



Installation Guide

Adaptor Plate Kit

ap081

Kit Limitations

None

Suitable for Below Gearbox & Engine Combinations

Gearboxes	Engines
GM Powerglide 6 Cyl GM Powerglide V8 GM T350 GM T400 GM T700 V6 GM T700 V8	Ford Big Block 370, 429 & 460

Kit Includes

Part	Part Description / Number	Qty
Adaptor Plate	ap081	1
Bolt Kit	ap081-bolt-kit <ul style="list-style-type: none">4 x 7/16" UNC x 5/8" Set Screws2 x 7/16" UNC x 1 1/2" Set Screws2 x 7/16" UNC x 1" Unbrako Cap Head Set Screws3 x 3/8" UNC x 1 1/4" Countersunk Cap Head Set Screws3 x 3/8" UNC Nuts6 x 3/8" UNC x 1 1/4" Set Screws3 x 3/8" UNC x 1 1/2" Set Screws2 x 7/16" Spring Washers2 x 7/16" Flat Washers12 x 3/8" Spring Washers9 x 3/8" Flat Washers	1
Sandwich Plate	sandplate07	1
Torque Converter Locator	tclocator16	1
Torque Converter Spacer	tcspacer09	1

Optional Parts

Part	Part Description / Number
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Installation Steps

Before Starting Check that the Torque Converter Locator Part # tclocator16 fits onto the Crank. The Ford and Lincoln 460 Engines have a Different Location Size.

- Step 1:** Make Certain there are No Burrs or Dirt on the Back of the Engine Block Face
- Step 2:** Fit the Sandwich Plate to the Engine making sure that it stays on the Dowels as this Locates the Starter Motor in the Correct Position
- Step 3:** Fit the Adaptor Plate to the back of the Engine using the Appropriate Set Screws
- Step 4:** Fit the Flexplate to the Engine making sure that it Runs True
- Step 5:** Clean the Bore of the Crank after removing any Spigot Bushes that maybe Present
- Step 6:** Fit the New Torque Converter Locator to the Crank, use 'Loctite' to make a Firm Fit
- Step 7:** Before you Fit the Transmission ensure that the Torque Converter is Located Correctly on the Oil Pump Drive, do this by Rotating and Pushing the Torque Converter Until it is Fully on the Slotted Drive
- Step 8:** Fit the Drive Ring to the Torque Converter using the Counter Sunk 'Unbrako' Bolts and Nuts, some Torque Converters may have a Tapped Hole which will Eliminate the need for the Nuts

Step 9: Fit the Transmission to the Adaptor Plate but Do Not Force it on. When it is Fully Located there should be enough room to get Bolts through the Flexplate and into the Drive Ring that is fitted to the Torque Converter, these Bolts should Pull Up at an Even Space, making Certain that there is nothing Fouling to Prevent this Operation, as it may Damage both the Drive Ring and Torque Converter

Step 10: When you Bolt the Transmission to the Adaptor Plate ensure that there are No Bolts that Protrude through the Adaptor Plate and hit on the back of the Engine Block, if this occurs then it is Important that these Bolts are Shortened by a Sufficient Amount to Alleviate this Situation

Step 11: The Factory Standard Ford Starter Motor can now be Fitted to the Adaptor Plate