



Bendtsen's Transmission adapters 763-767-4480

Studebaker 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. There is NO warranty on stripped threads.
4. Be careful and don't assume. Check everything and be sure.



Kit contents:

1. Adapter plate
2. Crank adapter
3. Mini high torque starter
4. 3 - 3/8 16 x 1 1/4 inch flathead cap screws
5. 2 - 3/8 16 x 2 inch bell housing bolt
6. 2 - 3/8 flat washers
7. 6 - 7/16/20 x 3/4 inch flywheel bolts
8. 4 - 3/8 16 x 1 1/4 in bell housing bolts
9. 2 - 3/8 16 x 3 3/4 in bolt
10. Pilot bearing bushing is optional (for manual trans)

Trial fit the adapter plate on your bell housing before beginning.

Clean the back of the block before installing the adapter plate.

Install the adapter plate using the supplied screws.

Install the crank adapter using the stock Studebaker crank nuts. Install the flywheel on the crank adapter using the supplied bolts.

Now install the starter with the solenoid pointed down. You should be able to just bolt it on and go. If there is a problem, you may have to rotate the starter by removing the two small bolts that hold it to the aluminum block. There are several hole locations so the starter can be rotated.

The bottom two holes on the Chevrolet bell housing needs to be opened up so the 2" long 3/8 x 16 bolts go all the way through the bell housing, adapter plate and into Studebaker motor. (Holes need to be opened up approximately .060)

You should now be ready to bolt on any Chev V8 style automatic transmission. If you want to run a manual transmission, call us and we will tell you how