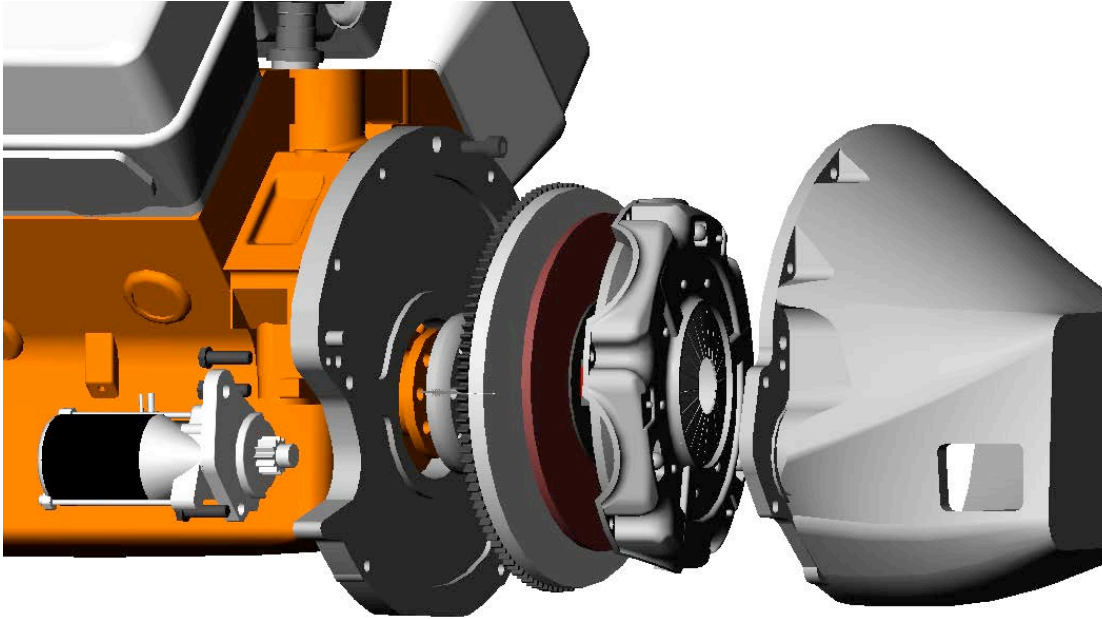


## INSTRUCTION SHEET: P/N 392-318

**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 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 FLYWHEEL

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 1/4” 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 SCREW & WASHER

2 – 1/4-20 X 1 1/2” UNC HEX HEAD CAP SCREW & WASHER

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

Wilcap Company

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## INSTRUCTION SHEET: P/N 392-318



YOUR WILCAP FLYWHEEL IS DRILLED FOR THE 10 1/2" (10.4) CLUTCH COVER (PRESSURE PLATE) PATTERN. CONTACT WILCAP FOR SPECIFIC PRESSURE PLATE AND CLUTCH APPLICATIONS.

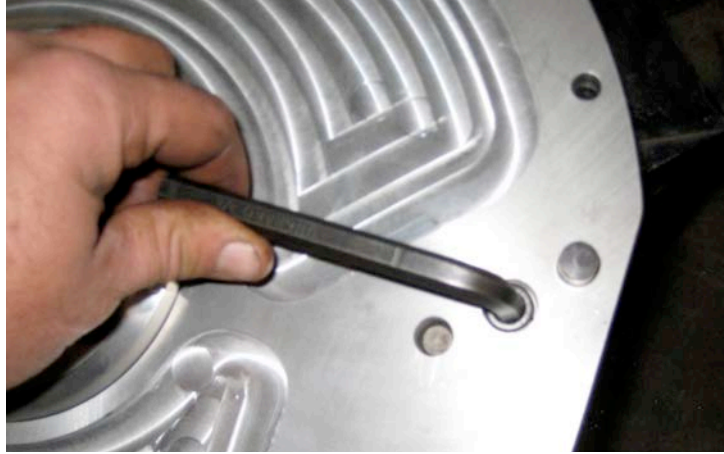
CLEAN THE CRANKSHAFT FLANGE AND HUB USING SOLVENT AND A RAG AND INSPECT FOR BURRS, DINGS, NICKS, ETC. THIS IS CRITICAL! THE ALIGNMENT OF THE ENTIRE ROTATING ASSEMBLY RELIES ON THE FACE OF THE CRANKSHAFT AND THE HUB SPACER MATING EXACTLY. REMOVE ANY BURRS WITH A FINE PITCH FILE.

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.

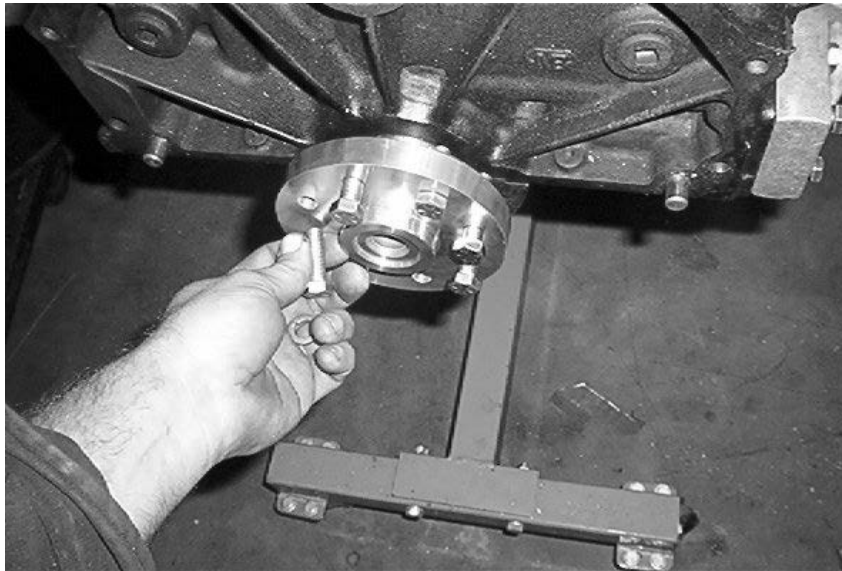
FIT UP THE ADAPTER PLATE TO THE ENGINE BLOCK AND CHECK FOR FIT. THE PLATE SHOULD FIT FLAT TO THE ENGINE BLOCK WITH NO ROCKING OR GAP.

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.

**INSTRUCTION SHEET: P/N 392-318**

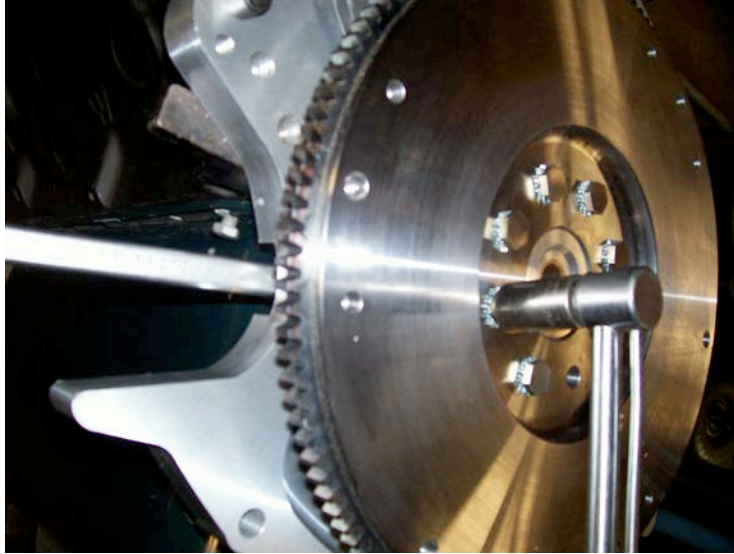


INSTALL THE CAP SCREW AND THE SOCKET HEAD CAP SCREW WITH THREAD LOCKING COMPOUND AND TORQUE, CHECK TO MAKE CERTAIN THAT THE BOLTS DO NOT PROTRUDE FROM THE SURFACE OF THE ADAPTER PLATE. IF NEEDED, TRIM THE BOLT HEAD OR SHANKS SO THAT IT IS FLUSH OR BELOW THE SURFACE OF THE ADAPTER PLATE.

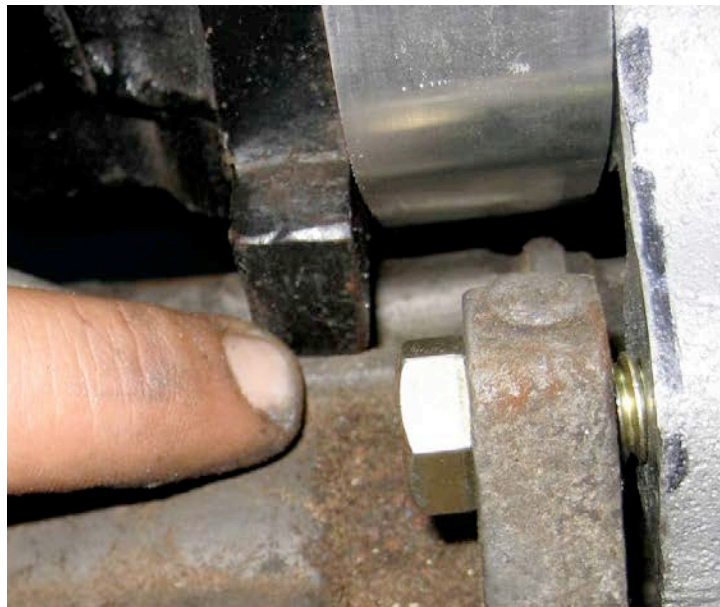


CAREFULLY ALIGN THE HUB SPACER/FLYWHEEL AND THE CRANKSHAFT BOLT HOLES WHILE PLACING THE HUB SPACER ONTO THE CRANKSHAFT. THE HUB SPACER SHOULD BE A CLOSE FIT TO THE CRANKSHAFT. IF USING THE 7/16 NUTS AND BOLTS, THE SLOT CUT IN THE STARTER POCKET IS FOR THE END WRENCH TO HOLD THE NUTS FROM TURNING. INSTALL THE CRANKSHAFT BOLTS & NUTS AND TORQUE TO THE PROPER VALUE.

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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.



IT MAY BE NESSECARY TO GRIND A SMALL AMOUNT OFF OF THE BLOCK TO ALLOW THE STARTER TO BOLT 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.

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