

INSTRUCTIONS

916-28907

MOUNTING A CHEVY 60° V-6 TO A 350 TURBO-HYDROMATIC (CHEVY OR PONTIAC)

The following instructions were written using a Chevy 350 automatic. There are minor differences in using the adapter with the Pontiac transmission. Mainly the Pontiac mounting holes are higher, requiring less fitting work, you may encounter more problems with transmission tunnel interference. Using some common sense and these instructions, you should have no trouble mounting the Pontiac transmission.

You will need to use a starter ring made for the 60° - V6, and a turbhydromatic torque converter. We recommend using a 350 turbhydromatic torque converter with a high stall speed, (from a car with a small engine).

READ THE ENTIRE INSTRUCTIONS SHEET BEFORE STARTING!!!

Block Preparation

- 1) Use the stock mounting bolts and screw the adapter plate to the engine. Do not install the bolts in the alignment dowels. Note transmission mounting hole locations.
- 2) Grind the excess of the V6 alignment dowel off so that they are in the mounting plate, but do not protrude out the back side. Install the last two mounting bolts, and make sure they hold the plate securely to the block.
- 3) Mark, drill, and tap 3/8" - unc holes in the lower ears on the block for the bottom two transmission mounting bolts. Be sure you have the starter bolt out, because these holes intersect slightly. Due to variances in the block castings, you may not have enough material to cast the holes. If this is the case, grind the block to clear the head of a 3/8" bolt.
- 4) Bolt the adapter to the engine, using the metric flathead screw in the bottom passenger side hole shown. Check that the flat head screw seats on the plate, and clears the 3/8" tapped hole. You may need to chamfer the hole in the engine.
- 5) Install the stock bolts in the other holes. The stock bolts may be too long. Shorten as required.
- 6) Grind the left side of the bottom most washer and bolt on the driver side to clear the transmission housing. You will need to grind the transmission housing in this area also.
- 7) Check that the passenger side dowel for the transmission clears the engine block. Grind the block as needed.

Transmission Preparation

- 1) Hold the adapter plate up to the transmission.
- 2) Mark the locations where the engine mounting screws interfere with the transmission case.
- 3) Using a die grinder or file, remove only enough material to clear the bolt heads. (Check the fit several times as you remove material).
- 4) Bolt the adapter to the transmission. Install alignment dowels in the transmission mounting holes. Use 5/8"CRS rod, the stock alignment dowels, or 5/8" bolts.

Adapter Preparation

- 1) Tack weld the dowel you installed to the plate, make sure you still have the transmission bolted on.
- 2) Mark the outline of the transmission housing on the adapter and cut off any excess material. Material should only be removed from the outside, none from the inside. (Make sure you do not cut off anything you need).
- 3) Paint the adapter as required.

Starter Ring Preparation

- 1) Check torque converter to starter ring mounting holes. You may need to redrill the holes in the starter ring. (It is very important to have the converter centered on the starter ring. If you are not sure, have the machinist drill the starter ring).

Final Assembly

- 1) If you could not tap the bottom two holes in the block, slide two 3/8" screws through the adapter from the engine side.
- 2) Install the flathead metric screw into the engine.
- 3) Install your shortened stock bolts in the other holes.
- 4) Mount the stock Chevy starter ring, (make sure it is indexed correctly - it has a balancing weight welded on). Torque to stock specs.
- 5) Slide the torque converter onto the input shaft.
- 6) Lift the transmission assembly to engine and bolt together. Make sure there is no gap between the engine and the adapter, or the adapter and the transmission.
- 7) Bolt the torque converter to the starter ring.
- 8) A chrome 350 flywheel cover can easily be used by trimming the hole for the starter snout.



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