

Bendtsen's Speed Gems Transmission Adapters

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LI1000201 1952-1957 Lincoln, Mercedes OHV to Chevy

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 1952-1957 Lincoln/Merc to Chev auto
- (1) Crank Adapter 1952-1957 Lincoln, Merc, 319/341/368 OHV to Chev automatic
- (1) Flexplate
- (1) High torque mini starter 3510
- (4) FHSCS 7/16-14 X 1-1/2
- (6) SHCS 7/16-20 X 1
- **(6)** 7/16-20 x3/4 flexplate bolts
- (2) SHCS 1/4-28 X 1-3/4
- (2) Threaded Block Insert
- (6) HCS 3/8-16 X 1 1/4 YZ 8
- (2) Dowel pin .621 x 1

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

Each part of every kit has been fitted onto a 368 Lincoln engine before being boxed to make sure it will fit correctly. If it doesn't fit correctly there may be some problem with your engine. Call if there is a problem.

When you are finished, make sure that there is about 1/8 to 3/16 of an inch clearance between the torque converter and the flywheel after the transmission is tight to the engine adapter. This means that you should be able to move the torque converter forward the distance indicated. If you have more distance than that indicated, you could have other problems.

You will need to clearance the transmission case for the starter drive gear! Set the adapter plates onto the trans before installing on the engine to mark where you will have to clearance the case. You can look thru the starter hole and mark with some kind of marker. Remember that the gear will extend out 1 inch farther than when it is retracted when activated!

- 1. Install adapter plate using $4-7/16 \times 14 \times 1 \%$ flathead bolts and $2-7/16 \times 14$ inserts. Make sure the dowels are in place and free of burrs.
- 2. The 2-7/16 inserts screw into 2 of the old bellhousing bolt holes in the block. See picture.
- 3. The 2-1/4 x 28 socket head cap screws go through the adapter plate into the previously installed inserts.
- 4. Install crank adapter with supplied socket head capscrews. There is an offset bolt hole. Tighten to factory specs, using locktight.
- 5. Install starter using the 2 x ¼ x 28 x 1 3/4 inch cap screws provided. Grind clearance in block. See picture.
- 6. Install flywheel using supplied 7/16 x 20 x ¾ inch flywheel bolts.

This kit should work with any Chevrolet transmission. If you want to use a manual transmission, we can supply you with a pilot bearing adapter. Then you simply bolt on a complete bellhousing and clutch assembly from a pre 1985 Chev V8.

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