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TRANSMISSION ADAPTERS

**216/235 /261 Chev 6 Cyl To Chev V8 style
automatic transmission**

Installation Instructions



These instructions assume that the installer has more than a small amount of mechanical skill and know how.

While performing this installation, please remember a few simple rules.

- (1) Install all bolts in a particular sequence before tightening any.
- (2) Never force anything.
- (3) Lubricate bolt threads.
- (4) Trial fit everything to make sure it will fit. See rule #2.

Kit contents

1. Block adapter plate w/starter mount
2. Custom 168 tooth flywheel
3. Bolt kit (6x 7/16x14x1 inch flathead screws and 6x 7/16x20x3/4 inch flywheel bolts)
4. Stagger bolt starter-same as starter for 168-tooth flywheel from 350 Chev engine.

This kit will fit all Chevrolet straight 6 engines built 1962 and older with a 6-bolt crankshaft. 1963 and newer straight 6 engines do not need any adapter. The 1955 thru 1997 Chev V8 transmissions will already bolt right onto the 1963 and newer 230/250/292 straight 6 engines.

With your transmission removed, clean the back of the block where the adapter will contact it. Make sure both alignment dowels are in place. If you have three alignment dowels remove the one on top. Bolt the adapter plate to the block with the 5 flathead screws. Due to the differences in engines over the years, it may be necessary to fit the plate to the block. They weren't all made exactly the same. You may need to grind the block slightly where the weld on the starter bracket contacts the block. Also check where the starter bracket touches the oil pan. Some pans hit the bracket. If this is the case, grind either the bracket or the pan rail. This is a tight fit. This is so there will be a rock solid starter mount. Now install the provided flywheel using the 6 flywheel bolts provided. It only goes on one way and is a tight fit. This flywheel has an O degree mark on it for timing. You should now be able to bolt any Chev automatic transmission to the back of this motor. This kit is for use on motors with a 6-bolt crank only. GMC takes a different kit. This kit is designed to use a stagger bolt Chev starter from most V8s from the late 60s to the early 80s. Just as long as it is for a 168 tooth flywheel. Chev only had 2 different flywheel patterns for many years. A 153 and a 168.

Important! Check to make sure that the pilot on the torque converter you plan to use will fit into the crankshaft. Many of the 216/235/261 engines had an inside crankshaft diameter of 1.686. The standard torque converter pilot on a GM converter is 1.702. You will have to remove some material on the converter pilot to get it to fit if this is the case.

We will not warranty flexplates that are bent due to installer error! Make sure the converter is trial fitted before bolting trans to adapter!



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