

# BENDTSEN'S

13603 Johnson St. NE  
Ham Lake, MN 55304  
763-767-4480 Office  
763-862-5581 Fax



## Ford Y-block Motor to Chev Transmission Adapter Kit.

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 50-year-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. Don't over tighten bolts into aluminum. There is **NO** warranty on stripped threads.
4. Don't assume. Check everything and be sure.

**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.

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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. Bolt the starter to the adapter plate using the shims supplied. (2 shims)

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 will sometimes have to grind a little off the bolts. The crank adapter only bolts on one way. There is an offset bolt hole.

Then bolt the flywheel up to the crank adapter. Make sure the starter drive clears the flywheel. 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 motors made prior to 1986.

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 clutch and bellhousing assembly.

If you have any questions, please call Bob Bendtsen at 763-767-4480 days.