

Bendtsen's Speed Gems Transmission Adapters

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FO1002301 Ford Modular to Chev LS1

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) AP10004 Adapter plate Ford modular to Chev
- (1) TCS10008 Torque converter spacer
- (2) SHCSM10150X45P109DIN7984LH SHCS M10-1.5 X 45 P 10.9 DIN 7984 Low head
- (4) SHCSM10150X35P109DIN6912LH SHCS M10-1.5 X 35 P 10.9 DIN 6912 Low head
- (1) FHSCSM10-150X35P FHSCS M10-1.50 X 35 P
- (1) DP-STEP Stepped Dowel Pin
- (1) DP625x1 Dowel pin .625 x 1
- (3) FHSCSM10-150X25P FHSCS M10-1.50 X 25 P
- (4) FHSCSM10-150X15P FHSCS M10-1.50 X 15 P
- (3) 109HCSM8-150X30Z 10.9 HCS M18-1.50 X 30 Z

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

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.

After removing your old transmission, bolt the adapter plate onto the block using the 4 socket head cap screws.

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. At this time, take a pry bar and try to move the crankshaft front to back. We see MANY of these engines with bad thrust bearings, EVEN THOUGH THEY RUN PERFECT! This is by far the biggest problem we see when the flexplate ring-gear is too close to the starter drive gear. It comes from idling the engine with the clutch pedal held down for extended periods of time.

Then bolt the flexplate up to the crank adapter. Make sure the starter drive clears the flexplate. The flexplate that comes with the kit is a stock Chev flexplate for the 350 motors made prior to 1986. Hook up a battery and turn the engine over with the starter before attaching the trans. If there is any problem with the starter engagement, now is the time to find and cure the problem. The new starter has a solenoid designed like the GM style starter which means that there is a second wire going to it to activate it. I recommend continuing to use the stock Ford starter relay on the firewall / fender because the 12v shot to the coil uses it during start up. There are 2 ways to continue using the stock Ford relay in conjunction with the new starter solenoid. Call if you need help with this. Ford actually used a GM starter on the 429 Lincolns and T-Birds in the 70's so this isn't new.

You should now be able to bolt up any Chev V8 style transmission including but not limited to Powerglide/350 th/400th/200/2004R/700R4/4L60E/4L80E 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 use the entire Chev clutch and bellhousing assembly.

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