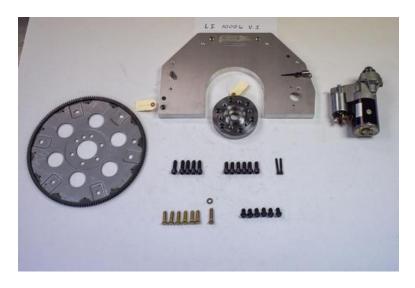


Bendtsen's Speed Gems Transmission Adapters

EMAIL: sales@transmissionadapters.com PHONE: (763) 767-4480



LI1000601 1961-1965 Lincoln 430 & 1966-1968

Lincoln 462 to Chev auto Trans

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 1966-1968 Lincoln to Chev auto
- (1) Crank Adapter
- (1) High torque mini starter
- (1) Flexplate
- (4) SHCS 7/16-14 X 1 1/4
- (6) SHCS 7/16-20 X 1
- (1) HCS 3/8-16 X 1 1/2 YZ 8
- (2) SHCS 1/4-28 X 1 1/2
- (1) Lock washer 3/8 YZ 8

- (2) Dowel pin .625 X 2
- (6) 7/16-20 x 3/4 flexplate bolts
- (6) HCS 3/8-16 X 1 1/4 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. After removing your original transmission and flexplate from the engine, clean all mating surfaces on the engine block and crank flange. Make sure both original dowel pins are in place in the block.
- 2. Bolt the new aluminum block adapter on the engine using the four supplied 7/16 X 14 X 1 ½ socket head capscrews. One of the bolts is partially under the passenger side dowel pin. The dowel pin on this side of the engine gets pressed into the adapter plate after the bolt is installed. The dowel pins are threaded for easy removal if you want to take the adapter plate off.
- 3. Once this is done place the crank adapter on the crankshaft flange. Rotate until the holes line up and then install the six 7/16 X 20 X 1inch socket head capscrews, torqueing them to 50 ft lbs. Now install the starter into the adapter plate using the two ¼ X 28 X 1 ½ socket head capscrews. The starter drive bearing is a fairly tight fit into the adapter plate so you should use some type of lube and wiggle it in. The starter drive assembly is capable of coming out of the starter housing so don't panic if it does. Just wiggle it back into place. You can even tap it back with a deadblow hammer if it seems really tight. This is normal.
- 4. Now install the flexplate using the six 7/16 X 20 X ¾ flexplate bolts supplied. Don't even look at the starter to flexplate clearance until the flexplate bolts are completely tightened. The flexplate will flex outwards up to .060 after the bolts are tightened.
- 5. Once all the bolts are tight there should be about 1/8 inch clearance between the end of the starter drive gear and the ring-gear of the flexplate. I would STRONGLY suggest turning the engine over with the starter at this point to make sure everything is working correctly. This type of starter drive doesn't disengage from the flexplate ring-gear until the engine starts so don't panic when the drive stays engaged. They have 1 way clutches in them so they freewheel in one direction and lock in the other direction. They pop out as soon as the engine starts. That should complete the installation. You should be able to bolt on any Chev V8 style automatic trans at this point. The Chev LS type transmissions are slightly different so call us if you are using that type of trans. We have some extra components that we can send to help attach those types of transmissions.

Bendtsen's Speed Gems Transmission Adapters. 806H S. Division St., Waunakee, WI 53597 sales@transmissionadapters.com (763) 767-4480

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