

ADAPTER TECHNICAL INFORMATION

All Wilcap Adapters are supplied with instructions.

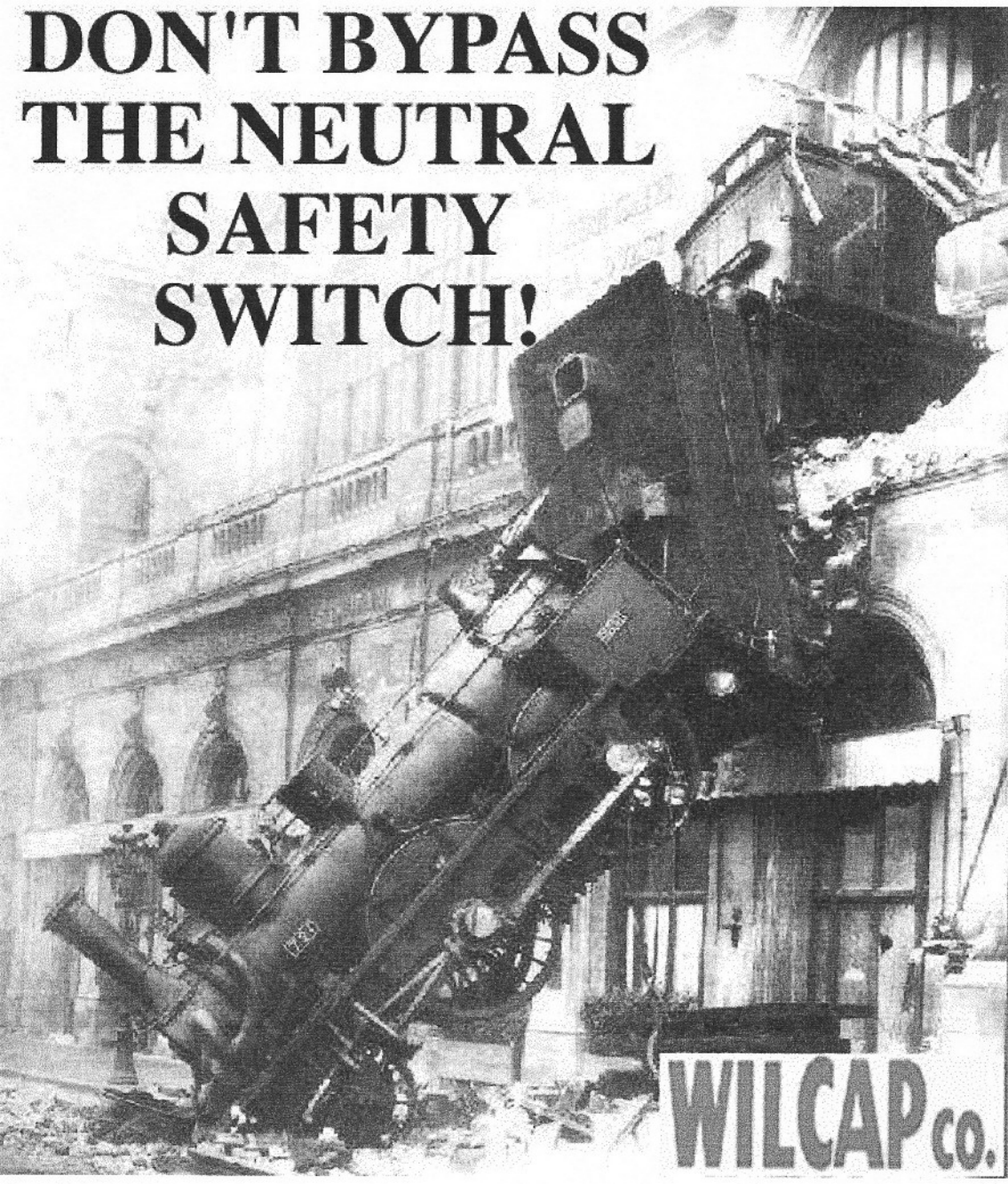
SAFETY: Never work under an unsupported vehicle. Always block the vehicle from rolling. Failure to follow these simple rules will result in injury or death! Wilcap Company takes every precaution to insure that when the adapter is properly installed the alignment of the engine and transmission is correct. However, due to manufacturing tolerances, wear, line boring of the engine, etc., it is recommended that the alignment be checked at the time of installation to avoid a dangerous condition and /or damage to your engine or transmission. In addition, it is strongly recommended that an explosion resistant bellhousing and or a scatter blanket be used in any non-factory installed manual transmission vehicle to prevent injury in the event of a flywheel explosion or separation. We can supply these items or put you in touch with a distributor. All Wilcap adapters sold directly by Wilcap include installation instructions. If you did not receive these with your adapter or flywheel, please contact Wilcap before beginning your installation. Carefully follow these instructions to avoid a potentially unsafe condition.

GENERAL NOTES: Whenever possible or applicable, we will supply any needed part numbers but be aware that some modification will be needed and careful planning will avoid frustration and delay. On manual transmissions, check that there is adequate clearance for your clutch linkage. In some cases you may need to have your clutch pressure plate adjusted to obtain the correct clutch engagement. Have a professional do this. In no case should the fingers on a diaphragm style pressure plate be modified. A minimum of 2/3 of the stock engagement of the input shaft to the clutch disk should be maintained. Pilot bearing concentricity to the crankshaft is critical. Check it with a dial indicator. Final alignment of the output of the transmission to the rear end pinion should also be checked carefully to avoid premature U joint wear. On Automatic transmissions, during installation, care should be taken to insure that the nose of the torque converter rests in the crankshaft or crank hub spacer. Starter engagement should be a minimum of 2/3 of the thickness of the ring gear. We can not supply specific information about engine or transmission installations. It is the customers responsibility to check engine or transmission mounting, clearance, linkage and emissions compatibility for your specific project.

IF AT ANY TIME DURING YOUR INSTALLATION YOU SHOULD HAVE ANY QUESTIONS, DO NOT HESITATE TO CALL US!

*May be supplied by other manufacturer

**DON'T BYPASS
THE NEUTRAL
SAFETY
SWITCH!**



WILCAP co.