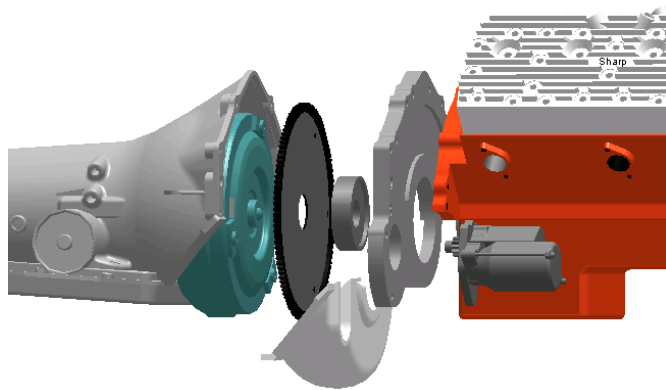


## 8BA-350 ADAPTER INSTALLATION INSTRUCTIONS

ENGINE APPLICATION YEARS/CID	FORD 8BA V8 1949-1953
TRANS APPLICATION YEAR/MODEL	CHEVY AUTO PG, TH350, 400, 700R4,
STARTER USED	1966-1999 MOPAR 2 BOLT STARTER, GEAR REDUCTION
MATERIAL / MACHINING METHODS	WILCAP CNC MACHINED CAST ALUMINUM ADAPTER PLATE, STEEL FLEXPLATE W/ NEW RING GEAR, ALUMINUM CRANKSHAFT SPACER, DOWEL PINS, GRADE 8 CRANKSHAFT ATTACHMENT BOLTS, ALLOY ENGINE TO ADAPTER FASTENERS.
ADDITIONAL PARTS NEEDED	ENGINE, TRANSMISSION, STARTER, TRANSMISSION BELLHOUSING TO ADAPTER PLATE BOLTS.



**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 A MOPAR SMALL BLOCK GEAR REDUCTION "MINI" 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/ P5249644AB  
 POWERMASTER P/N 9300, 9512, OR 9613  
 TILTON P/N 54-10000  
 AUTOLITE PRO P/N 17466  
 BECK ARNLEY P/N 187-0436

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

- 1 CAST ALUMINUM ADAPTER PLATE
- 1 CRANKSHAFT HUB SPACER

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 P.O. Box 763  
 Pismo Beach, CA 93448  
 (805) 481-7639  
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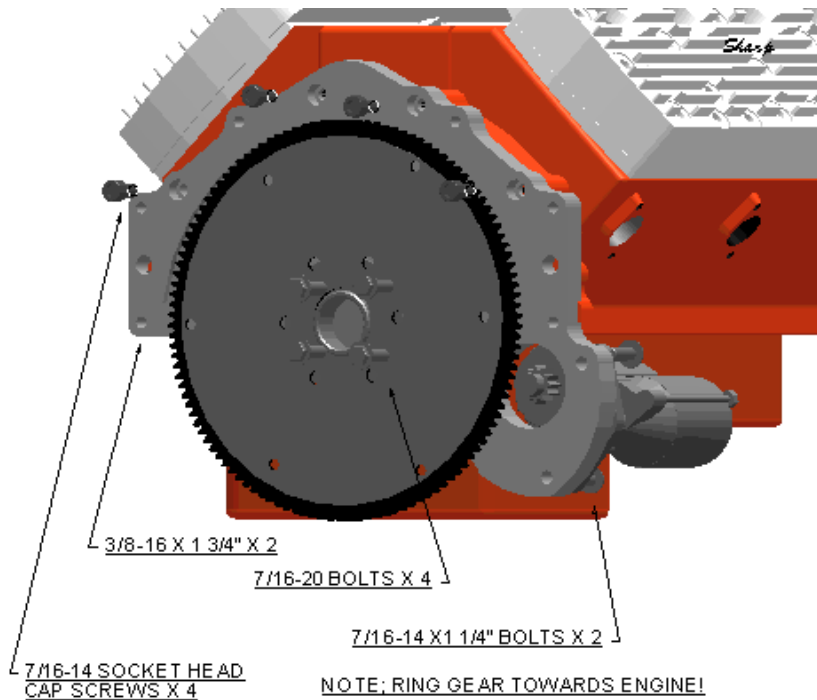
## 8BA-350 ADAPTER INSTALLATION INSTRUCTIONS

### 1 FLEX PLATE

#### FASTENERS;

- 2 EACH 3/8-16 X 1 3/4" HEX HEAD CAP SCREWS AND WASHERS
- 4 EACH 7/16-14 X 1" SOCKET HEAD CAP SCREW
- 4 EACH 7/16-20 X 1 1/4 GRADE 8 HEX HEAD CRANKSHAFT BOLTS AND WASHERS
- 6 EACH 3/8-16 STUDS, NUTS & WASHERS
- 2 EACH 7/16-14 X 1 1/4 STARTER BOLTS

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. CHECK YOUR DOWEL PINS TO SEE THAT THEY ARE IN GOOD CONDITION AND NOT "MUSHROOMED". REPLACE IF NEEDED.



2. CHECK 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.

3. 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. CHECK FOR FIT. THE PLATE SHOULD FIT FLAT TO THE ENGINE BLOCK WITH NO ROCKING OR GAP. THE 2 3/8 16 BOLTS GO FROM THE ENGINE SIDE INTO THE ADAPTER PLATE. THE HOLES ON THE ENGINE BLOCK MAY NEED TO BE OPENED UP WITH A 3/8" DRILL

## 8BA-350 ADAPTER INSTALLATION INSTRUCTIONS

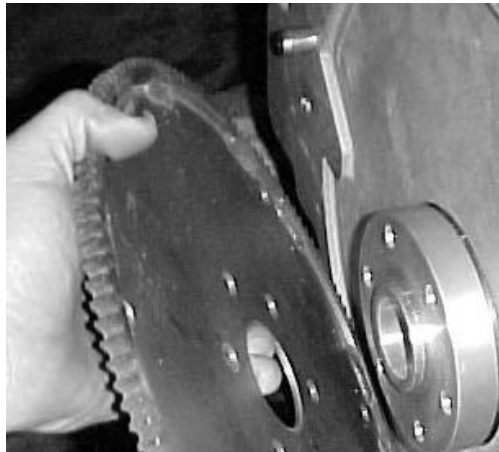


4.. ONCE THE ADAPTER PLATE IS FLUSH, MARK THE PLATE FOR ANY TRIMMING OR CUTTING FOR CLEARANCE. IF THE PLATE WILL BE TRIMMED, BE CAREFUL NOT TO CUT TOO CLOSE TO ANY OF THE FASTENER HOLES AND REMOVE ANY BURRS LEFT FROM CUTTING.

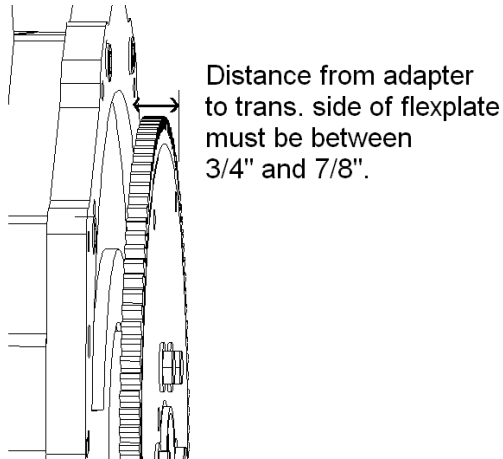
5. AFTER ANY CUTTING OR TRIMMING HAS BEEN COMPLETED, INSTALL THE CAP SCREW AND THE SOCKET HEAD CAP SCREW WITH THREAD LOCKING COMPOUND AND TORQUE THE BOLTS, CHECK TO MAKE CERTAIN THAT NONE OF THE BOLTS PROTRUDE FROM THE SURFACE OF THE ADAPTER PLATE. IF NEEDED, TRIM THE BOLT HEADS OR SHANKS SO THAT THEY ARE FLUSH OR BELOW THE SURFACE OF THE ADAPTER PLATE.

6. THE RING GEAR IS OFFSET TO THE ENGINE SIDE. IMPORTANT! ANY TIME THAT ANY FORCE IS APPLIED TO THE HUB SPACER USE ONLY A RUBBER Mallet OR WOODEN DOWEL.

7. 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. THE RING GEAR IS OFFSET TOWARDS THE ENGINE. . INSTALL THE CRANKSHAFT BOLTS AND TORQUE TO THE PROPER VALUE.



## 8BA-350 ADAPTER INSTALLATION INSTRUCTIONS



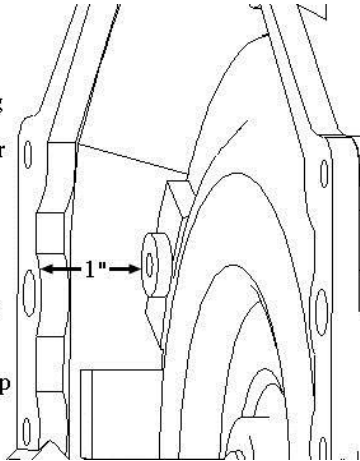
8. CHECK THE DISTANCE BETWEEN THE TRANSMISSION SIDE OF THE FLEXPLATE AND THE ADAPTER. THIS SHOULD BE BETWEEN .750" AND .875". **DO NOT PROCEED WITH THE INSTALLATION IF THIS IS NOT CORRECT.** ASSEMBLING THE MOTOR TO THE TRANSMISSION WITH THIS DIMENSION NOT IN TOLERANCE COULD RESULT IN TRANSMISSION OR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

9. FIT UP THE STARTER MOTOR AND CHECK FOR PROPER RING GEAR TO PINION GEAR ENGAGEMENT. THE PINION GEAR OF THE STARTER SHOULD TRAVEL 1/2 TO 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.

### WARNING!

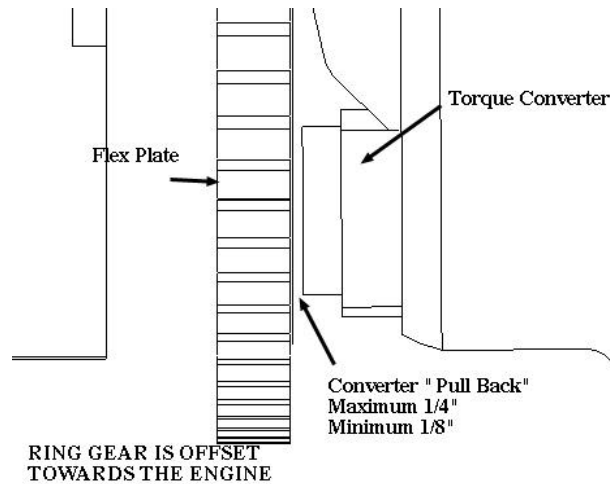
Converter flex plate mounting bosses should be 1.0" from the flange when the converter is in fully engaged into the front pump drive.

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!



10. 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.

## 8BA-350 ADAPTER INSTALLATION INSTRUCTIONS



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..

WHILE INSTALLING THE TRANSMISSION, REMEMBER THAT THE DOWEL PINS ARE FOR ALIGNMENT ONLY AND WILL NOT BEAR THE WEIGHT OF THE TRANSMISSION.

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