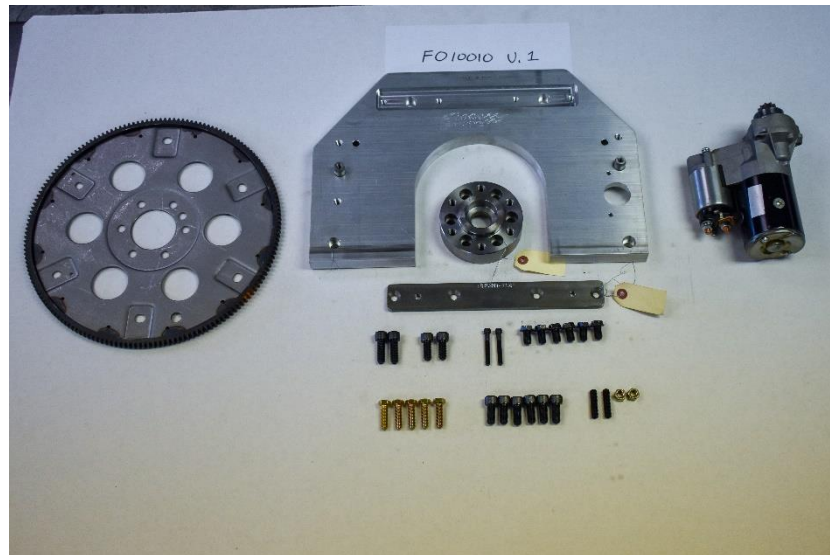


Bendtsen's Speed Gems Transmission Adapters

EMAIL: sales@transmissionadapters.com

PHONE: (763) 767-4480



FO1001001 Ford Y-Block to Chevy Automatic Transmission

Fits all 239 / 252 / 272 / 292 / 312 Y-block engines

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 50-year-old motors.

READ THE ENTIRE INSTALLATION INSTRUCTION SHEET BEFORE PROCEEDING!

Materials Included

- (1)** Adapter plate - Ford Y block to Chev
- (1)** Crank Adapter - Ford Y block to Chev automatic transmission
- (1)** Top steel bar assembly - FO10010
- (1)** High torque mini starter 3510
- (1)** Flexplate
- (4)** SHCS 7/16-14 X 1 1/4
- (2)** SHCS 1/4-28 X 1-3/4
- (4)** FHSCS 5/16-18 X 1

- (6) SHCS 7/16-20 X 1
- (2) Dowel pin .621 x 1
- (6) 7/16-20 x 3/4 flexplate bolts
- (5) HCS 3/8-16 X 1 1/4 YZ 8
- (2) Stud 3/8-16 X 1 1/2"
- (2) Hex nut 3/8-16 YZ 8
- (2) SHCS 7/16-14 X 1

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

1. Install all bolts before tightening any in a particular sequence
2. Use Loctite and torque bolts where applicable. Never force anything
3. Lubricate both threads
4. Trial fit everything to make sure it will fit. See rule #2.

Installation Instructions

1. **Do this first!** It will save you time later. Bolt the aluminum adapter plate onto the Chev transmission that you plan to use with this kit. Look at the transmission case through the starter hole. The lower right hand transmission bolt won't be used. You will have to remove material from the transmission case so the starter drive gear clears it when it extends to engage the flywheel. The gear extends about 1 inch when activated. After this is done, check it by bolting the starter onto the adapter plate and using a battery, engage the starter and make sure it doesn't hit the case. SOLVE ANY STARTER ISSUES BEFORE INSTALLING THE TRANSMISSION!
2. Bolt the adapter plate onto the block using the 4 socket head cap screws. Then bolt the steel bar with the studs in it to the adapter plate using the 5/16 x 18 cap screws.
3. Bolt the starter to the adapter plate using the two ¼-28 SHCS supplied. Sometimes it is easier to bolt the starter onto the adapter plate before installing the plate due to exhaust and motor mount clearance.
4. After cleaning the crankshaft flange, bolt the crank adapter onto the crank making sure you line up the boltholes first. Check to make sure the bolts don't go through the crank flange too far and bind the crank. You might have to grind a little off the bolts. The crank adapter only bolts on one way. There is an offset bolt hole.
5. Now bolt the flywheel up to the crank adapter. Make sure the starter drive clears the flywheel. The clearance isn't critical, but the gear should be about .050 to .150 away from the ring gear on the flexplate. If you have a problem call and let us know about the issue. Sometimes just a shim can take care of the problem. The flywheel that comes with the kit is a stock Chev flywheel for the 350 engines made prior to 1986.
6. You should now be able to bolt up any Chev V8 style transmission including but not limited to Powerglide/350 turbo/400turbo/200/2004R/700R4 and many others. If you want to install a Chev

manual transmission, you can do this by ordering one of our pilot bearing adapters, and using the entire Chev 164 tooth flywheel, clutch assembly and bellhousing.

7. If there are any clearance issues with the starter or flexplate call us. We have ways to adjust most problems.

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806H S. Division St., Waunakee, WI 53597
sales@transmissionadapters.com
(763) 767-4480

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