

## 392-350 ADAPTER INSTALLATION INSTRUCTIONS

ENGINE APPLICATION YEARS/CID:	V8 CHRYSLER 54-58, DODGE 53-58, DESOTO 52-58, PLYMOUTH 55-58
TRANS APPLICATION YEAR/MODEL:	CHEVY AUTO PG, TH350, 400, 700R4, 200-4R



**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. ALWAYS INSTALL NEUTRAL SAFETY SWITCH. FAILURE TO DO SO CAN RESULT IN INJURY OR DEATH!**

NO CREDIT OR REFUND WILL BE ISSUED FOR PARTS DAMAGED DUE TO IMPROPER INSTALLATION OR MISAPPLICATION. 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 MOPAR SMALL BLOCKGEAR REDUCTION "MINI" STARTER OR ANY EQUIVALENT MOPAR STARTER. THESE STARTERS ARE AVAILABLE FROM WILCAP OR YOUR LOCAL PARTS HOUSE SHOULD BE ABLE TO SUPPLY ONE USING THE FOLLOWING PART NUMBERS;

CHRYSLER P/N 53005984

NIPPONDENSO P/N 128000-781 OR 128000-7810

MOPAR PERFORMANCE P/N/ P5249644

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POWERMASTER P/N 9300, 9512, OR 9613

TILTON P/N 54-10000

AUTOLITE PRO P/N 17466

BECK ARNLEY P/N 187-0436

TYPICAL APPLICATION OF THE STARTER WOULD BE A 1992 DODGE DAKOTA WITH THE 5.2L ENGINE.

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

1 ALUMINUM ADAPTER PLATE

1 CRANKSHAFT HUB SPACER

1 FLEX PLATE

FASTENERS;

3 3/8 16 X 1" SKT. HEAD CAP SCREWS AND WASHERS

1 7/16 14 X 1" SKT. HEAD CAP SCREW AND WASHERS

1 7/16 14 X 1 1/2" HEX HEAD CAP SCREW AND WASHER

2 7/16 14 X 1 1/4" STARTER BOLTS AND WASHERS

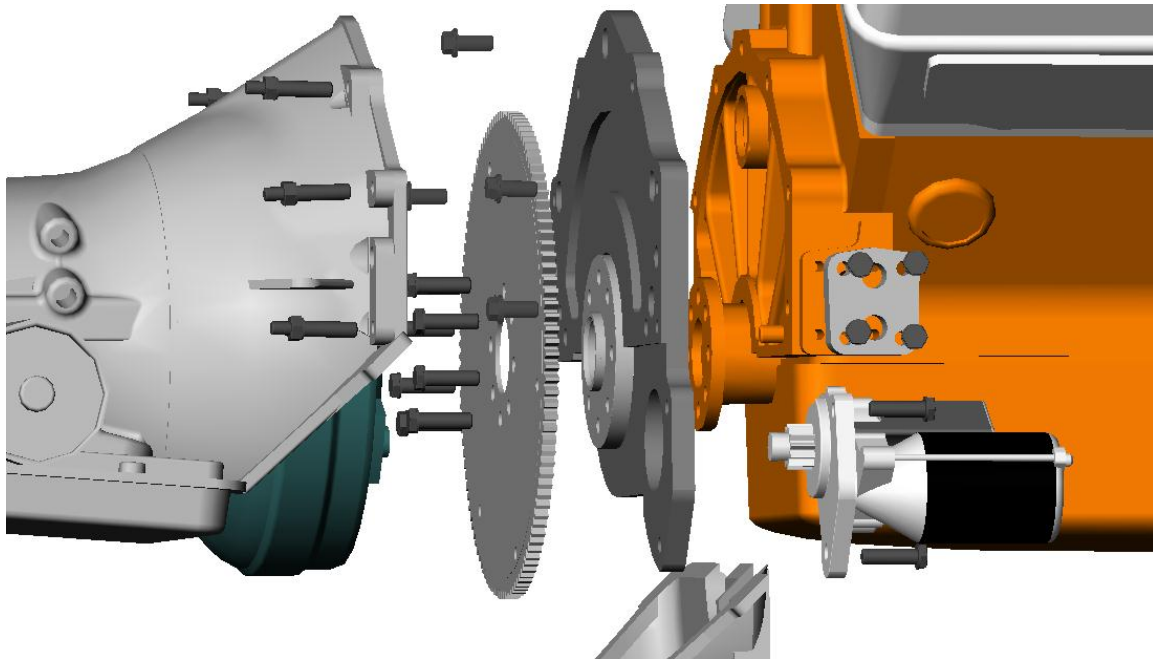
6 3/8 STUDS, NUTS, AND LOCK WASHERS

8 7/16 20 X 1 1/2" GRADE 8 HEX HEAD BOLTS & WASHERS

8 7/16 20 LOCK NUTS

OR

8 1/2"-20 X 1 1/2" GRADE 8 HEX HEAD BOLTS & WASHERS IF REQUESTED

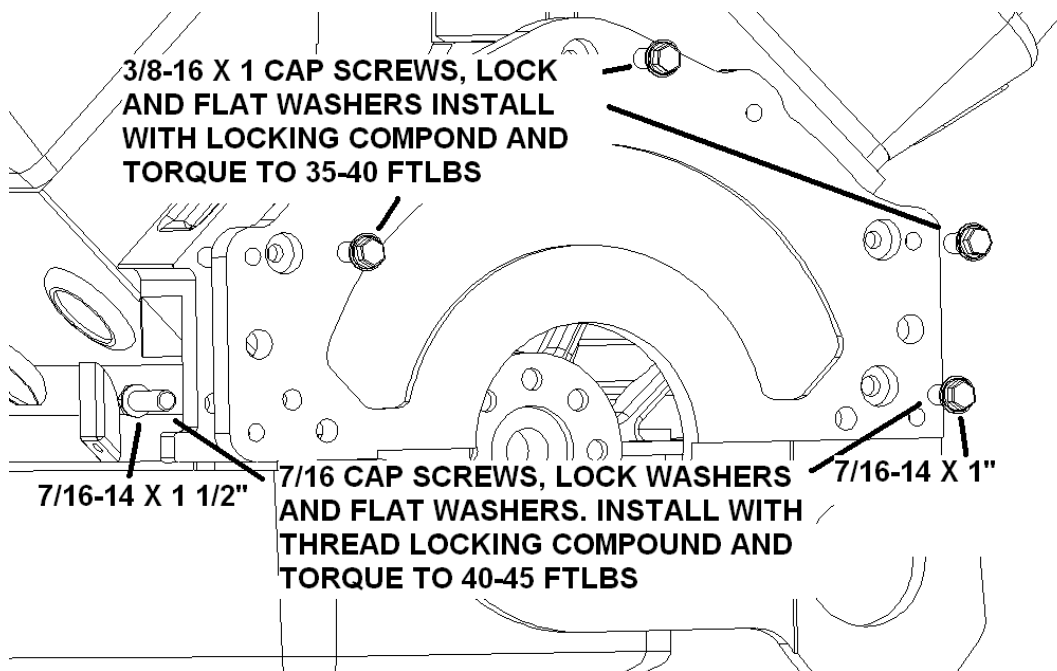


CLEAN THE CRANKSHAFT HUB, BACK OF THE BLOCK, FRONT OF THE TRANSMISSION BELL HOUSING AND THE TORQUE CONVERTER HUB OR

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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. CHECK YOUR DOWEL PINS TO SEE THAT THEY ARE IN GOOD CONDITION AND NOT "MUSHROOMED". REPLACE IF NEEDED. IF NEEDED, TAP THE BACK OF THE CRANKSHAFT AT THIS TIME. THE HOLES IN THE CRANK SHOULD MEASURE BETWEEN .453 AND .478. DO NOT DRILL THE HOLES. THEY ARE ALREADY AT THE CORRECT SIZE FOR A 1/2-20 TAP. USE A TAPPING FIXTURE TO KEEP THE TAP SQUARE TO THE FLANGE.

TRIAL FIT THE PIECES BEFORE BEGINNING; CHECK TO SEE THAT THE HUB SPACER SLIPS OVER YOUR TORQUE CONVERTER HUB. IF THERE IS EXCESSIVE CLEARANCE STOP. CONTACT WILCAP BEFORE PROCEEDING. OPERATING THE ENGINE WITH EXCESSIVE CLEARANCE BETWEEN THE HUB SPACER AND THE NOSE OF THE TORQUE CONVERTER WILL RESULT IN DAMAGE TO THE FLEX PLATE AND THE TRANSMISSION. INSTALL THE HUB SPACER ONTO THE FLEX PLATE AND FIT IT OVER THE CONVERTER PILOT. THE FLEX PLATE SHOULD SIT FLAT ON THE BOLTING SURFACE OF THE CONVERTER.

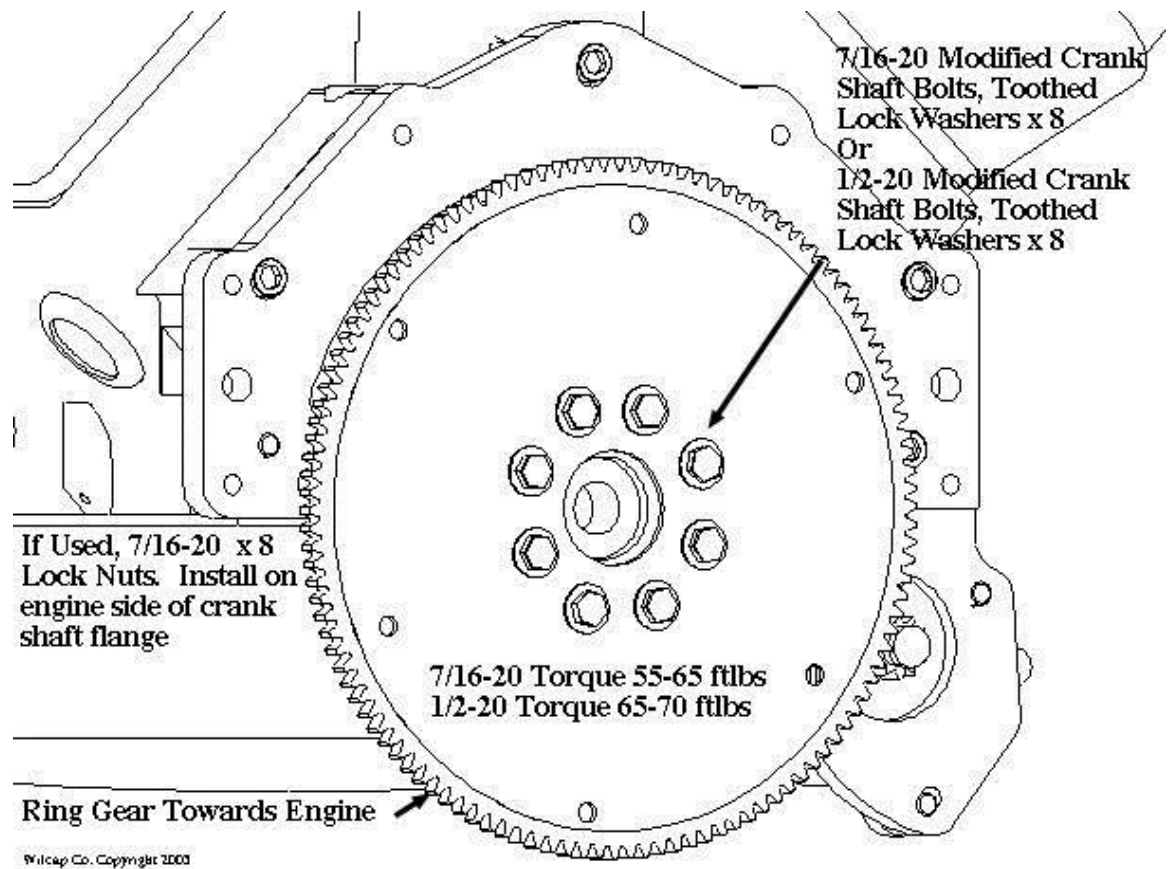


USING THE SUPPLIED BOLTS, BOLT THE ADAPTER PLATE TO THE BLOCK. IF NECESSARY USE A RUBBER Mallet TO FIT THE PLATE UP TO THE BLOCK FLUSH. DO NOT USE THE BOLTS TO FORCE THE PLATE ONTO THE BLOCK. THE PLATE SHOULD FIT FLAT TO THE ENGINE BLOCK WITH NO ROCKING OR GAP.

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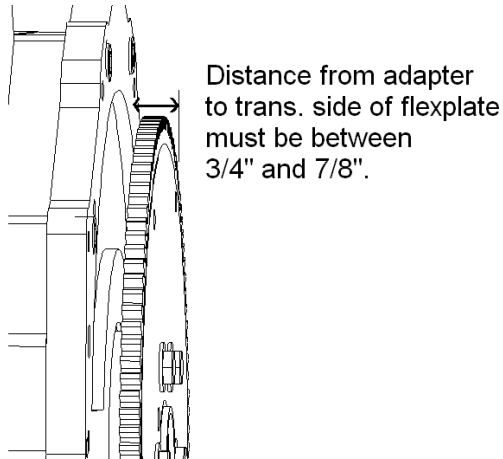
INSTALL CAP SCREWS WITH THREAD LOCKING COMPOUND AND TORQUE. CHECK TO MAKE CERTAIN THAT NONE OF THE BOLTS PROTRUDE FROM THE SURFACE OF THE ADAPTER PLATE. IF NEEDED, TRIM THE BOLT HEADS OR SHANKS SO THAT THEY ARE FLUSH OR BELOW THE SURFACE OF THE ADAPTER PLATE.

THE RING GEAR 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. INSTALL THE CRANKSHAFT BOLTS & NUTS AND TORQUE TO THE PROPER VALUE.

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CHECK THE DISTANCE BETWEEN THE TRANSMISSION SIDE OF THE FLEXPATE AND THE ADAPTER. THIS SHOULD BE BETWEEN .750" AND .875". **DO NOT PROCEED WITH THE INSTALLATION IF THIS IS NOT CORRECT. ASSEMBLING THE MOTOR TO THE TRANSMISSION WITH THIS DIMENSION NOT IN TOLERANCE COULD RESULT IN TRANSMISSION OR STARTER DAMAGE. CONTACT WILCAP IF YOU FIND THIS DIMENSION TO BE GREATER THAN 7/8" OR LESS THAN 3/4".**

FIT UP THE STARTER MOTOR AND CHECK FOR PROPER RING GEAR TO PINION GEAR ENGAGEMENT. THE PINION GEAR OF THE STARTER SHOULD TRAVEL  $\frac{1}{2}$  TO  $\frac{2}{3}$  ACROSS THE FACE OF THE RING GEAR WHEN THE SOLENOID IS ACTUATED. PROPER ALIGNMENT OF THE STARTER TO RING GEAR IS OBTAINED WHEN THE REGISTER ON THE FRONT OF THE STARTER IS MATED TO THE OUTSIDE EDGE OF THE STARTER HOLE. TORQUE STARTER BOLTS TO PROPER VALUE.

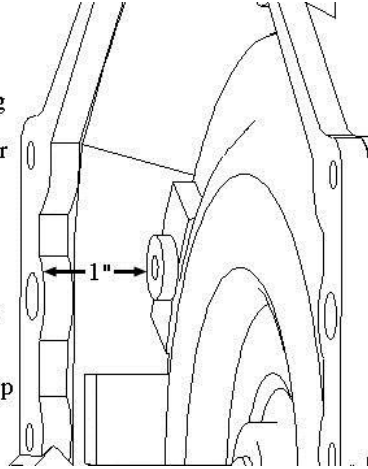
OUR FA1 SPIN ON OIL FILTER ADAPTER AND FA3 REMOTE OIL FILTER ADAPTERS ARE AVAILBEL FROM WILCAP OR YOUR DEALER IF THE STARTER INTERFERES WITH YOUR STOCK OIL FILTER.

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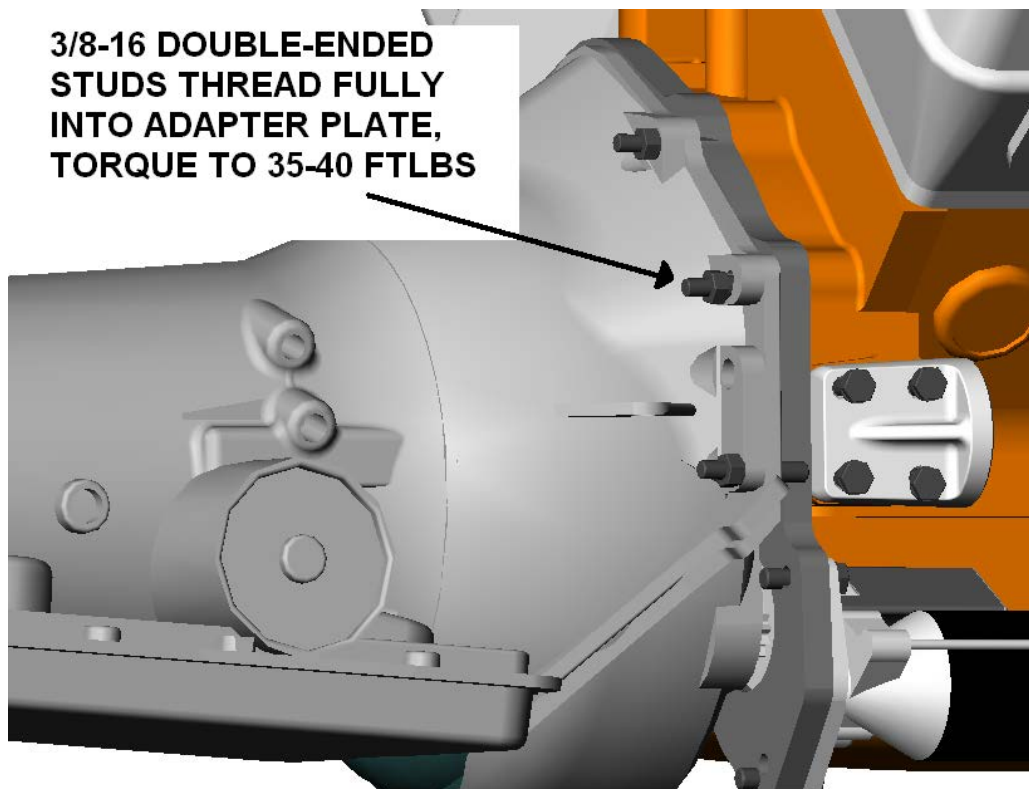
### WARNING!

Converter flex plate mounting bosses should be 1.0" from the flange when the converter is in fully engaged into the front pump drive.

Make certain this correct before installing the transmission. If the converter is not fully seated into the pump before installing the transmission, the front pump will be damaged!



CHECK THAT THE CONVERTER IS SEATED INTO THE FRONT PUMP PRIOR TO INSTALLING THE TRANSMISSION. CHECK THE "PULLBACK" DISTANCE OF THE CONVERTER PRIOR TO INSTALLING THE CONVERTER TO FLEX PLATE BOLTS.



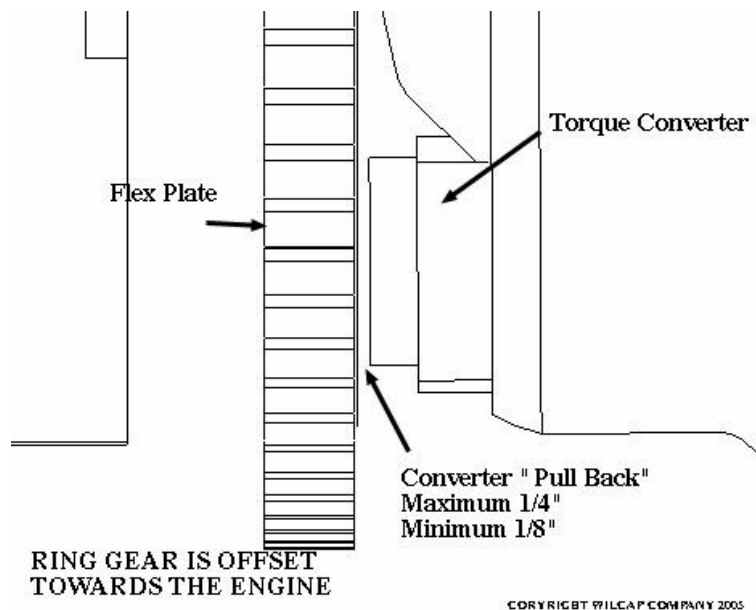
THREAD THE DOUBLE ENDED STUDS FULLY INTO THE ADAPTER PLATE USING THREAD LOCKING COMPOUND BEFORE INSTALLING TRANSMISSION.

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A SMALL AMOUNT OF GREASE ON THE CONVERTER NOSE OR PILOT WILL MAKE THE INSTALLATION EASIER. INSTALL YOUR TORQUE CONVERTER BOLTS AGAIN MAKING CERTAIN THE "PULL BACK" DISTANCE IS CORRECT.

INSTALL THE NUTS ONTO THE DOUBLE ENDED STUDS AND TORQUE.

YOUR WILCAP ADAPTER IS DESIGNED TO USE THE STOCK GM DUST COVER. DEPENDING ON THE ORIGINAL APPLICATION, THE DUST COVER MAY NEED TO BE MODIFIED SLIGHTLY. MAKE CERTAIN THAT THE COVER DOES NOT HIT THE RING GEAR, FLEXPLATE, OR CONVERTER. UNIVERSAL DUST COVERS ARE AVAILABLE FROM WILCAP.



INSTALL THE LINKAGE, NEUTRAL SAFETY SWITCH, COOLER LINES, DRIVE SHAFT, CROSSMEMBER AND KICK DOWN OR THROTTLE VALVE LINKAGE AND TRANS FLUID.

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