

BENDTSEN'S

SPEED GEMS II

Ford 429/460 to Chev Trans Adapter Kit Installation Instructions



Kit contents

1. Starter alignment plate
2. Bellhousing adapter plate
3. Converter spacer ring
4. Torque converter pilot adapter
5. 3/4 inch long 7/16 x 20 bolt x 4 with thick flat washers
6. 3/8 x 1 x 16 flathead screws x 3 or GM Metric Converter Bolts x 3 (depending on trans type)
7. 7/16 x 1 x 14 socket head cap screws x 2
8. 3/8 x 16 x 3/4 bolt x 3
9. 7/16 x 14 x 1 1/2 bolts & lock washers x 2
10. .621 Dowel pins x 2
11. 3/8 x 16 x 1 1/2 bolts with lock washers

This kit allows you to bolt a Chev auto Trans to 429/460 series motors.

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.

Make sure that your alignment dowel pins are present in your engine. Place the starter alignment plate and the bellhousing adapter plate onto your engine over the original dowel pins. Fasten the plates with the enclosed cap screws and bolts to the block.

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Attach the torque converter spacer ring onto your converter using the supplied 3/8 x 1 flathead screws or the GM metric converter bolts. These screws are for converters that take American thread only. Check your threads carefully to make sure they are not metric. If they are, be sure to use the metric bolts we have included. Press the crankshaft pilot adapter into your crankshaft, making sure that it bottoms out in the crank. It is a tight fit. Use lube. With the 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 1/6 of an inch). If there is no free play, don't continue, find out why. You will have to drill out the 3/8 holes in the flywheel because the converter spacer ring takes 7/16 bolts instead of the 3/8 bolts that were used stock. Use loctite on the bolts holding the converter spacer ring to the flywheel. Use the stock 460 starter.