOUNTING SURFACE AND THE TRANSMISSION MOUNTING SURFACE 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.

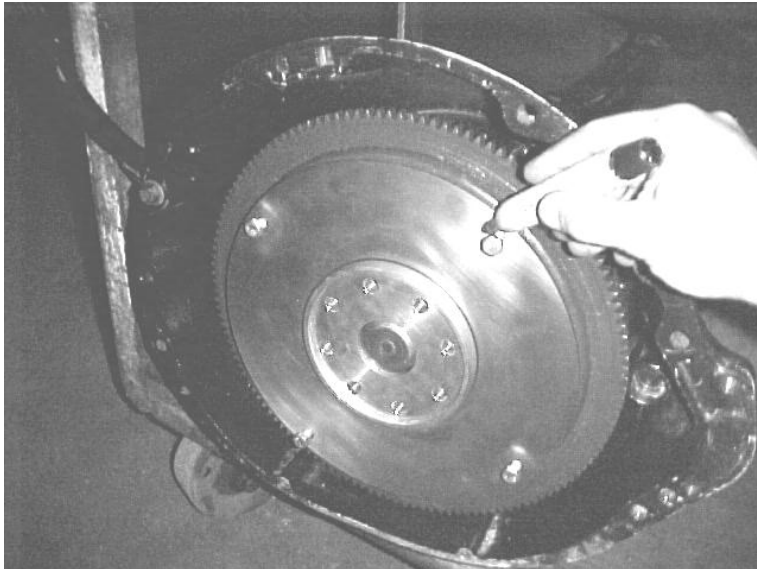
CHECK THAT YOUR FLEX PLATE IS THE CORRECT SIZE FOR YOUR TORQUE CONVERTER. PLEASE CONTACT WILCAP IMMEDIATELY IF YOU HAVE RECEIVED THE INCORRECT FLEX PLATE. ALSO BE AWARE THAT THE CHRYSLER TORQUEFLITE A727 SERIES OF TRANSMISSIONS USE THE TORQUE CONVERTER FOR THE EXTERNAL BALANCE ON THE 360 C.I. ENGINES AND THIS CONVERTER WILL CAUSE AN OUT-OF-BALANCE CODITION.

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DO NOT USE THE CONVERTER WITH THE BALANCE WEIGHT!!
THE CORRECT CONVERTER IS FOR THE 318 C.I. ENGINE.

FIT UP THE FLEX PLATE TO THE TORQUE CONVERTER AND MARK THE ALIGNMENT ON THE ENGINE SIDE OF THE FLEX PLATE.



FIT UP THE ADAPTER PLATE TO THE ENGINE BLOCK AND CHECK FOR FIT. THE PLATE SHOULD FIT FLAT TO THE ENGINE BLOCK WITH NO ROCKING OR GAP.

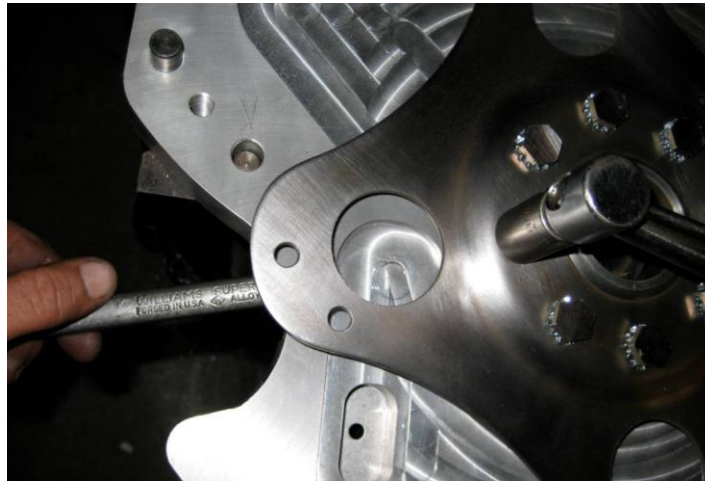
USING THE SUPPLIED 7/16-14 BOLTS, BOLT THE ADAPTER PLATE TO THE BLOCK. IF NECESSARY USE A RUBBER Mallet TO FIT THE PLATE UP TO THE BLOCK FLUSH. DO NOT USE THE CAP SCREWS TO FORCE THE PLATE ONTO THE BLOCK.

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INSTALL THE CAP SCREW AND THE SOCKET HEAD CAP SCREW WITH THREAD LOCKING COMPOUND AND TORQUE, CHECK TO MAKE CERTAIN THAT THE BOLTS DO NOT PROTRUDE FROM THE SURFACE OF THE ADAPTER PLATE. IF NEEDED, TRIM THE BOLT HEAD OR SHANKS SO THAT IT IS FLUSH OR BELOW THE SURFACE OF THE ADAPTER PLATE.

THE FLEX PLATE IS OFFSET TO 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.



CAREFULLY ALIGN THE HUB SPACER/FLEX PLATE AND THE CRANKSHAFT BOLT HOLES WHILE PLACING THE HUB SPACER ONTO THE CRANKSHAFT. THE HUB SPACER SHOULD BE A CLOSE FIT TO THE CRANKSHAFT. IF USING THE 7/16 NUTS AND BOLTS, THE SLOT CUT IN THE STARTER POCKET IS FOR

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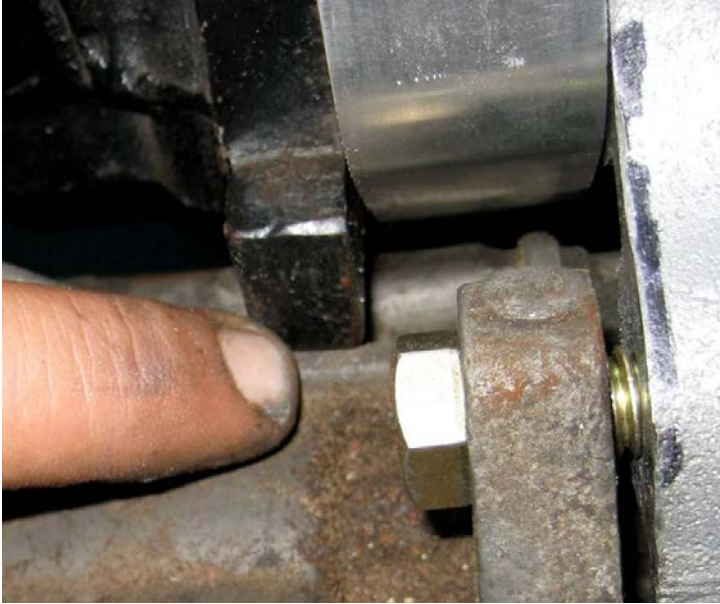
THE END WRENCH TO HOLD THE NUTS FROM TURNING. INSTALL THE CRANKSHAFT BOLTS & NUTS AND TORQUE TO THE PROPER VALUE.

WHILE INSTALLING THE TRANSMISSION, REMEMBER THAT THE DOWEL PINS ARE FOR ALIGNMENT ONLY AND WILL NOT BEAR THE WEIGHT OF THE TRANSMISSION. THE ACCESS HOLE IN THE BOTTOM DRIVERS SIDE OF THE PLATE IS FOR THE TORQUE CONVERTER TO FLEX PLATE HOLE. LOOKING THROUGH THE STARTER OPENING, LINE UP THE CONVERTER AND FLEX PLATE AND START THE CONVERTER BOLTS. DO NOT TIGHTEN UNTILL ALL OF THE BOLTS ARE IN PLACE. TIGHTEN THE CONVERTER TO FLEX PLATE BOLTS 1 TO 2 TURNS AT A TIME WORKING FOM ONE BOLT TO THE NEXT UNTIL THE PROPER TORQUE IS REACHED.



FIT UP THE STARTER MOTOR AND CHECK FOR PROPER RING GEAR TO PINION GEAR ENGAGEMENT. CHECK THAT THE STARTER MOTOR DOES NOT INTERFERE WITH THE HEMI ENGINE BLOCK.

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IT MAY BE NESSECARY TO GRIND A SMALL AMOUNT OFF OF THE BLOCK TO ALLOW THE STARTER TO BLOT FLUSH TO THE TRANSMISSION. TORQUE STARTER BOLTS TO PROPER VALUE.

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