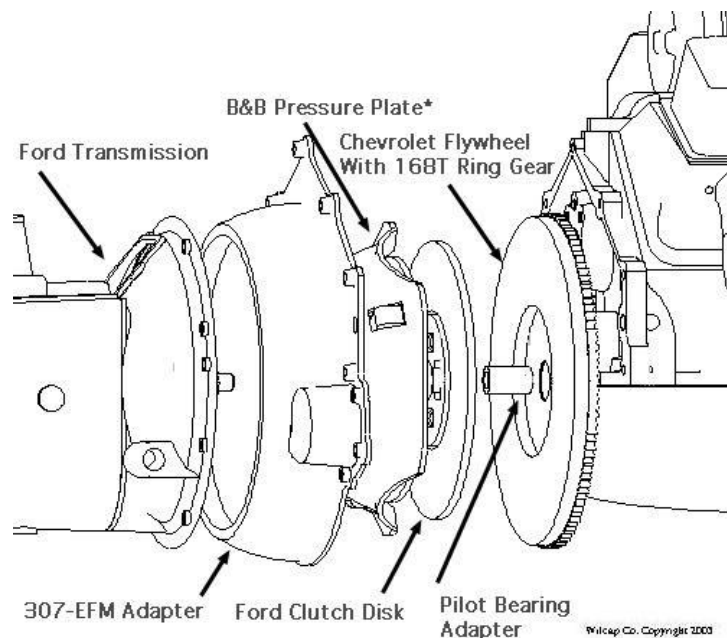




# 307-EFM Chevrolet to Early Ford ENGINE TO TRANSMISSION ADAPTER

ENGINE APPLICATION YEARS/CID:	V8 CHEVY 55-85, 90 DEG. V6 85-97, INLINE 6 1962-1985
TRANS APPLICATION YEAR/MODEL:	V8 FORD 1932-1948, MERC 1939-1950, FORD TRUCK 1/2 TO 1 1/2 TON 1932-1953
STARTER USED:	STOCK ENGINE STARTER MATCHED TO FLYWHEEL (EARLY 3 BOLT OR LATER BLOCK MOUNT STARTER)
FLYWHEEL USED:	STOCK CHEVY 168 TOOTH FLYWHEEL SEE NOTES
CLUTCH USED:	B&B COVER, (SEE NOTES) FORD CLUTCH DISK
MATERIAL / MACHINING METHODS:	WILCAP CNC MACHINED CAST ALUMINUM BELLHOUSING, DOWEL PINS, ALLOY ENGINE TO ADAPTER FASTENERS. WILCAP PILOT BEARING ADAPTER.
ADDITIONAL PARTS NEEDED:	ENGINE, TRANSMISSION, STOCK ENGINE FLYWHEEL, STARTER, & CLUTCH COVER. FORD THROW OUT BEARING AND FORD CLUTCH DISK.



NOTES; We can supply the throw out bearing with hardware and the correct clutch cover and disk. The clutch cover is manufactured specifically for Wilcap by a quality clutch house and we adjust the finger height for you. Wilcap can also fabricate a new cast, steel or aluminum flywheel for your project. We do not supply information regarding engine or transmission installation in to specific frames, bodies, etc. This is the responsibility of the customer and care should be taken to address the issues of motor and transmission mounts, driveline, body and frame clearance, gear ratios, etc. BEFORE the purchase of the engine to transmission adapter. We can assist you with information and dimensions prior to the start of your project so feel free to contact us with any questions.

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