

INSTRUCTIONS

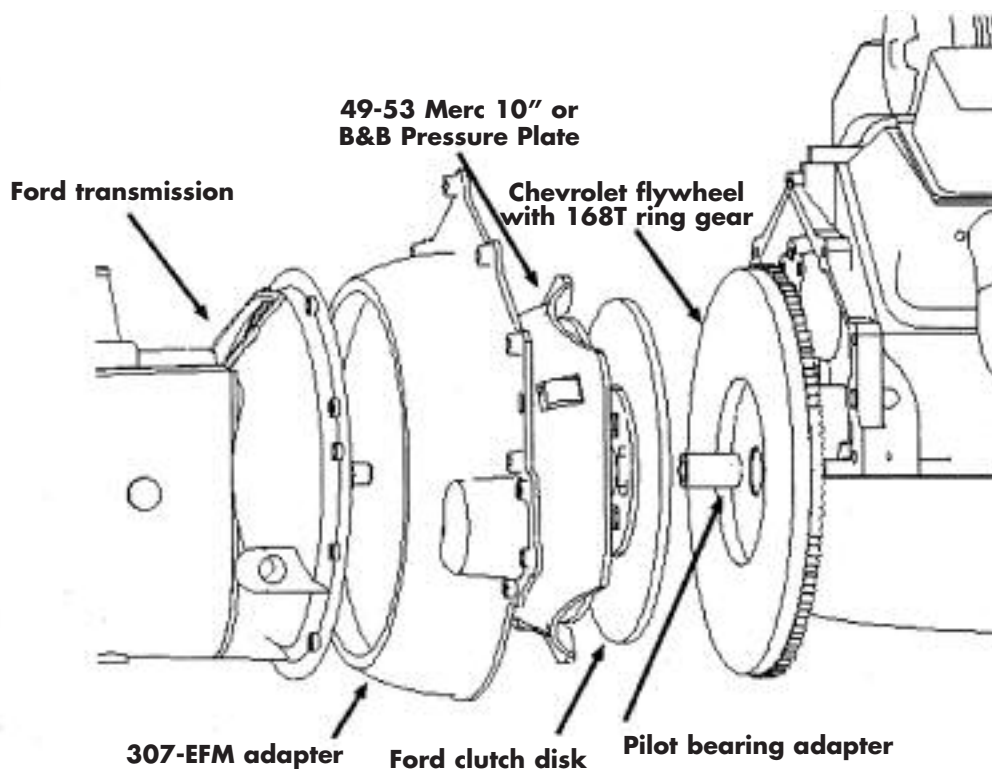
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V8 Chevy 55-85 90° V6 84-98,
Incline 6 1955-1975

P/N 307-EFM ADAPTER INSTRUCTION SHEET

V8 Ford 1932-1948, Merc. 1939-
1950, Ford Truck 1/2 to 1 1/2 ton
1932-1953

IMPORTANT: THIS IS A HIGH PERFORMANCE PART AND IMPROPER INSTALLATION COULD RESULT IN INJURY OR DEATH! NEVER WORK UNDER AN AUTOMOBILE THAT IS NOT PROPERLY SUPPORTED AND BLOCKED FROM ROLLING. NO CREDIT OR REFUND WILL BE ISSUED FOR PARTS DAMAGED DUE TO IMPROPER INSTALLATION. REMEMBER THAT YOUR ADAPTER PLATE IS ALUMINUM AND NOT CAST IRON. DO NOT OVERTORQUE THE FASTENERS. IF AT ANY TIME YOU HAVE ANY QUESTIONS ABOUT THIS INSTALLATION, CONTACT SPEEDWAY MOTORS, INC. IMMEDIATELY. THE INSTALLATION AND USE OF THIS PRODUCT IS DONE AT YOUR OWN RISK!



Aside from what is included in your adapter kit, the adapter is designed to use the '49-'53 10" Mercury pressure plate with the B&B pattern and the 10" clutch Ford disk. The stock throwout bearing from your transmission is used.

The engine's stock flywheel (168 tooth ring gear with 10.5" clutch pattern) and the 1955-1962 flange mount starter or the later block-mount starter for the 168 tooth flywheel (offset bolts holes) are used. If you do not have any of the above items, contact Speedway Motors, Inc. as we should be able to supply any of these parts.

Check that all of the following parts are in the package and free of damage:

1 Cast aluminum adapter

1 Pilot bearing adapter (see note #5).

Torque values: 7/16-20 crankshaft bolts—55-65 ft-lbs

3/8-16 bellhousing bolts—35 ft-lbs

- 1.** Clean the crankshaft flange and hub using solvent and a rag and inspect for burrs, dings, nicks, etc. This is critical! The alignment of the entire rotating assembly relies on the face of the crankshaft and the flywheel mating exactly. Remove any burrs with a fine pitch file.
- 2.** Clean and inspect the block mounting surfaces and the transmission mounting surfaces and remove any burrs. Chase and clean all of the block to bellhousing bolt holes and repair any damaged threads. Check your dowel pins to see that they are in good condition and not "mushroomed." Replace if needed.
- 3.** Check that your pressure plate is the correct size for your flywheel and that the clutch disk rests flat on the flywheel, making certain the clutch disk hub does not hit the flywheel bolts.
- 4.** The assembly sequence should be:
 1. Pilot bearing to crankshaft
 2. Flywheel to crankshaft
 3. Pressure plate/clutch to flywheel
 4. Adapter bellhousing to block
 5. Starter to engine or bellhousing
 6. Transmission to bellhousing
- 5.** Install the pilot bearing adapter. Before beginning, remove the original pilot bearing if present and check to see that the diameter of the hole in the crankshaft is the same as that of the outside of the pilot bearing adapter. There are 2 possible sizes: $1\frac{3}{32}$ " and $1\frac{45}{64}$." Your adapter includes the smaller diameter. If your crank has the larger bore, contact your retailer for the correct one. After installation, check to see that the bore of the pilot bearing is not damaged and that your clutch alignment tool fits the bore and that the pilot bearing adapter is concentric to the centerline of the crankshaft.
- 6.** Align the flywheel and the crankshaft bolt holes while placing the flywheel onto the crankshaft. Install the crankshaft bolts and torque to the proper value.
- 7.** If using the block-mount starter, fit up the starter motor and check for proper ring gear to pinion gear engagement. Adjust if needed and torque starter bolts to proper value.
- 8.** Install the clutch and pressure plate using a clutch alignment tool.
- 9.** Install the starter and check the ring gear engagement. If using the block-mount starter, shim if needed. If using the bellhousing mount-starter, the top bolt hole on the starter will need to be drilled through for a 3/8-16 bolt. Some block-mount starters interfere with the bellhousing, depending on the configuration of the nose of the starter. Check for interference and grind material way on the starter or bellhousing if needed.
- 10.** Install the transmission.
- 11.** Adjust the clutch linkage. Your pressure plate may need to be adjusted to allow for the correct release of the clutch. Most competent automotive machine shops can perform this operation. Contact Speedway Motors, Inc. if you have any questions.

IMPORTANT

DISCLAIMER In an effort to offer our customers the low prices, quick service and great value, Speedway Motors reserves the right to change suppliers, specifications, colors, prices, materials. Each of the previous items is subject to change without notice. Speedway is not responsible for any typographical errors or misinterpretations. Quantities are limited on some items.

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REFUSALS All refused COD customers will be billed a 15% restocking charge plus freight to and from the destination! If you have questions please contact Speedway's customer service department.

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**Some items are not legal for sale or use in California on pollution controlled motor vehicles. These items are legal in California for racing vehicles only which may never be used upon a highway.

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