

BENDTSEN'S

Ford 429/460 351M/400M to Ford AOD Adapter Kit Installation Instructions



Kit contents

1. Starter alignment plate
2. Bell housing adapter plate
3. AOD converter spacer ring
4. Crankshaft pilot adapter
5. 1 ¼ x 7/16 coarse flathead screws x 5
6. 1 inch 7/16 coarse flathead screw w/ modified head x 1
7. 3/8 SAE flange nuts x 4
8. 7/16 SAE torque converter bolts x 4
9. Ford Mini Starter

This kit allows you to bolt an AOD/AODE or 4R70W transmission to 429/460 & 351M/400 series motors. In order to clear some of the boltholes, we have rotated the transmission approximately 12 degrees clockwise. We recommend using a deep pan and 4x4 filter to keep the sump in the trans fluid during hard right turns. If you don't want to use the deep pan, just overfill the trans slightly.

Because of the differences in the flywheels between years on the 429/460 motors, we developed the kit so you can continue to use your original flywheel. Prior to 1979 these motors were internally balanced. After that time they had a balance weight on the flywheel. Be aware that the spacing of the torque converter to the flywheel is different between the AOD/AODE/4R70W and other types of transmissions. Don't use the converter spacer ring when using other types of transmissions, and watch the spacing carefully.

Make sure that your alignment dowel pins are present in your engine. Place the starter alignment plate and the bell housing adapter plate onto your engine over the original dowel pins. Fasten the plates with

BENDTSEN'S

the enclosed flathead screws to the block making sure that the screw with the modified head is in the lowest driver side location.

Attach the torque converter spacer ring onto your converter using the supplied flange nuts. Make sure the converter drain plug doesn't interfere with the installation (if there is one). There is a relief cut into the spacer ring to accommodate a drain plug if there is one. Press the crankshaft pilot adapter into your crankshaft, making sure that it bottoms out in the crank. With the stock flywheel installed, fit the torque converter (not in the transmission at this time) to the crankshaft making sure that with everything in place it can be pushed up to the flywheel with no interference. Now you can install the converter into the transmission (make sure that it is spun into the transmission all the way) and bolt the transmission to the engine. When the transmission is bolted to the engine, the converter must have some free play (approximately 1/8 to 3/16 of an inch). If there is no free play, don't continue, find out why. The converter now bolts to the flywheel like a GM transmission with bolts instead of studs.

The starter needs to be from a late model small block Ford engine. These starters are also used in the V6's. They are very common in the bone yards. They also make mini high torque starters for the small block Fords.