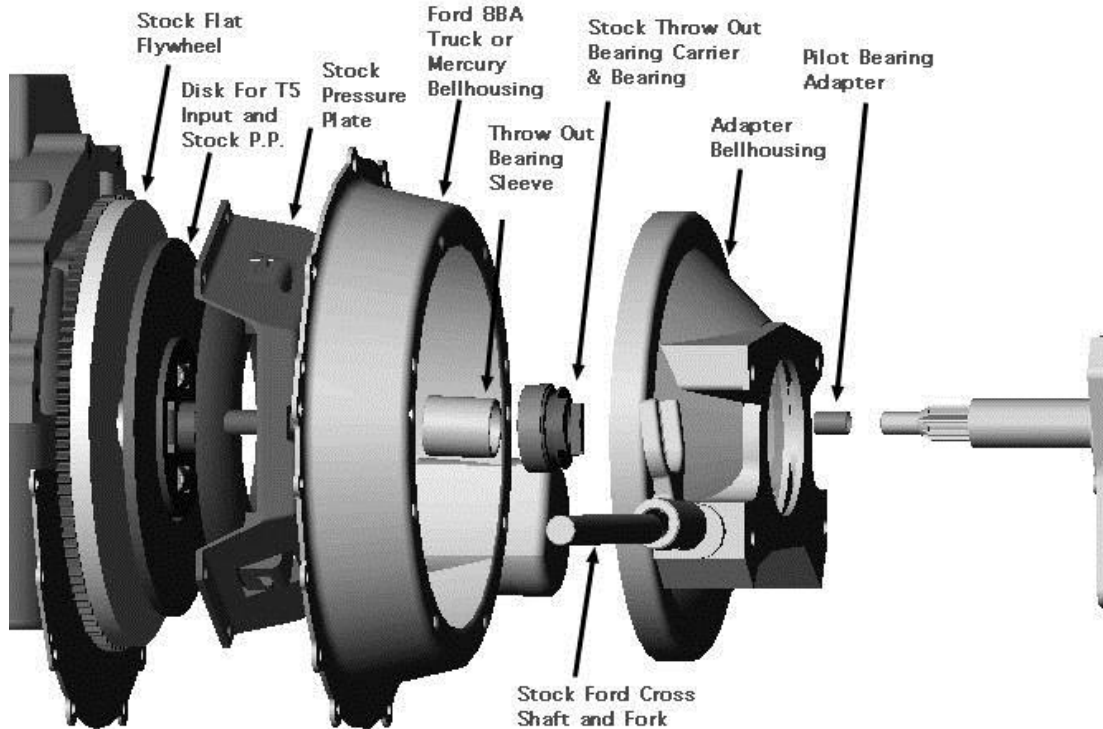


# WILCAP COMPANY

## BH 59A-350 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 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!

ASIDE FROM WHAT IS INCLUDED IN YOUR WILCAP ADAPTER KIT, WHEN USED WITH THE 8BA ENGINE, THE ADAPTER IS DESIGNED TO USE THE 49-53 FORD TRUCK OR MERCURY BELLHOUSING AND THE CORRECT T5 CLUTCH DISK. THE STOCK THROW OUT BEARING, CROSS SHAFT AND FORK FROM YOUR TRANSMISSION IS USED. THE STOCK PRESSURE PLATE IS USED. IF 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
- 8 EACH 3/8 –16 X 1 3/4” UNC CAP SCREWS & WASHERS
- 4 EACH 1/2-13 x 1 1/2 “ UNC CAP SCREWS & WASHERS

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**NOTE: WHEN USING THE T- 5 IT MAY BE NECESSARY TO OPEN THE MOUNTING HOLES ON THE TRANSMISSION CASE TO ½ INCH AS THEY ARE METRIC (UNDERSIZED) IN THE STOCK CONFIGURATION.**

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.

CHECK THAT YOUR PRESSURE PLATE IS THE CORRECT SIZE FOR YOUR FLYWHEEL AND THAT THE CLUTCH DISK RESTS FLAT ON THE FLYWHEEL, MAKING CERTAIN THE CLUTCH DISK HUB DOES NOT HIT THE FLYWHEEL BOLT HEADS.

THE ASSEMBLY SEQUENCE SHOULD BE:

1. CROSS SHAFT AND FORK FROM THE STOCK FORD TRANSMISSION INTO THE NEW ADAPTER BELLHOUSING
2. PILOT BEARING ON TO TRANSMISSION INPUT SHAFT
3. THROW OUT BEARING SLEEVE INTO FORD BEARING CARRIER (OPTIONAL)
4. PRESSURE PLATE/CLUTCH TO FLYWHEEL
5. STOCK FORD BELLHOUSING TO BLOCK (8BA)
6. ADAPTER BELLHOUSING TO STOCK FORD BELLHOUSING (8BA)
7. TRANSMISSION TO BELLHOUSING.

INSTALL THE PILOT BEARING ADAPTER. BEFORE BEGINNING CHECK TO SEE THAT THE OUTSIDE DIAMETER OF THE PILOT BEARING ADAPTER IS THE SAME DIAMETER OF THE STOCK PILOT BEARING. THE PILOT BEARING ADAPTER CAN BE HEATED TO HELP MAKE THE JOB EASIER. WHILE PRESSING THE PILOT BEARING ADAPTER INTO THE INPUT SHAFT, SUPPORT THE INPUT SHAFT SO AS NOT TO DAMAGE THE INTERNAL BEARINGS ON THE TRANSMISSION.

IF USING THE STOCK FORD FLATHEAD THROW OUT BEARING, REMOVE THE THROW OUT BEARING CARRIER FROM THE OLD TRANSMISSION AND PRESS THE THROW OUT BEARING SLEEVE INTO THE CARRIER USING AN ARBOR PRESS. BE CAREFUL NOT TO DAMAGE THE BEARING OR CARRIER.

INSTALL THE CLUTCH AND PRESSURE PLATE. AGAIN, CONTACT WILCAP COMPANY IF YOU NEED EITHER THE CLUTCH OR PRESSURE PLATE.

INSTALL THE TRANSMISSION.