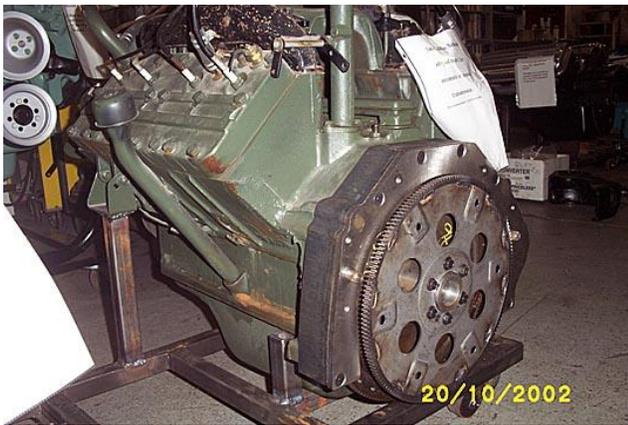




Bendtsen's Transmission Adapters 763-767-4480

Install Instructions for 1942 to 1948 (with factory hydro trans) Cadillac 346 Flathead V8 to Chev Transmission



The adapter kit was shipped assembled for two reasons. One is so you can see how it goes together. A picture is worth a thousand words. The second reason is so no small parts will be lost if the shipper (read UPS) is rough with the package and the box breaks.

- (1) Remove the steel outer adapter plate from the aluminum inner adapter plate. It is a tight fit over the dowel pins. Tap it off without damaging it.
- (2) This kit is to be used with the original Hydra-matic flywheel and starter that was stock on most motors. Remove flywheel and grind off any lip that may be on the center hole. You want a flat surface for the crank adapter.
- (3) Reinstall flywheel, crank adapter and 3 inch socket head cap screws supplied with the kit. The crank adapter installs over your existing flywheel. The bolts retain both the flywheel and the crank adapter. Use loctite and torque the bolts to factory specs. Make sure there is clearance on the back side of the bolt threads near the engine block.
- (4) Install the adapter plate onto your block with the 2 1/2 inch socket head capscrews, making sure both original 5/8 inch dowels are in place.



(5) Bolt on the torque converter drive plate. The drive plate can go on either direction, there is no front or back. You should now be able to bolt on any Chev V8 style automatic transmission. If you want to run a manual transmission, simply bolt on a Chev V8 style flywheel and clutch assembly.

(6) If your plan to install a manual transmission, just install the entire Chevrolet flywheel and clutch assembly from a 1985 or older Chev V8. The bellhousing, pilot bushing and all other Chev parts will fit this assembly.