



Bendtsen's Speed Gems Transmission Adapters

EMAIL: sales@transmissionadapters.com

PHONE: (763) 767-4480



ME1000101 Mercedes OM617 and OM616 Diesel Engine to Chevy 700R4

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.

We have redesigned the Mercedes diesel kit. This kit will now allow you to bolt on any Chev V8 style automatic transmission or manual transmission. There are many advantages to using a 700R4 over the stock Mercedes transmission. A low first gear ratio and a torque converter with torque multiplication and lock-up really make the diesel perform. There is NO modifications to either the block or the transmission case, and is easily bolted on at home.

This kit uses the original Mercedes bolts that go through the adapter plate into the block and the crank.

Materials Included

- (1) Adapter plate - Mercedes 5 cylinder diesel to Chev
- (1) Crank Adapter - Mercedes 5 cyl diesel to Chev 350/400
- (1) Flexplate
- (1) High torque mini starter
- (6) 7/16-20 x3/4 flexplate bolts
- (6) Mercedes Crank Adapter Bolts
- (2) SHCS 1/4-28 X 1-3/4
- (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 Instructions

1. Start by removing everything from the back of the Mercedes engine. Save the bolts!
2. Bolt our crankshaft adapter on using the supplied bolts (there were 12 originally).
3. Then bolt the block adapter on using the stock Mercedes bolts.
4. Bolt the Chev flex plate on next using the 6 supplied 7/16 X 20 bolts and then the mini-high torque starter using the 2 supplied ¼ X 28 socket head cap screws.
5. Check that the starter and flex plate mesh correctly before bolting the transmission on.

I know that some one will invariably ask if using only 6 bolts is strong enough. I always answer that my twin 572 cubic inch 1400HP supercharged boat engines run 6 bolts at the crank. So, I think they might hold up on your monster 5 cylinder.

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806H S. Division St., Waunakee, WI 53597
sales@transmissionadapters.com
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