

308-350MT ADAPTER INSTALLATION INSTRUCTIONS

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. 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 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.

YOUR WILCAP ADAPTER IS DESIGNED TO USE A MODIFIED 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

YOUR WILCAP FLYWHEEL IS DRILLED FOR THE CHEVROLET 10 1/2" (10.4) OR 10" LONG CLUTCH COVER (PRESSURE PLATE) PATTERN. CONTACT WILCAP OR YOUR DEALER FOR SPECIFIC PRESSURE PLATE AND CLUTCH APPLICATIONS.

YOUR WILCAP ADAPTER IS DESIGNED TO USE THE OEM THROWOUT BEARING AND LINKAGE THAT WAS STOCK FOR YOUR TRANSMISSION. IF YOU USE A NON-STOCK BEARING OR LINKAGE, MAKE CERTAIN THAT THE THROWOUT BEARING ENGAGES THE FINGERS OF YOUR PRESSURE PLATE CORRECTLY BEFORE PROCEEDING.

UNPACK AND CHECK FOR SHIPPING DAMAGE PRIOR TO BEGINNING THE INSTALLATION. PACKAGE SHOULD INCLUDE;

1 ALUMINUM ADAPTER PLATE

FASTENERS;

2 7/16 14 X 1 1/2 FLAT & LOCK WASHERS

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- 3 3/8 16 X 1 ¼ FLAT & LOCK WASHERS
- 1 7/16 14X 1 ¼ FLAT HEAD BOLT
- 2 7/16 14x 1 1/8 FLAT & LOCK WASHERS
- 1 OFFSET BOLT

TRIAL FITTING; PRIOR TO STARTING THE INSTALLATION, YOU SHOULD TRIAL FIT AS MANY OF THE PIECES AS POSSIBLE; ADAPTER PLATE TO BLOCK, ADAPTER PLATE TO BELLHOUSING, STARTER TO ADAPTER PLATE, ADAPTER PLATE AND STARTER TO BELLHOUSING, PILOT BEARING TO CRANKSHAFT, PILOT BEARING TO INPUT SHAFT, FLYWHEEL TO CRANK SHAFT, PRESSURE PLATE TO FLYWHEEL AND CLUTCH DISK TO FLYWHEEL WITH THE FLYWHEEL TO CRANK BOLTS IN PLACE.

CLEAN THE CRANKSHAFT HUB, BACK OF THE BLOCK, FRONT OF THE TRANSMISSION BELL HOUSING. INSPECT FOR CRACKS AND BURRS AND REPAIR AS NEEDED. CHASE ALL HOLES IN THE BLOCK WITH THE CORRECT TAP AND MAKE CERTAIN THE THREADS ARE SERVICEABLE.

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.

MAKE CERTAIN THE STARTER BOLTS DO PROTRUDE PAST THE BACK OF THE ADAPTER PLATE AND THAT THE ANGLE HEAD SCREW AND THE OFFSET SCREW ARE BELOW THE SURFACE OF THE ADAPTER PLATE.

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.

USING THE SUPPLIED BOLTS BOLT THE ADAPTER PLATE TO THE 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. CHECK FOR FIT. THE PLATE SHOULD FIT FLAT TO THE ENGINE BLOCK WITH NO ROCKING OR GAP. USE THREAD LOCKING COMPOUND AND TORQUE THE BOLTS

BOLT THE FLYWHEEL TO THE CRANKSHAFT USING THE SUPPLIED BOLTS. 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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CHECK THAT THE PINION GEAR DOES NOT HIT THE TRANSMISSION CASE. IF IT DOES, IT MAY BE NECESSARY TO GRIND A SMALL AMOUNT OF MATERIAL AWAY ON THE INSIDE OF THE TRANSMISSION CASE. USING A DIE GRINDER OR A ROTARY FILE, GRIND AWAY THE NEEDED AMOUNT THROUGH THE STARTER PINION HOLE.



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