

Bendtsen's Speed Gems Transmission Adapters

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FO1001501 Ford 2300 4 Cylinder to Chevy V8 Style Automatic Transmission

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.

Materials Included

- (1) Adapter plate Ford 2300 4 cyl to Chev V8
- (1) Crank Adapter Ford 2300 4 Cyl to Chev V8 style automatic transmission
- (1) Flexplate
- (1) High torque mini starter 3510
- (2) FHSCS M10-1.50 X 50 P
- (2) USS Flat washer M10 YZ 8
- (2) FHSCS M10-1.50 X 45 P
- (2) FHSCS M10-1.50 X 60 P

- (2) Lock waser M10 Z
- (2) USS Flat washer M10 YZ 8
- (2) SHCS 3/8-16 X 1 3/4
- (2) Lock washer 3/8 YZ 8
- (2) USS Flat washer 3/8 YZ 8
- (6) Mercedes Crank Adapter Bolts
- (6) 7/16-20 x3/4 flexplate bolts
- (4) 10.9 HCS M10-1.5 X 16 Z
- (2) Hex nut 3/8-16 YZ 8

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

- 1. Install all bolts before tightening 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 Intructions

- 1. With your transmission removed, clean the back of the block where the adapter will contact it. Make sure both alignment dowels are in place.
- 2. Cut the stock dowel pins down to 1/4 inch sticking out from the block. These pins are hollow. There are bolts that go through them. Bolt the adapter plate to the block with the 4 flathead screws and the 2 socket head cap screws. The top 2 flathead screws are 45MM and screw into the block. The next 2 flathead screws are 50MM and go through the block and get lock washers, flat washers, and nuts. The socket head cap screws go through the block adapter plate, through the hollow dowel pins and also get flathead washers, lock washers and nuts.
- 3. The crankshaft adapter is next. Super clean the crank flange. The Ford crankshaft bolt hole pattern has one offset bolt hole. Rotate the crank adapter until all 6 bolt holes line up. DON'T pound the crank adapter onto the crank. It should be a tight fit, but you should not have to force it on. The 6 Torx head bolts fasten the crank adapter to the crankshaft. Torque them to factory specs. Now install the provided flex plate using the 6 flex plate bolts provided. You should now be able to bolt any Chev V8 style automatic transmission to the back of this motor. The provided mini starter bolts on with the 2 3/8 x 16 x 3 inch bolts provided.
- 4. Make sure the starter properly engages the flex plate before bolting up the transmission.
- 5. If you want to put a manual transmission onto this adapter kit, remove the flex plate and bolt a 153 tooth Chev flywheel to the crank adapter using Chev flywheel bolts. The crank adapter will also accept a stock Chev pilot bushing or pilot bearing. Then just bolt on the correct Chev bell housing and you can bolt on the Chev manual trans.

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