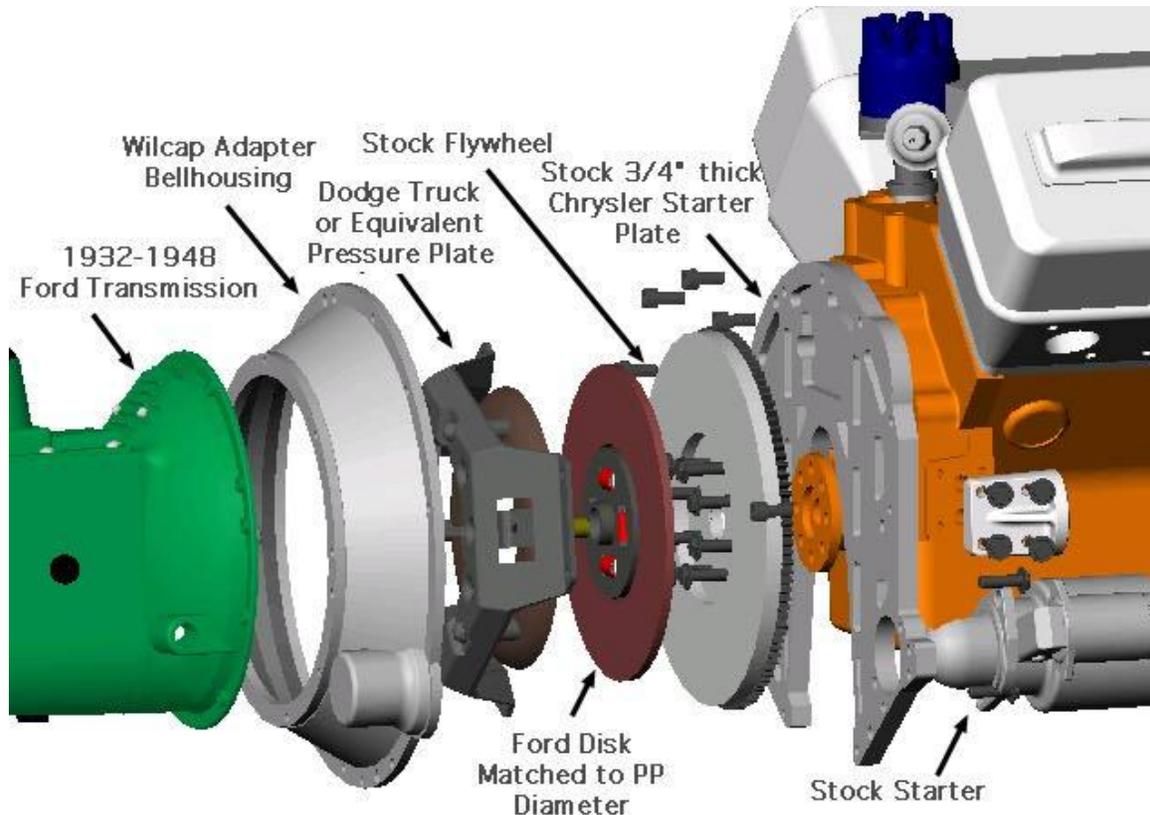


# WILCAP COMPANY

## P/N 392-EFM ADAPTER INSTRUCTION SHEET

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!



ASIDE FROM WHAT IS INCLUDED IN YOUR WILCAP ADAPTER KIT, YOU WILL NEED THE STOCK STARTER ADAPTER PLATE CHRYSLER PART NUMBER 1613713, 1612344, OR EQUIVALENT. OTHER STOCK CHRYSLER STARTER ADAPTER PLATES MAY WORK IF THEY HAVE THE CORRECT STARTER PLACEMENT AND THICKNESS (3/4" THICK). IF YOU ARE USING P/N 1612344 SEE NOTE BELOW. THE ADAPTER IS DESIGNED TO USE THE 1939-1956 HEAVY DUTY 11" DODGE TRUCK PRESSURE PLATE (1 3/8" TRANSMISSION INPUT SHAFT) OR THE 49-53 10" MERCURY PRESSURE PLATE WITH THE 10.5" B&B PATTERN AND THE 10" OR 11" CLUTCH FORD DISK. WILCAP CAN SUPPLY THE CORRECT PRESSURE PLATE IF NEEDED. THE STOCK THROW OUT BEARING FROM YOUR TRANSMISSION IS USED. THE STOCK FLYWHEEL AND STARTER FOR YOUR ENGINE ARE USED. IF

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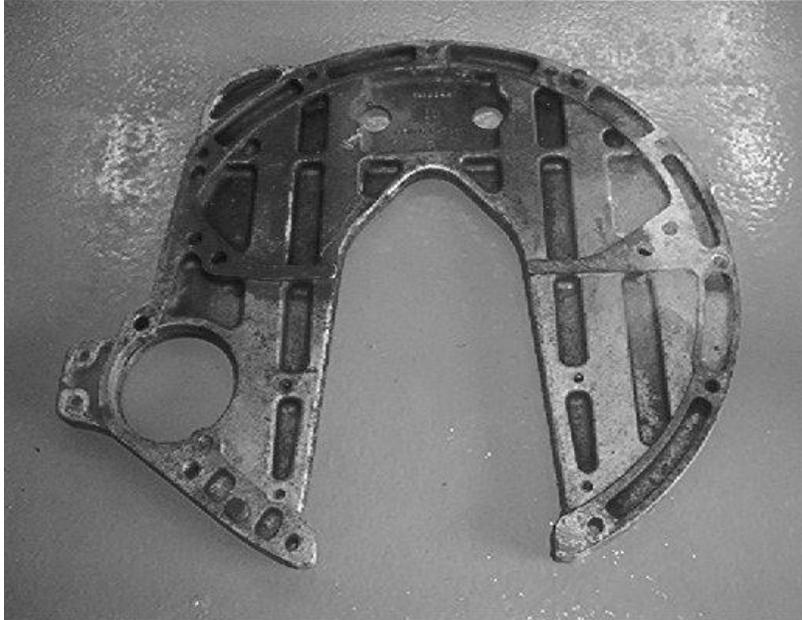
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P/N 392-EFM ADAPTER INSTRUCTION SHEET

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

FASTENERS;

5 EACH 3/8-16 X 2" UNC CAP SCREWS & WASHERS

5 EACH 3/8 -16 X 1 1/4" UNC CAP SCREWS & WASHERS

2 EACH 7/16 -14 X 1 3/4" UNC CAP SCREWS & WASHERS

1 EACH 7/16-14 LOCK NUT

2 EACH 7/16 -14 X 1 1/2" UNC CAP SCREW & WASHERS

8 EACH 3/8 -16 X 1" UNC CAP SCREWS & WASHERS

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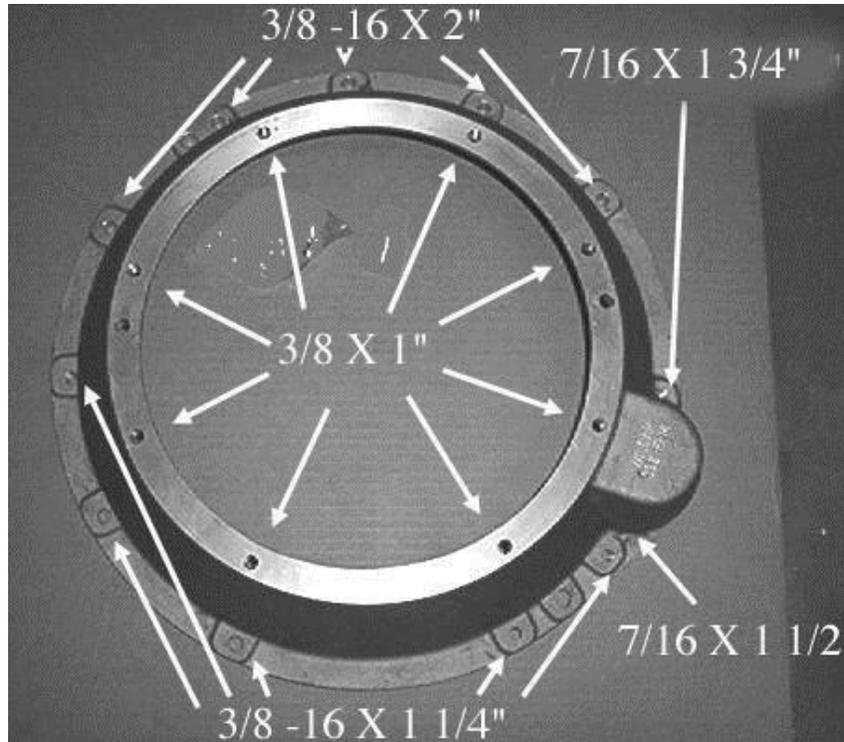
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## P/N 392-EFM ADAPTER INSTRUCTION SHEET



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.

4. WHILE THE STOCK ENGINE ADAPTER PLATE CAN BE PUT ONTO THE BLOCK WITH THE FLYWHEEL IN PLACE, PLACEMENT OF THE 2 BLOCK TO ADAPTER PLATE BOLTS NEAREST TO THE ENGINE DOWEL PINS MAKE THIS DIFFICULT SO IT IS RECOMMENDED THAT THE ASSEMBLY SEQUECE BE:

1. PILOT BEARING TO CRANKSHAFT

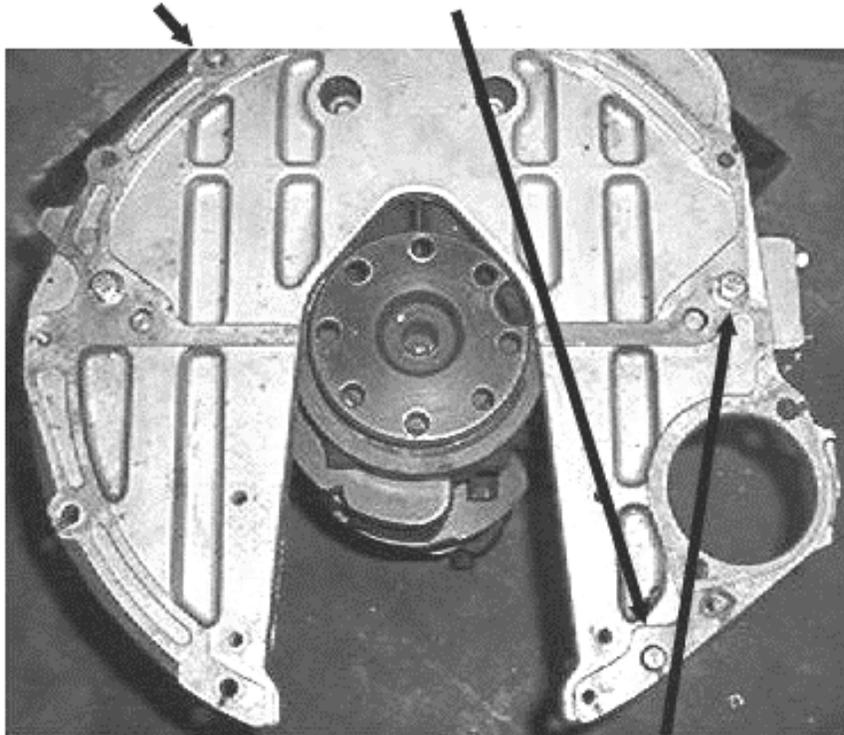
# WILCAP COMPANY

## P/N 392-EFM ADAPTER INSTRUCTION SHEET

2. STARTER PLATE TO BLOCK.
3. FLYWHEEL TO CRANKSHAFT,
4. PRESSURE PLATE/CLUTCH TO FLYWHEEL
5. ADAPTER BELLHOUSING TO STARTER PLATE
6. TRANSMISSION TO BELLHOUSING.

5. FIT UP THE STARTER PLATE TO THE ENGINE BLOCK AND CHECK FOR FIT. THE PLATE SHOULD FIT FLAT TO THE ENGINE BLOCK WITH NO ROCKING OR GAP. IF YOU ARE USING P/N 1612344 OR ANY OF THE STOCK STARTER PLATES THAT PLACED THE STARTER ON THE DRIVERS SIDE PROCEED AS FOLLOWS; REVERSE THE DIRECTION THE DOWEL PINS PROTRUDE FROM THE PLATE BY PRESSING THE DOWEL PINS INTO THE PLATE SO THAT THEY NOW STICK OUT OF THE OTHER SIDE OF THE PLATE. THEN, USING A 7/16" DRILL BIT, DRILL OUT THE THREADS ON THE STARTER PLATE, NOT THE BLOCK IN THE HOLE CLOSEST TO THE PASSENGERS SIDE ENGINE DOWEL PIN.

PRESS PINS THROUGH HERE



DRILL OUT THREADS HERE

# WILCAP COMPANY

## P/N 392-EFM ADAPTER INSTRUCTION SHEET

6. USING ONE OF THE SUPPLIED 7/16-14 X 1 1/2" BOLT ON THE PASSENGER SIDE AND ONE OF THE 7/16-14 X 1 3/4" BOLTS AND THE LOCK NUT ON THE DRIVERS SIDE, USE THE LOCKNUT ON THE PASSEGER SIDE OF THE BLOCK. DO NOT USE THE BOLTS TO FORCE THE PLATE ONTO THE BLOCK.
  
7. INSTALL THE PILOT BEARING ADAPTER. BEFORE BEGINNING CHECK TO SEE THAT THE DIAMETER OF THE HOLE IN THE CRANKSHAFT IS THE SAME AS THAT OF THE OUTSIDE OF THE PILOT BEARING ADAPTER. THERE ARE SEVERAL POSSIBLE BORE SIZES FOR THE CRANKSHAFT. IF YOU RECEIVED THE INCORRECT PILOT BEARING ADAPTER, CONTACT WILCAP COMPANY. WHILE PRESSING THE PILOT BEARING ADAPTER INTO THE CRANKSHAFT, IT IS GOOD PRACTICE TO APPLY PRESSURE TO THE FRONT OF THE CRANKSHAFT SO THAT THE THRUST BEARING OF THE ENGINE IS NOT DAMAGED. AFTER INSTALLATION CHECK TO SEE THAT THE BORE OF THE PILOT BEARING IS NOT DAMAGED AND THAT YOU CLUTCH ALIGNMENT TOOL FITS THE BORE. CHECK THE PILOT BEARING TO CRANKSHAFT CENTERLINE CONCENTRICITY WITH A TEST INDICATOR. THIS SHOULD BE LESS THAN .003".
  
8. CAREFULLY ALIGN THE FLYWHEEL AND THE CRANKSHAFT BOLT HOLES WHILE PLACING THE FLYWHEEL ONTO THE CRANKSHAFT. INSTALL THE CRANKSHAFT BOLTS & NUTS AND TORQUE TO THE PROPER VALUE.
  
9. USING ONE OF THE 7/16 -14 1 3/4" BOLTS ON THE THROUGH HOLE INTO THE ADAPTER AND ONE OF THE 7/16 -14 1 1/2" BOLTS ON THE OTHER HOLE, 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
  
10. INSTALL THE CLUTCH AND PRESSURE PLATE USING A CLUTCH ALIGNMENT TOOL. AGAIN, CONTACT WILCAP COMPANY IF YOU NEED EITHER THE CLUTCH OR PRESSURE PLATE.
  
11. INSTALL THE ADAPTER TO THE STARTER PLATE USING THE SUPPLIED BOLTS IN A CRISS-CROSS PATTERN.
  
12. INSTALL THE TRANSMISSION
  
13. ADJUST THE CLTCH LINKAGE

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

**WILCAP COMPANY**  
P/N 392-EFM ADAPTER INSTRUCTION SHEET