

# BENDTSEN'S

## Transmission Adapters

### 5 BOLT FORD TO AOD TRANSMISSION ADAPTER



We assume that the person installing this kit has a certain amount of mechanical aptitude and ability. It is not for the beginner. Make sure you clean all surfaces when mating these parts together. Always check 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. Check and recheck as you go. We can't foresee every change or modification that could possibly occur in the building of a custom vehicle. Especially, when we are dealing with old motors.

A few common sense installation tips:

1. Install all bolts before tightening in any sequence.
2. Use loctite and torque bolts where applicable.
3. There is NO warranty on stripped threads.
4. Don't assume. Check everything and be sure.

Kit Contents:

- Late Model - Small Block Ford Starter
- 5 Bolt Ford Adapter Plate
- Crank Spacer
- Flywheel Stock AOD - Rebalanced
- Starter Location Plate
- 7/16 x 20 x 1 Flywheel Bolts
- 3/8 x 16 x 1 Flathead Screws
- 1/2 Dowel Pins

After cleaning and deburring the bellhousing area of your engine, using the 3/8 x 16 x1 inch flathead screws, bolt the block adapter to your early Ford 5 bolt block. With the adapter plate in place, install the starter locating plate (stock Ford part number). Next, install the flywheel and crank adapter with the flywheel bolts provided. Remember that the flywheel and crank adapter have an offset hole to position the flywheel correctly because the flywheel is externally balanced.

If you are going to run a manual transmission, you will have use and re-balance the later stick flywheel (from the 6 bolt block) to match the balance of the older engine. They have very different balance weights. My kit is meant to be used with the later 164 tooth Ford flywheels. Not the 157 tooth flywheels.

Loctite the flywheel bolts and torque to factory specs. You should be ready to install the AOD transmission. Make sure that there is free play between the torque converter and flywheel ( about 1/8 of an inch ) after the transmission is drawn forward to the adapter plate. If you don't have this clearance then your torque converter isn't spun all the way into the transmission and severe damage can occur. Check this free play as you are tightening the bell bolts. After the transmission is installed, it is time to bolt on the supplied starter ( another stock Ford part ). It will be necessary to grind a small amount of material off of the area of the block directly above the starter for clearance. The starter will not rotate into position until this clearance is sufficient. After tightening your torque converter bolts, you can install the supplied inspection cover. This is also a stock Ford part. It is highly recommended that you eliminate the stock Ford starter relay on the fender. Run the wires to the new starter. If you use both solenoids in series, you run the risk of the starter hanging in gear for several seconds. This is due to voltage bleeding off too slowly and allowing the new solenoid to remain engaged too long. Some stock Ford starter relays in the '70s and '80s had capacitors built into them to allow use of GM built starters in the 429 and 460 motors in Lincolns and Mercury cars.