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[www.transmissionadapters.com](http://www.transmissionadapters.com)  
 Email: [sales@transmissionadapters.com](mailto:sales@transmissionadapters.com)  
 Phone: (763) 767-4480

## Ford 351M/400 to Ford AOD

### Disclaimer - Please Read Carefully

**WARNING:** Due to the nature of engine and transmission swaps, we cannot guarantee fitment into your vehicle without having to make mild to extensive modifications. This should be considered when starting your project. It is highly recommended to take the time to research any potential issues you may face prior to starting your build. There are numerous forums and websites that can help and give insight into any potential issues involved in the project. This project is not for a novice mechanic. If an individual is not confident in performing such extensive vehicle modifications, Speed Gems recommends finding a capable shop for assistance.

Prior to and during installation of your new Speed Gems Transmission Adapter Kit, always ensure to:

- Clean everything, including all components and surfaces.
- Use proper torque and **Loctite all bolts.**
- Do not force anything and begin all bolts by hand before using any tools. This will prevent cross-threading.
- Check all bolt clearances.

We try to make everything as simple as possible to help you, but the ultimate responsibility as to the assembly of the kit is up to the installer.

If you have any additional questions, please contact us by phone (763) 767-4480 during business hours or email [sales@transmissionadapters.com](mailto:sales@transmissionadapters.com) at any time.

### COMPONENTS INCLUDED IN KIT

(1) Adapter Plate – Ford to Ford AOD
(1) Block Plate - Ford351M/400M/429/460 to Ford AOD
(1) Torque Converter Spacer - Ford 351M/400M/429/460 to Ford AOD
(1) Starter – Small Block Ford
(1) Pilot Bushing
(2) Dowel Pin 1/2 x 1
(6) FHSCS 7/16-14 x 1-1/4
(2) HCS 3/8-16 x 2 (Starter Bolts)
(3) FLAT WASHER 3/8
(2) LOCK WASHER 3/8
(4) 7/16-20 x 3/4
(4) EXTRA THICK HARD WASHER 7/16
(4) FLANGE NUT 3/8-24
(5) HCS 7/16-14 X 1 3/4
(1) HCS 3/8-16 X 1 3/4



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## APPLICATION NOTES

This kit will work for AOD/AODE or 4R70W transmission to 429/460 & 351M/400 series motor applications. In order to clear necessary bolt holes, the transmission has been rotated approximately 12 degrees clockwise. It is recommended to use a deep pan and 4x4 filter to keep the fluid in the sump during hard right turns. Otherwise, overfill the trans slightly.

## INSTALLATION INSTRUCTIONS

1. Once the transmission is removed, clean the back surface of the block where the adapter will contact. Make sure both alignment dowels are in place.
2. Make sure that the crank flange is extremely clean (i.e. - no burrs).
3. Install the provided bell housing adapter plate and starter alignment block plate over the original dowel pins using the (6) 7/16-14 x 1-1/4" FHSCS included.  
**NOTE:** One of these screws has a modified head. This screw goes in the lowest driver side location.
4. Attach the provided torque converter spacer to the existing torque converter using the (4) 3/8-24 Flange Nuts included.  
**NOTE:** If the existing torque converter has a drain plug, make sure that it doesn't interfere with the installation. There is a relief cut into the spacer to accommodate a drain plug, but it is still good to make sure there is clearance.
5. Press the provided crankshaft pilot adapter into the crankshaft, making sure that it bottoms out.
6. Install the starter to make sure it aligns with the ring gear. Next, turn the engine over with the starter to make sure everything is going to work correctly. Check and confirm the depth of starter engagement, or distance of the drive to the ring gear. If the engine can be started and ran, you can also make sure there is no vibration present.
7. With the stock flexplate installed and the torque converter still out of the transmission, fit the existing torque converter (*with provided spacer installed in Step #4*) to the crankshaft. With everything in place, make sure that it can be pushed up to the flexplate with no interference. The torque converter spacer bolts to the crank using the (4) 7/16-20 x 3/4" bolts included.
8. Install the torque converter into the transmission (make sure that it is spun into the transmission all the way).
9. Everything should now be set to bolt the transmission to the engine using the (5) 7/16-14 x 1-3/4" HCS and (1) 3/8-16 x 1-3/4" HCS included.  
**NOTE:** When the transmission is bolted to the engine, the torque converter must have some free play (approximately 1/8-3/16"). If there is no free play, *do not continue* and find out why. The torque converter now bolts to the flexplate like a GM transmission with bolts instead of studs.



Speed Gems would like to THANK YOU for purchasing our products!

We would love to see pictures of our products installed on your Hotrod. Please tag us on our social media or send a picture to [sales@transmissionadapters.com](mailto:sales@transmissionadapters.com) and we will get your project posted on our website.

### Speed Gems Transmission Adapters

806H S. Division St., Waunakee, WI 53597

[sales@transmissionadapters.com](mailto:sales@transmissionadapters.com)

(763) 767-4480

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