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## 1955-56 Packard 320/352/374/400 V8 to Chevy 700R4/Automatic

### Disclaimer - Please Read Carefully

**WARNING:** Due to the nature of engine and transmission swaps, we cannot guarantee fitment into your vehicle without having to make mild to extensive modifications. This should be considered when starting your project. It is highly recommended to take the time to research any potential issues you may face prior to starting your build. There are numerous forums and websites that can help and give insight into any potential issues involved in the project. This project is not for a novice mechanic. If an individual is not confident in performing such extensive vehicle modifications, Speed Gems recommends finding a capable shop for assistance.

Prior to and during installation of your new Speed Gems Transmission Adapter Kit, always ensure to:

- Clean everything, including all components and surfaces.
- Use proper torque and **Loctite all bolts.**
- Do not force anything and begin all bolts by hand before using any tools. This will prevent cross-threading.
- Check all 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.

If you have any additional questions, please contact us by phone (763) 767-4480 during business hours or email [sales@transmissionadapters.com](mailto:sales@transmissionadapters.com) at any time.

### COMPONENTS INCLUDED IN KIT

(1) Adapter Plate - Packard V8 to Chevy
(1) Crank Spacer - Packard V8 to Chevy
(1) Torque Converter Drive Plate
(1) Carburetor Flange
(2) Dowel Pin 0.625 x 1
(6) FHSCS 7/16-14 x 1
(6) SHCS 7/16-20 x 3
(6) 7/16-20 x 3/4 Flexplate Bolts
(6) STUD 3/8-16 x 1-3/4
(6) HEX NUT 3/8-16
(6) Threaded insert 7/16-20
(3) 7/16 ET Hard Washer
(3) 7/16 Flat Washer
(1) Kickdown Lever & Stud - <i>*Not Included for 400 V8.</i>
(2) Carburetor Gasket - <i>*Not Included for 400 V8.</i>



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## APPLICATION NOTES

If you are installing a 700R4 or an early 4L60E Transmission, Speed Gems has the accessories listed below that will work for these applications. These are available to be purchased separately.

- Crossmember Kit  
**NOTE:** This crossmember *will NOT work* for: TH350, TH400, 4L80E, or 2004R Transmission applications.
- Speedometer Cable
- TV Cable Linkage Bracket *for 700R4 Applications.*

### Driveshaft for this Application:

After the Transmission install is complete, take the driveshaft to a reputable driveshaft builder. The front trunnion type U-joint will need to be replaced with a slip yoke that matches the Transmission that is being used.

**NOTE:** If the application is on a 1956 Packard with the electric shift column, there is a solution for using the original, stock push button shift assembly.

## INSTALLATION INSTRUCTIONS

1. After removing the Transmission and everything from the back of the Packard engine, ensure all mating surfaces are clean and remove any burrs or debris.

2. With the Transmission removed, check to see how much room will be needed in the tunnel for the new Transmission/Bellhousing. There should not be any cutting or welding required, but some areas may need slightly enlarged with a rubber mallet, or equivalent.

**NOTE:** *The clearance can be checked by bolting on the supplied Adapter Plate and lifting the engine up relative to the level of the car frame. If it clears, it is good to go.*

*It is also good to bolt on an empty transmission case and and lift the engine into position. To confirm position, the carburetor should then be level when the car is at ride height.*

3. Next, remove the original Flexplate that came with the Ultra-matic Transmission. This will be retained.

**NOTE:** *There will be raised edges where the factory Flexplate bolts engaged. These edges need to be ground smooth so that the supplied Crank Adapter sits flush and is flat against the Flexplate. There will also be raised edges on the crank flange that need to be ground smooth as well.*

4. With the Flexplate still removed, align the crankshaft bolt holes on the Flexplate to the bolt holes in the supplied Crank Adapter. Locate the offset bolt hole and mark the position.

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## INSTALLATION INSTRUCTIONS – *Continued...*

5. After locating the offset bolt hole, install the Flexplate and supplied Crank Adapter onto the crankshaft using the (6) 7/16-20 x 3 SHCS provided. Use Loctite and Torque to approximately 55 *ft-lbs*.

**NOTE:** *You may need to clean up the clearance holes in the Flexplate so that the bolts will go through easily. These are very close tolerance from the factory and smoothing the surface of the flexplate from Step #3 can sometimes cause material to interfere.*

6. Bolt on the supplied Torque Converter Drive Plate using the (6) 7/16-20 x 3/4 Flexplate Bolts provided. Use Loctite and Torque to approximately 45 *ft-lbs*.

7. Install the supplied Adapter Plate (If not already installed from Step #2) to the block using the (6) 7/16-14 x 1 FHSCS provided.

8. The Chevy Automatic Transmission can now be installed.

**NOTE:** *Ensure that there is appx. 1/8" clearance between the existing Torque Converter and the supplied Flexplate, once the Transmission is tight to the adapter. This means that you should be able to move the Torque Converter forward to the Flexplate by that distance.*

*If there is more distance than indicated, it could be a bad Crankshaft Thrust Bearing.*



Speed Gems would like to THANK YOU for purchasing our products!

We would love to see pictures of our products installed on your Hotrod. Please tag us on our social media or send a picture to [sales@transmissionadapters.com](mailto:sales@transmissionadapters.com) and we will get your project posted on our website.

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