

61-65 Lincoln 430 motor to Chev transmission adapter kit.



We assume that the person installing this kit has a certain amount of mechanical aptitude and ability. It is not for the beginner. 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.

A few common sense installation tips.

1. Install all bolts before tightening in any sequence.
2. Use loctite and torque bolts where applicable.
3. Don't over tighten bolts into aluminum. There is NO warranty on stripped threads.
4. Don't assume. Check everything and be sure.

Bolt the adapter plate onto the transmission without the torque converter. This is a trial fit only, to mark and check the starter clearance area. Now take the adapter plate off and grind the starter clearance area. Remember that the starter gear moves out about 1 1/4 inches while cranking. Make sure that you take this into consideration when figuring out how deep you will have to grind. Now bolt the adapter plate back onto the transmission case with the starter attached. Hook up a battery and activate the starter to make sure you've ground enough off the transmission case. Next, bolt the adapter plate onto the block using the supplied -7/16x14 x13/4 flathead screws. There is one block-to-adapterbolt (near starter) that because of clearance issues goes through the block first. It is 5/16 and is in the adapter plate when shipped so that you can see where and how it is used.

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.

Then bolt the flywheel onto the crank adapter. Bolt the starter onto the new adapter plate using the 2 - 1/4x28x1 1/2 inch socket head capscrews. Make sure the starter drive clears the flywheel. The flywheel that comes with the kit is a stock Chev flywheel For the 350 motors made prior to 1986. Depending on the transmission you are using, you will probably need to grind clearance for the starter drive gear into the transmission case.

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