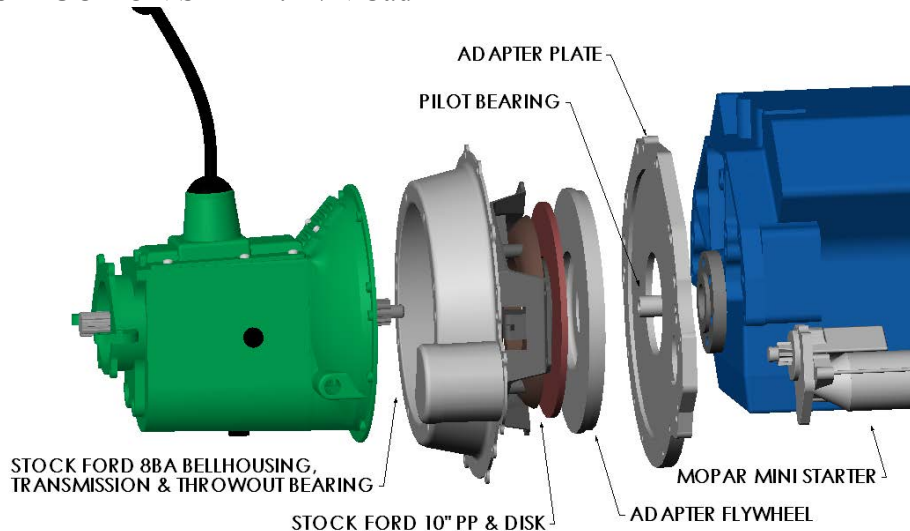


# INSTRUCTION SHEET: P/N Cad-EFM

WILCAP COMPANY  
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(805) 481-7639 Fax (805) 481-9367  
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**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!**

YOUR WILCAP ADAPTER IS DESIGNED TO USE THE MOPAR PERFORMANCE GEAR REDUCTION STARTER P/N/ P5249644 OR ANY EQUIVALENT MOPAR STARTER. APPLICATION IS SMALL BLOCK MOPAR 1966 TO PRESENT. THESE STARTERS ARE AVAILABLE FROM WILCAP.

**YOUR WILCAP FLYWHEEL IS STATICALLY BALANCE ONLY! YOUR FLYWHEEL SHOULD BE DYNAMICALLY BALANCED ALONG WITH THE OTHER ROTATING PARTS OF YOUR ENGINE TO INSURE SAFE OPERATION. THE PILOT BEARING ADAPTER SHOULD BE PRESSED INTO THE FLYWHEEL AFTER BALANCING.**

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CHECK THAT ALL OF THE FOLLOWING PARTS ARE IN THE PACKAGE AND FREE OF DAMAGE;

1 ALUMINUM ADAPTER PLATE

1 FLYWHEEL

1 PILOT BEARING ADAPTER

FASTENERS;

3 - 7/16-14 X 1" UNC SOCKET HEAD CAP SCREWS

3 - 7/16-14 X 1" UNC SOCKET HEAD CAP SCREWS W/ TURNED HEADS

1 - 5/16-18 X 1" UNC CAP SCREWS

2 - 7/16-14 X 1 1/4" UNC CAP SCREWS FOR STARTER

NOTE: DUE TO THE DIFFERENT THICKNESSES OF THE STOCK 8BA BELLHOUSING WE DO NOT INCLUDED THE FASTENERS FOR THE BELLHOUSING TO ADAPTER PLATE. YOU WILL NEED THE FOLLOWING SIZES;

8 - 1/4-20

2 - 3/8-16

3 - 7/16-14

SELECT THE LENGTH BASED ON THE FASTENER WITH WASHER THREADING THROUGH THE BELLHOUSING AND INTO THE ADAPTER PLATE A MINIMUM OF 1/2"

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 HUB SPACER MATING EXACTLY. REMOVE ANY BURRS WITH A FINE PITCH FILE.

2. 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.

3. 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.

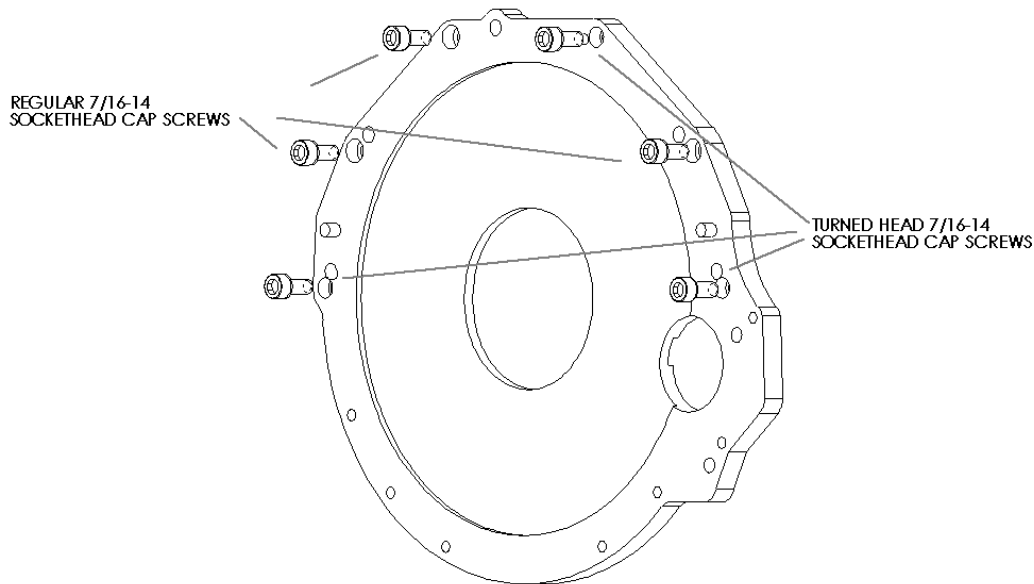
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4. THE PASSENGER SIDE DOWEL (AND THE DRIVER SIDE DOWEL IF IT CAN NOT BE DRIVEN IN) MUST BE REMOVED AND REPLACED OR CUT TO LENGTH. IF YOU DO NOT HAVE ACCESS TO A PROPER SLIDE HAMMER TO REMOVE THE DOWEL, THREAD A 5/8 -11 DIE ONTO THE DOWEL PIN. THEN 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.

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!

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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.

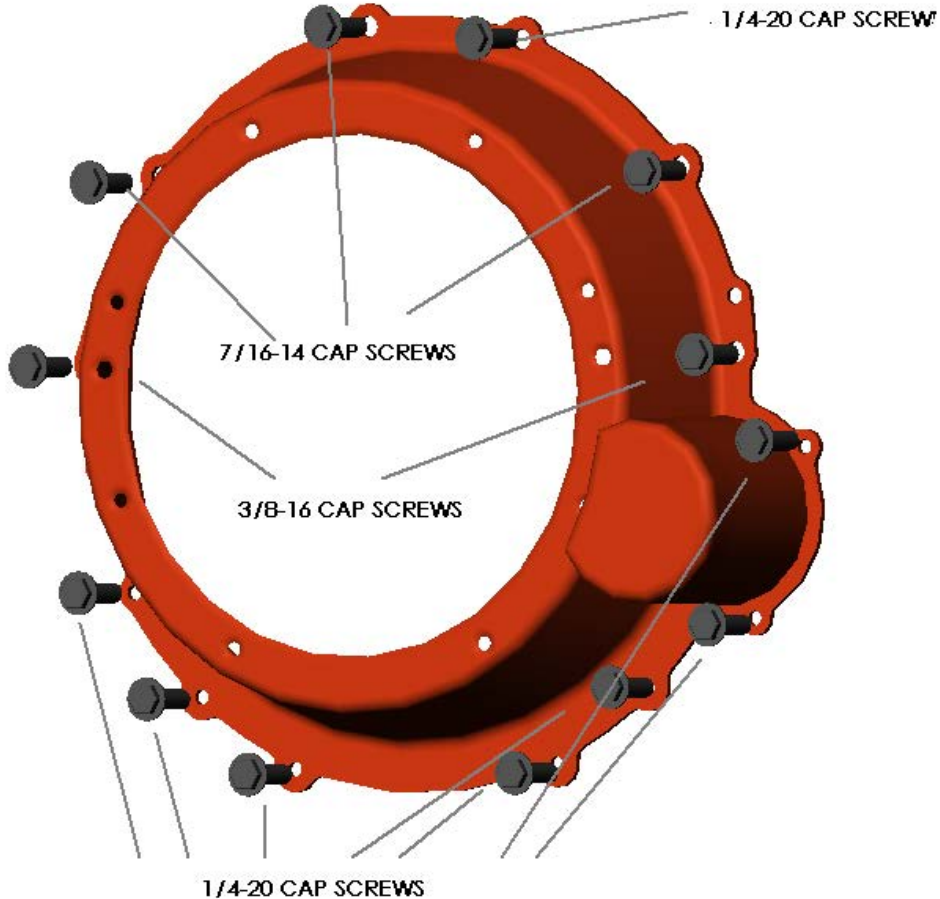
INSTALL THE PILOT BEARING ADAPTER AND THE FLYWHEEL. MAKE CERTAIN ANY OLD PILOT BEARING HAS BEEN REMOVED FROM THE CRANKSHAFT. CHECK THE DIAMETERS OF THE PILOT BEARING VS THE CRANKSHAFT BORE. THE PILOT BEARING SHOULD BE A PRESS FIT INTO THE CRANKSHAFT.

REMEMBER WHEN BOLTING THE FLYWHEEL TO THE CRANKSHAFT AND WHEN BOLTING YOUR PRESSURE PLATE TO THE FLYWHEEL PROCEED IN A CRISS-CROSS PATTERN A MAXIMUM OF 1/2 TURN AT A TIME.

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

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WHILE INSTALLING THE TRANSMISSION, REMEMBER THAT THE DOWEL PINS ARE FOR ALIGNMENT ONLY AND WILL NOT BEAR THE WEIGHT OF THE TRANSMISSION. IF THE ENTIRE WEIGHT OF THE TRANSMISSION IS PUT ONTO THE DOWELS THEY WILL BE PULLED FROM THE ADAPTER PLATE.



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.

ONCE THE TRANSMISSION BELL HOUSING IS IN PLACE, CHECK FOR CLEARANCE OF THE STARTER PINION GEAR AND SHAFT TO TRANSMISSION BELL HOUSING AND REMOVE MATERIAL FROM THE INSIDE OF THE BELL HOUSING IF NEEDED.

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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