

# **BENDTSEN'S**

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## **302 & 351 Ford to early Ford transmission (1948 and older w/small shaft)**

### **Installation Instructions**

#### **Kit contents**

1. Engine adapter plate
2. 7/16-14 x 1 ¼" SHCS-6
3. 5/18-18 x ½" HCS bolts w/ flat washers – 3
4. Starter block plate
5. Pilot bushing and adapter

This kit allows the 1948 and older early Ford transmissions to be bolted up to the small block Ford engines. This kit will also fit the 351 Cleveland engine, the 240 & 300 Ford 6 cylinder, and the 250 Ford six cylinder engine. It will NOT fit the 170 or 200 cubic inch engines. The Ford engines listed will need a stick flywheel with a 164 tooth ring-gear that is balanced correctly for that specific engine in order to work with this kit.

We can also supply the correct flywheel for your engine if we know the exact year it was made. The 240 and 300 Ford six cylinders are neutral balanced. So is the 250 six cylinder. The 351 Cleveland is 28 oz balance. The 302 and 351 Windsor can be either 28 oz or 50 oz. They changed in 1980 (some 1979 also) Aftermarket flywheels generally have multiple bolt patterns for the many different pressure plates used by Ford. The stock flywheels will probably need to be redrilled for your early pressure plate. We have a kit that includes the redrilled flywheel and correct starter. That kit is our part Number 1001602. The cost on that kit is \$1095.00 The flywheel provided in that kit will be correctly balanced for the engine you tell us you have and will have the multiple pressure plate bolt patterns. The starter needed for this kit is the manual trans starter that small block Fords used for many years. These starters have a different length drive gear on them. The starter from a Ford with an automatic trans will NOT work correctly.

## Bendtsen's Transmission Adapters / Speed Gems

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