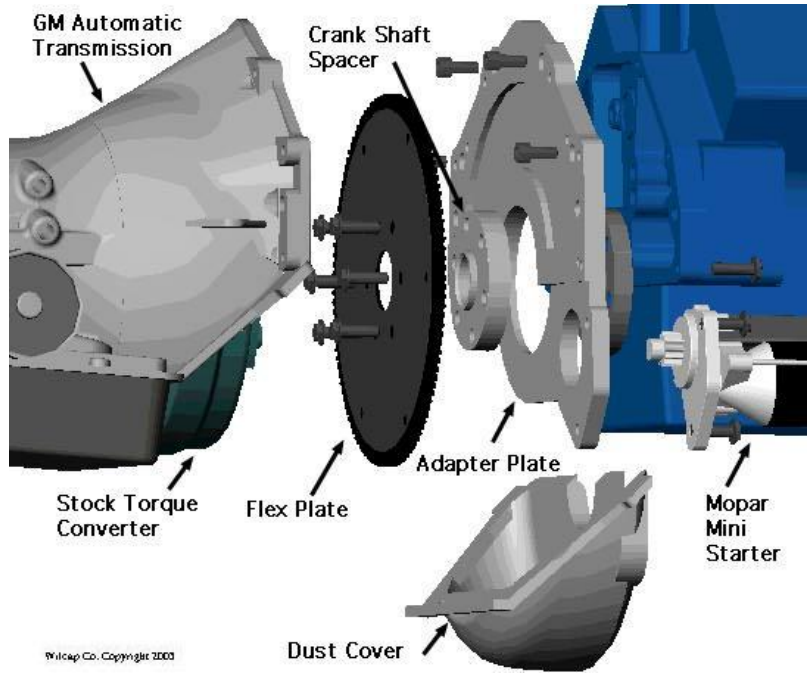


INSTRUCTION SHEET: P/N Cad-350

ENGINE APPLICATION YEARS/CID	CADILLAC 331-390 1955 TO 1964
TRANSMISSION APPLICATION	GM AUTO PG, TH350, 400, 700R4, CHEVY BOLT PATTERN.

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!



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INSTRUCTION SHEET: P/N Cad-350

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

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 FLEX PLATE

1 ALUMINUM HUB SPACER

2 5/8" DOWEL PIN

FASTENERS;

1- 3/8-16 X 1 1/2" UNC CAP SCREWS

1 - 3/8 -16 X 1 3/4" UNC CAP SCREW

4 - 7/16-14 X 1" UNC SOCKET HEAD CAP SCREWS

6 - 7/16-20 x 1 1/2" UNF GRADE 8 FLYWHEEL BOLTS AND

WASHERS

2 - 7/16-14x1 1/4 STARTER BOLTS

6 - 3/8 STUDS, NUTS, AND LOCK WASHERS

TORQUE VALUES

ADAPTER PLATE TO ENGINE	7/16-14 SHCS 40-45 FTLBS 3/8-16 HEX HEAD BOLTS 35-40 FTLBS
CRANK SHAFT BOLTS	75-80 FTLBS
BELLHOUSING NUTS	30-40 FTLBS

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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.

USING A BRASS DRIFT, CAREFULLY DRIVE THE DOWEL ON THE DRIVERS SIDE (LEFT SIDE FROM REAR OF ENGINE) INTO THE BLOCK SO THAT THERE IS NO MORE THAN 3/8" PROTRUDING FROM THE BLOCK. CHECK THAT THE DOWEL IS NOT MUSHROOMED OR DEFORMED. IF THE DOWEL CANNOT BE DRIVEN IN THEN FOLLOW STEP 5.



THE PASSENGER SIDE DOWEL (AND THE DRIVER SIDE DOWEL IF IT CANNOT BE DRIVEN IN) MUST BE REMOVED AND REPLACED OR CUT TO LENGTH. IF YOU DO NOT HAVE ACCESS TO A PROPER SLIDE HAMMER TO REMOVE THE DOWEL, THREAD A 5/8 -11 DIE ONTO THE DOWEL PIN. THEN USING A NUT AND TWO BRASS OR ALUMINUM BARS, PRY THE DOWEL PIN FROM THE BLOCK. REPLACE IT WITH THE SUPPLIED DOWEL PIN AND USING A BRASS DRIFT, DRIVE IT INTO THE BLOCK SO THAT NO MORE THAN 3/8" PROTRUDES FROM THE BLOCK. IF YOU ARE GOING TO CUT THE DOWELS TO LENGTH, BE CERTAIN THAT YOU REPLACE THE CHAMFER ON THE DOWELS.

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DRILL THE 2 LOWEST BELL HOUSING BOLT HOLES ON THE BLOCK USING A 3/8" DRILL BIT. THIS WILL ALLOW FOR THE USE OF THE 2 3/8-16 CAP SCREWS TO FASTEN INTO THE ADAPTER PLATE FROM THE ENGINE SIDE.

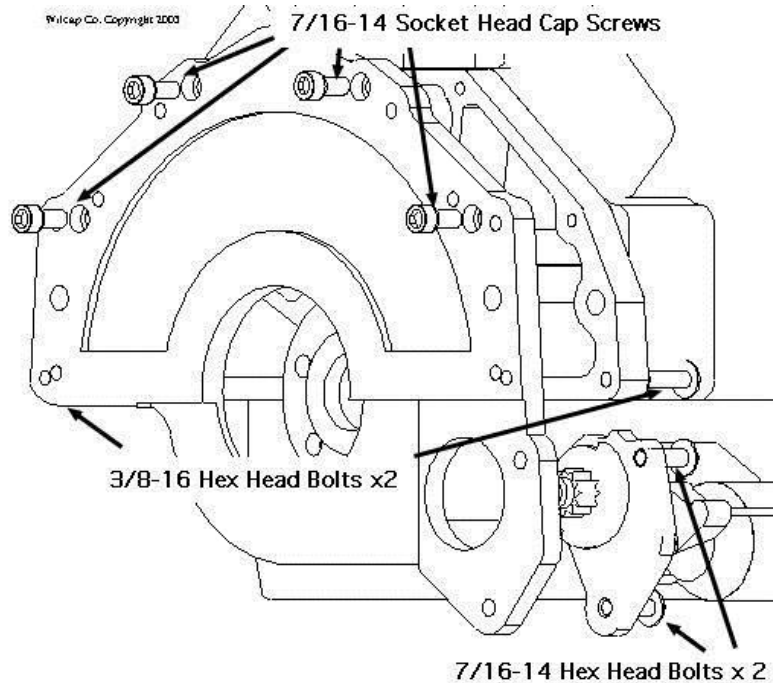


PLACE THE ADAPTER PLATE ONTO THE ENGINE BLOCK. IF NECESSARY USE A RUBBER Mallet TO FIT THE PLATE UP TO THE BLOCK FLUSH. DO NOT USE THE CAP SCREWS TO FORCE THE PLATE ONTO THE BLOCK. IF THE PLATE WILL NOT SIT FLUSH TO THE BLOCK, CHECK THE DOWEL PINS ON THE BLOCK. IF THEY PROTRUDE MORE THAN 3/8" OR HAVE BEEN DAMAGED AND THE ADAPTER PLATE IS FORCED ONTO THE BLOCK, THE ADAPTER PLATE WILL BE DAMAGED!

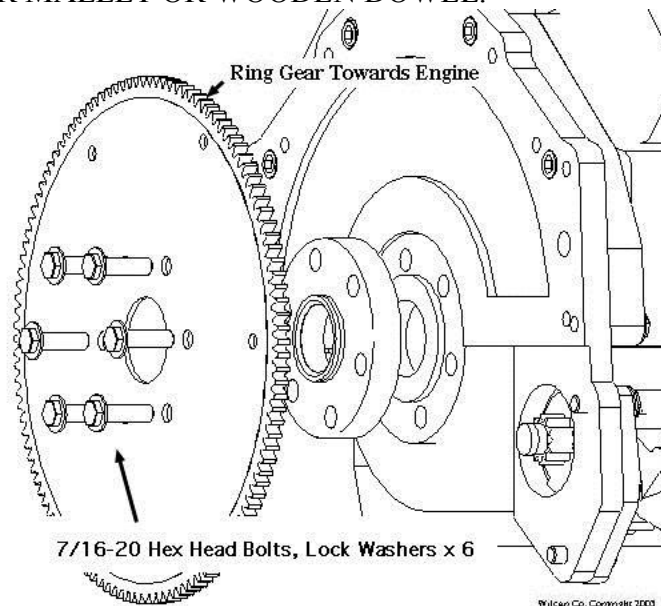
ONCE THE ADAPTER PLATE IS FLUSH, MARK THE PLATE FOR ANY TRIMMING OR CUTTING FOR CLEARANCE. IF THE PLATE WILL BE TRIMMED, BE CAREFUL NOT TO CUT TOO CLOSE TO ANY OF THE FASTENER HOLES AND REMOVE ANY BURRS LEFT FROM CUTTING.

AFTER ANY CUTTING OR TRIMMING HAS BEEN COMPLETED, INSTALL THE CAP SCREWS AND THE SOCKET HEAD CAP SCREWS WITH THREAD LOCKING COMPOUND AND TORQUE IN A CRISS-CROSS PATTERN TO THE PROPER VALUES. AFTER TORQUING 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. THE SINGLE 1 3/4" 3/8-16 BOLT IS FOR THE DRIVERS SIDE, ENGINE SIDE HOLE.

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THE RING GEAR IS OFFSET TO THE ENGINE SIDE OF THE FLEX PLATE. FROM THIS 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.

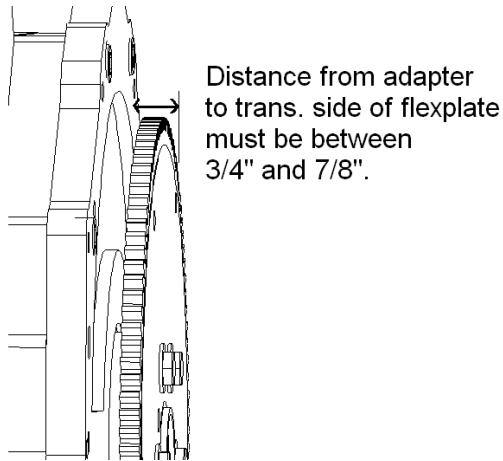


CAREFULLY ALIGN THE HUB SPACER/FLEX PLATE AND THE CRANKSHAFT BOLT HOLES WHILE PLACING THE HUB SPACER ONTO THE CRANKSHAFT.

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THE HUB SPACER SHOULD BE A CLOSE FIT TO THE CRANKSHAFT. INSTALL THE CRANKSHAFT BOLTS WITH THREAD LOCKING COMPOUND AND TORQUE TO THE PROPER VALUE.



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".**

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.

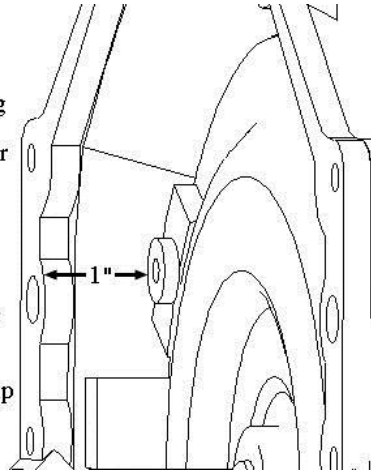
YOUR BELL HOUSING TO ADAPTER PLATE BOLTS SHOULD GO INTO THE ADAPTER PLATE A MINIMUM OF 1/2". ALSO CHECK THAT THE BOLTS DO NOT REACH PAST THE ADAPTER PLATE AND HIT THE BLOCK. USE THREAD LOCKING COMPOUND ON THE ADAPTER TO BELL HOUSING BOLTS.

INSTRUCTION SHEET: P/N Cad-350

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.

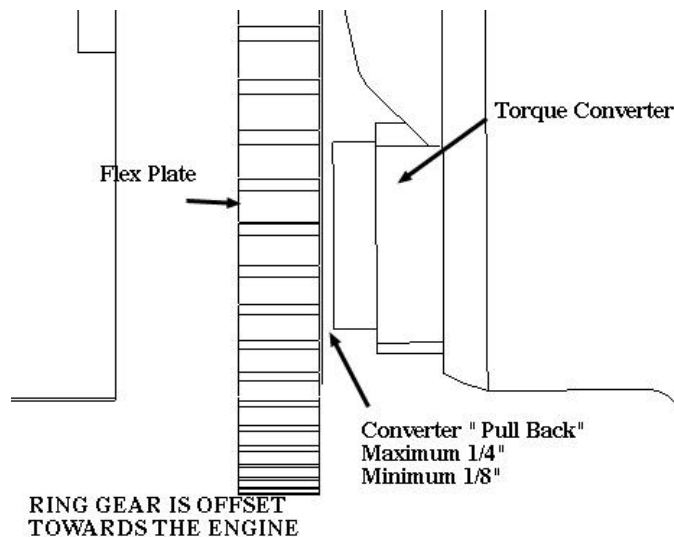
Make certain this correct before installing the transmission. If the converter is not fully seated into the pump before installing the transmission, the front pump will be damaged!



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.

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.

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



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