



**Installation Guide**

**Adaptor Plate Kit**

**ap009**

## Kit Limitations

- Requires a Modified Dust Cover
- Suitable for Turbo / Chev Pattern Engine Blocks ONLY
- If Fitting an Auto to Your Car for the First Time you will need to Change the Crossmember and Speedo Cable
- Cannot Use a Chev Flexplate

## Suitable for Below Gearbox & Engine Combinations

Gearboxes	Engines
GM Powerglide V8 GM T350 GM T400 GM T700 V8	Holden V8 (253 & 308)

## Kit Includes

Part	Part Description / Number	CRS Part #	Qty
Adaptor Plate	ap009	crs1339	1
Dowel	dowel04	crs0018	2
Drive Plate Spacer	dpspacer01	crs0409	3
Offset Stud	stud01		4
Torque Converter Locator	tclocator06	crs0007	1

Bolt Kit	
ap009-bolt-kit	
Description	Qty
3/8" UNC x 1 1/4" Bolts	2
3/8" UNC x 1 1/2" Bolts	2
3/8" UNF x 1 1/2" Bolts	3
3/8" Spring Washers	8
3/8" Flat Washers	8
3/8" UNF Cone Nuts	3
3/8" UNC Nuts	4
Drive Plate Spacers - 3/8" x 7/8" Outer Diameter x 1.5mm Thick Flat Washers	3

## Optional Parts

Part	Part Description / Number

## Installation Steps

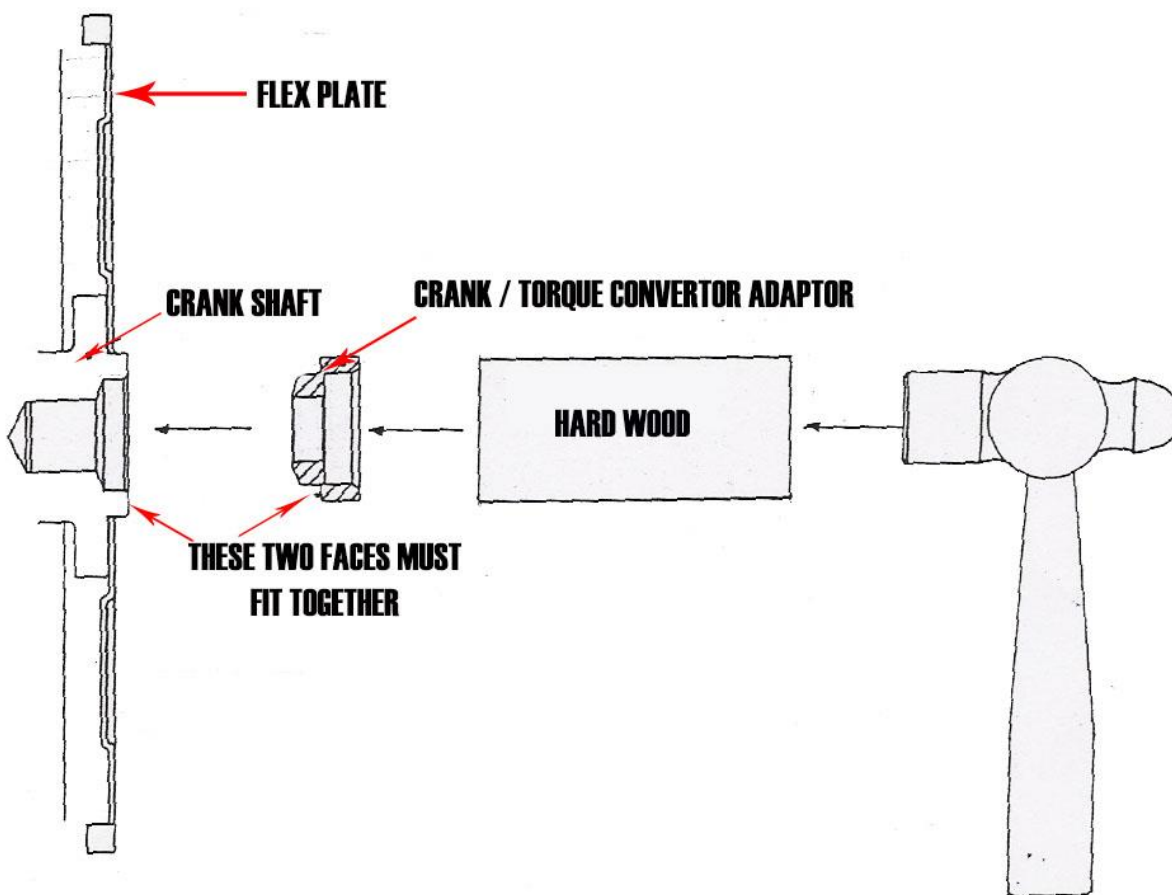
The Holden V8 uses 2 Different Flexplates

1. Trimatic
2. GM Turbo 400

Both these Flexplates can be used on a 1/2" Doweled Holden V8. Both the Drive Faces on these Flexplates are in different positions and requires the use of Different Length Flexplate Drive Spacers in this Kit as Described Later

If you are Installing the Automatic Transmission to your Car for the First Time you will Need a Speedo Cable and Transmission Crossmember to Suit

- Step 1:** Make certain the Block of the Engine is Completely Clean and Free from any 'burrs' or 'high spots' Especially on the Transmission Face and Crank Face
- Step 2:** Fit the Adaptor Plate to the Engine locating it on the Dowels that are in the Engine. The Dowels that are Fitted to the Adaptor Plate should face outward. Use the (2) 3/8" UNC x 1-1/4" Long Bolts with Flat and Spring Washers to bolt the Adaptor Plate to the Engine, using the top two holes in the Adaptor Plate
- Step 3:** Screw the (4) Offset Studs into position in the 4 large holes in the Adaptor Plate. The Short Thread goes into the Engine. Screw them in as far as they go, making sure they are only 'finger tight'
- Step 4:** Bolt your Flexplate / Drive Plate to the Engine using the Original Automatic Flywheel Bolts and Torque Specifications to suit your Engine. **Refer to Appendix B for Important Flexplate Information**
- Step 5:** The Torque Converter / Crank Adaptor can now be carefully fitted to the Crankshaft as shown below. Use a Soft Faced Hammer or a Piece of Hard Wood for Protection. Ensure that Adaptor goes in Fully to where the 2 Faces Meet. If your Crank is Slightly Worn and the Adaptor is a Loose Fit use 'Loctite Metal Adhesive' to Hold it Firmly into the Crank. Use a Medium Strength 'Loctite' e.g Type 641

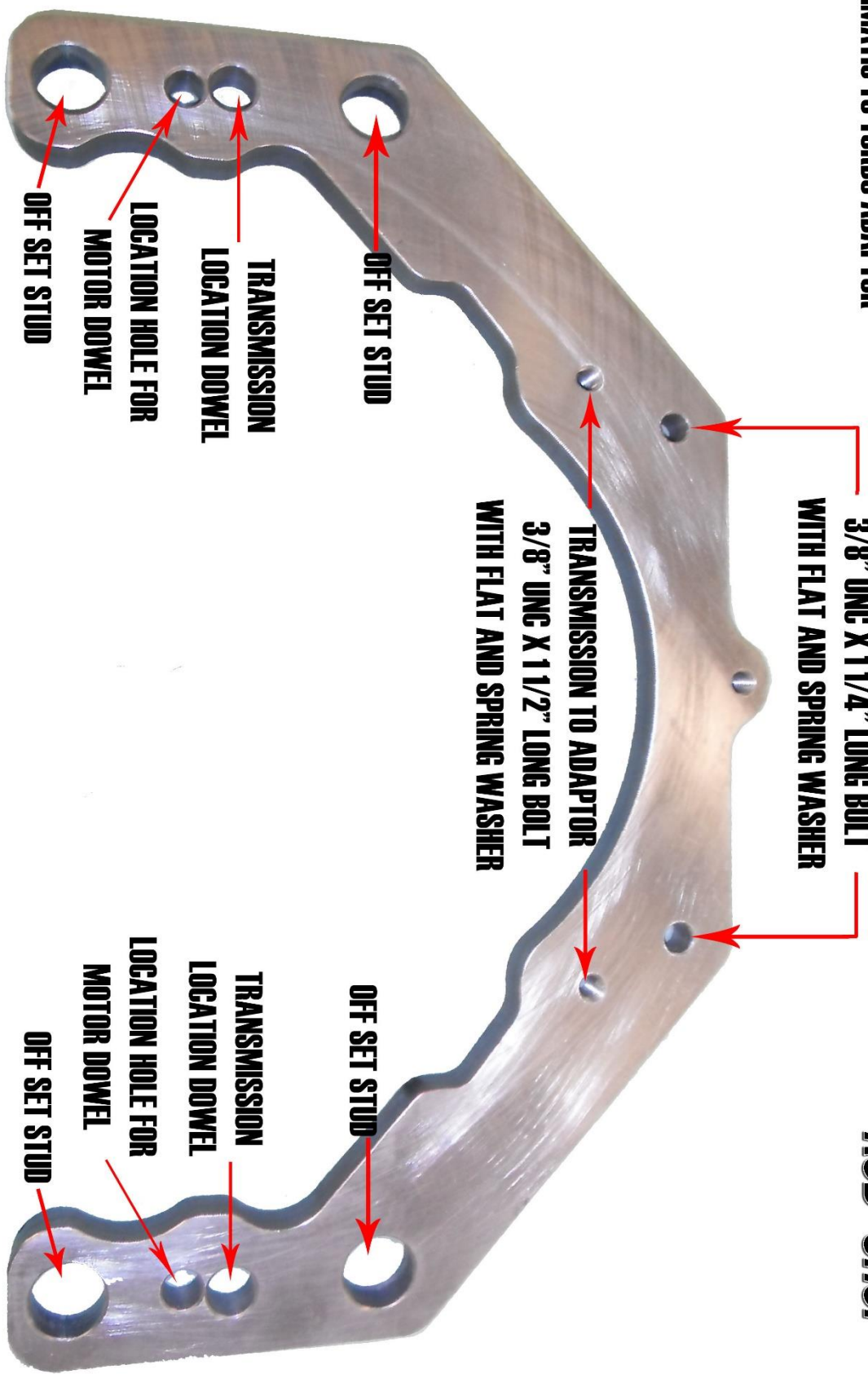


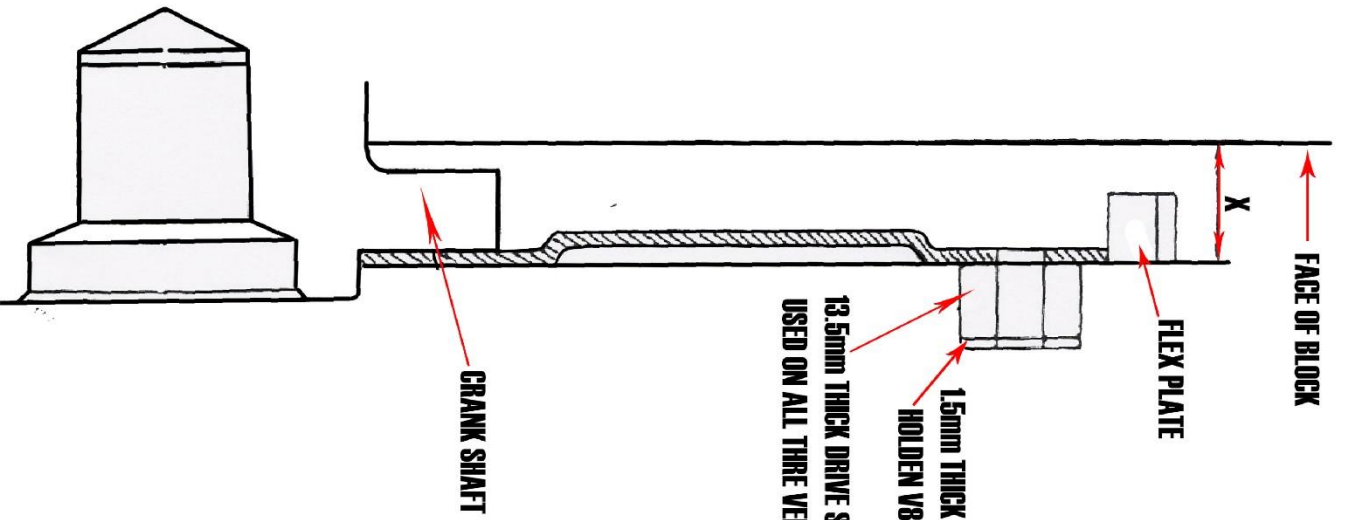
- Step 6:** At this Stage it is Important that the Torque Converter is Fitted to the Flexplate and Bolted into position using the Correct Drive Plate Spacers, **Refer to Appendix B for Important Flexplate Information**. Using the 3 x 3/8" UNF x 1 1/2" Long Bolts and Nuts. Check the Length of the Bolts as you Tighten them, if they are too long they may go through the Nut and Hit on to the Torque Converter before they Tighten Fully onto the Flexplate. If this is the case, Shorten the Bolt so that it Clear when it is Tight. Tighten each Bolt Evenly so as not to Distort the Flexplate
- Step 7:** Mark the Flexplate and Torque Converter so that they can be Bolted up on the Same Position Later
- Step 8:** Using a Dial Indicator on the Pump Drive of the Torque Converter Check the 'Run Out' by Rotating the Crankshaft. If the Pump Drive is 'running out' you will need to Carefully Bend the Flexplate until you obtain Zero 'Run Out'
- Step 9:** Remove the Torque Converter from the Flexplate. **Never Try to Fit the Transmission with the Torque Converter Bolted to the Engine**

- Step 10:** Carefully Fit the Torque Converter to the Transmission, rotating it as you put it on so that it Picks Up on all Drives and goes Fully On. The Distance from the Transmission Face to the Drive Face of the Torque Converter, with the bolt hole should be Approximately 23mm when Fully On
- Step 11:** Your Transmission is Ready to Install on to the Engine, it will Locate on the 2 Dowels Protruding from the Adaptor Plate. You need to Rotate the Offset Studs as you Fit the Transmission so that they Line Up with the holes in the Transmission, **Take Care to Rotate a Small Amount, No More than a Full Turn**. The Large Face of the Offset Stud cannot Protrude out Past the Face of the Adaptor Plate as it will stop the Transmission from Bolting into its Proper Position. Make sure the Torque Converter does not Slide Forward as you fit the Transmission as it will come off the Drives and you will need to Refit it as Described Above
- Step 12:** Bolt into Position with the 2 x 3/8" UNC x 1 1/2" Long Bolts with Flat and Spring Washers and the 4 x 3/8" UNC Nuts with Flat and Spring Washers. These May Need to be Shortened. See Appendix A for Position
- Step 13:** Rotate the Flexplate and Torque Converter to line up the bolt holes, as Marked in Step 7 then fit the Correct Torque Converter Drive Spacers and Bolt Carefully into Position as described in Step 6, No Need to use a Dial Indicator
- Step 14:** The Engine and Transmission can Now be Fitted to your Car

# AP09

TRIMATIC TO TURBO ADAPTOR





**IMPORTANT FLEX PLATE INFORMATION.**  
NOTE - THIS INFORMATION APPLIES TO A FLEX PLATE THAT IS EITHER NEW OR IS IN GOOD CONDITION.



**FOR CHEV V8**  
USE CHEV FLEX PLATE THAT SUITS YOUR MOTOR.  
USE 13.5mm THICK CONVERTER DRIVE SPACERS  
-SEE STEP 6

**FOR HOLDEN V8 WITH CHEV BOLT PATTERN - 5/8 DOWEL**  
NOTE- GMH HAS TWO FLEX PLATES THAT FIT THIS MOTOR.

**1 - TRIMATIC FLEX PLATE**  
\* MEASURES 20mm FROM FACE OF BLOCK TO DRIVE OF FLEX PLATE AS INDICATED BY DISTANCE X ON THIS DRAWING.

\*USE THE 13.5mm THICK AND 15mm THICK CONVERTOR DRIVE SPACERS FOR TRIMATIC FLEX PLATE - SEE STEP 6

**2- GMH TURBO 400 FLEX PLATE -NOT CHEV 1400 FLEX PLATE**  
\* MEASURES 21.5mm FROM FACE OF BLOCK TO DRIVE FACE OF FLEX PLATE AS INDICATED BY DISTANCE X ON THIS DRAWING.

\*USE 13.5mm THICK CONVERTOR DRIVE SPACER ONLY - STEP 6