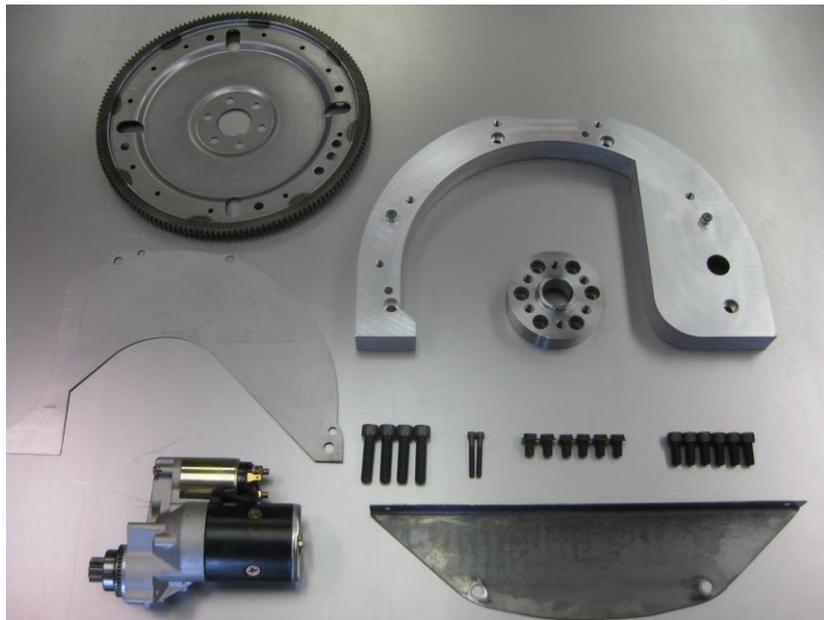


BENDTSEN'S

Speed Gems Transmission Adapters

FORD 223 TO AOD



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. AOD's have extremely sensitive detent cable adjustments. Be careful and don't assume. Check everything and be sure.

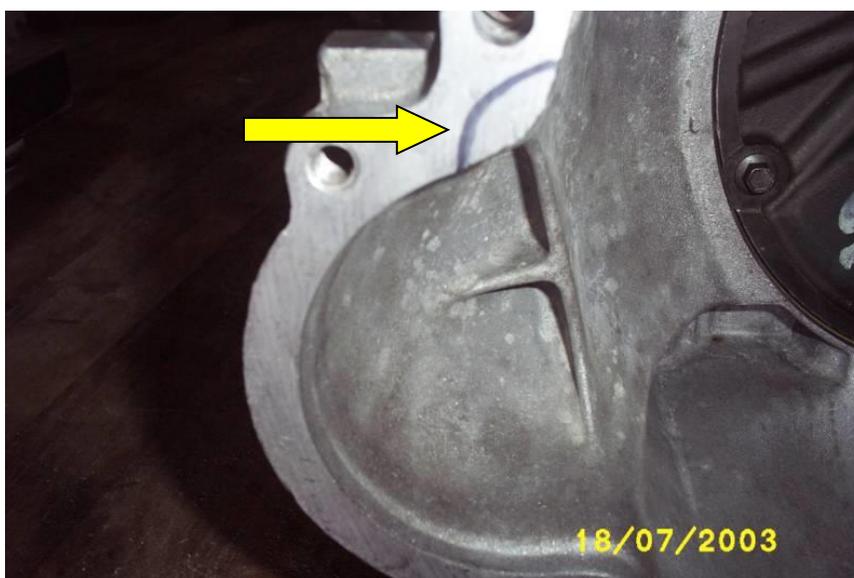
Bolt the adapter plate onto the transmission without the torque converter. This is a trial fit only, to mark the area that needs to be ground away for starter drive gear clearance. Now take the adapter plate off and grind the starter clearance area. Remember that the starter gear moves out about 1 1/4 inches while cranking. Make sure that you take this into consideration when figuring out how deep you will have to grind. Now bolt the adapter plate back onto the transmission case with the starter attached. Hook up a battery and activate the starter to make sure you've ground enough off the transmission case. Next, bolt the adapter plate onto the block using the 4 -7/16x14 x13/4 socket head cap screws. The adapter plate goes onto the block with the starter bolted to it. You can attach the starter later if you like, but it is easier to bolt the starter to the plate and attach them to the engine together.

After cleaning the crankshaft flange, bolt the crank adapter onto the crank making sure you line up the boltholes first. It only bolts on one way. There is one offset bolthole!

We have had one instance of a crank flange measuring larger than standard. I am assuming that it was an industrial or marine crankshaft. I will re-machine the crank adapter for free and reship on a next day basis if your crank flange is non-standard. 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.

Now bolt the flywheel up to the crank adapter, making sure you line up the offset boltholes. Make sure the starter drive clears the flywheel. **IMPORTANT!** Remember that the starter drive extends out another inch approximately when engaged. Watch the depth to make sure that not only does the drive clear the transmission case when trial fitted, but also when engaged.

The flywheel that comes with the kit is for the AOD transmission only! It will not work with any other transmission. You can bolt other transmissions to this adapter plate but you will need to purchase different flywheels! The difference is the 1/4 inch setback in the flywheel. The flywheels used for other Ford transmissions like the C6 and the E4OD don't have the same spacing. The starter will work with the other flywheels.



This picture shows where you have to grind the case to clear the starter.

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.

You should now be able to bolt on your AOD transmission