
BENDTSEN'S

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Installation Instructions for-226 cubic inch Continental built, Flathead 6 cylinder engine, to common Chev automatic transmission Adapter Kit.

As used in 1947 thru 1962 Kaiser/Willys (and other makes).



We assume that the person installing this kit has a certain amount of mechanical aptitude and ability. 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 60-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. Clean everything
4. Don't force anything-If it doesn't go on, find out why.

With your bellhousing & transmission removed, clean the back of the block where the adapter will contact it. Make sure you save the 2 shoulder bolts

that are used in place of dowel pins on this engine. You will be reusing them. On this engine, these ground, shouldered bolts are used in place of dowel pins to precisely locate the bellhousing . Bolt the adapter plate to the block with the 2 ground, shoulder bolts previously removed from you original bellhousing, and the two 1 1/4 long 7/16x14 tapered flathead screws. After this is done, install the crank adapter and flywheel using the provided 3/8x18 flanged nuts over the crank studs. Make sure the crank flange is clean and no burrs before installing. This means the OUTSIDE of the crank flange, which on this motor is the locating surface. I shipped the adapter plate with the starter already bolted to it so you can see how it mounts. It is in the stock location. You can remove it before installation or leave it on. It makes no difference. Use loctite and torque to specs evenly. You should now be ready to install any Chev V8 style automatic transmission. There is a hole through the adapter plate on the passenger side of the car. This is to make it easier to get at the torque converter bolts on some applications.

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