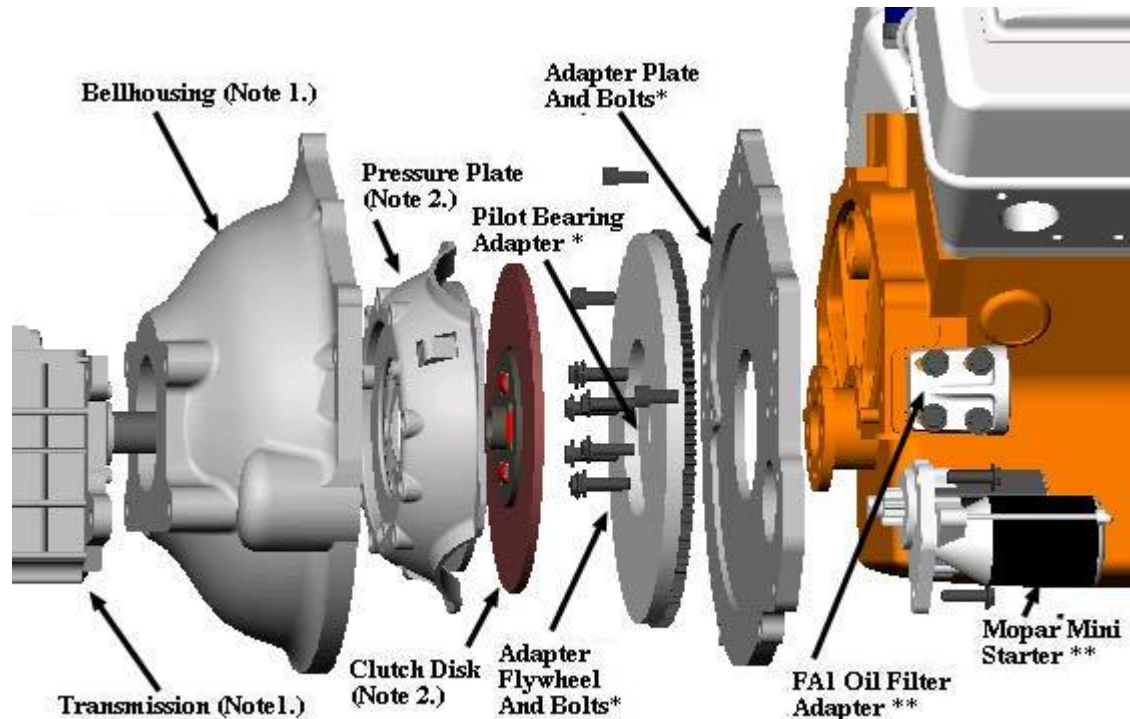


392-350 ADAPTER INSTALLATION INSTRUCTIONS

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. ALWAYS INSTALL NEUTRAL SAFETY SWITCH. FAILURE TO DO SO CAN RESULT IN INJURY OR DEATH!

NO CREDIT OR REFUND WILL BE ISSUED FOR PARTS DAMAGED DUE TO IMPROPER INSTALLATION OR MISAPPLICATION. REMEMBER THAT YOUR ADAPTER PLATE IS ALUMINUM AND NOT CAST IRON. DO NOT OVERTORQUE THE FASTENERS. IF AT ANYTIME YOU HAVE ANY QUESTIONS ABOUT THIS INSTALLATION, CONTACT WILCAP IMMEDIATELY. THE INSTALLATION AND USE OF THIS PRODUCT IS DONE AT YOUR OWN RISK.

YOUR WILCAP FLYWHEEL IS STATICALLY BALANCE ONLY! YOUR FLYWHEEL SHOULD BE DYNAMICALLY BALANCED ALONG WITH THE OTHER ROTATING PARTS OF YOUR ENGINE TO INSURE SAFE OPERATION.



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NOTE 1. USE THE CHEVY BELLHOUSING, THROWOUT BEARING AND LINKAGE (FORK) THAT WERE STOCK TO YOUR TRANSMISSION

NOTE 2. USE GM 10.5" DISK AND PRESSURE PLATE FROM THE TRANSMISSIONS' ORIGINAL APPLICATION.
DISK AND PRESSURE PLATE ARE AVAILABLE FROM WILCAP.

Wilcap Company
P.O. Box 763
Pismo Beach, CA 93448
(805) 481-7639
www.wilcap.com
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392-350 ADAPTER INSTALLATION INSTRUCTIONS

* INCLUDED IN KIT

** AVAILABLE FROM WILCAP.

YOUR WILCAP ADAPTER IS DESIGNED TO USE THE MOPAR SMALL BLOCK GEAR REDUCTION "MINI" STARTER OR ANY EQUIVALENT MOPAR STARTER. THESE STARTERS ARE AVAILABLE FROM WILCAP OR YOUR LOCAL PARTS HOUSE SHOULD BE ABLE TO SUPPLY ONE USING THE FOLLOWING PART NUMBERS;

CHRYSLER P/N 53005984

NIPPONDENSO P/N 128000-781 OR 128000-7810

MOPAR PERFORMANCE P/N/ P5249644

POWERMASTER P/N 9300, 9512, OR 9613

TILTON P/N 54-10000

AUTOLITE PRO P/N 17466

BECK ARNLEY P/N 187-0436

TYPICAL APPLICATION OF THE STARTER WOULD BE A 1992 DODGE DAKOTA WITH THE 5.2L ENGINE.

YOUR WILCAP FLYWHEEL IS DRILLED FOR THE CHEVROLET 10 1/2" (10.4). CONTACT WILCAP OR YOUR DEALER FOR SPECIFIC PRESSURE PLATE AND CLUTCH APPLICATIONS.

YOUR WILCAP ADAPTER IS DESIGNED TO USE THE OEM THROWOUT BEARING AND LINKAGE THAT WAS STOCK FOR YOUR TRANSMISSION. IF YOU USE A NON-STOCK BEARING OR LINKAGE, MAKE CERTAIN THAT THE THROWOUT BEARING ENGAGES THE FINGERS OF YOUR PRESSURE PLATE CORRECTLY BEFORE PROCEEDING.

UNPACK AND CHECK FOR SHIPPING DAMAGE PRIOR TO BEGINNING THE INSTALLATION. PACKAGE SHOULD INCLUDE;

- 1 ALUMINUM ADAPTER PLATE
- 1 FLYWHEEL
- 1 PILOT BEARING ADAPTER

FASTENERS;

- 3 3/8 16 X 1" SOCKET HEAD CAP SCREWS
- 1 7/16 14 X 1" SOCKET HEAD CAP SCREW
- 1 7/16 14 X 1 1/2 GRADE 8 CAP SCREW & LOCK WASHER
- 2 7/16 14 X 1 1/4 STARTER BOLTS
- 6 3/8" STUD, NUT, & LOCK WASHER

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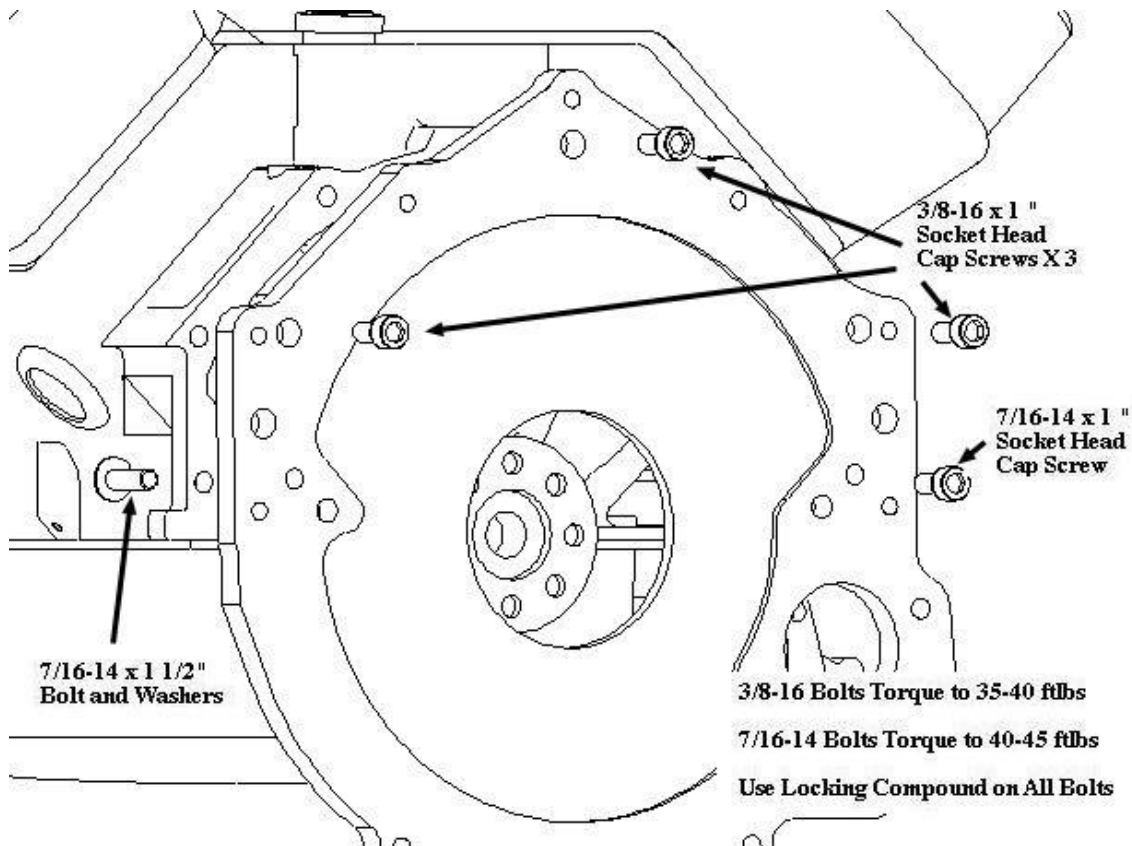
392-350 ADAPTER INSTALLATION INSTRUCTIONS

8 7/16 20 X 1 1/2" GRADE 8 HEX HEAD BOLTS WASHERS*

8 7/16 20 LOCK NUTS *

*1/2"-20 BOLTS IF SPECIFIED

CLEAN THE CRANKSHAFT HUB, BACK OF THE BLOCK, FRONT OF THE TRANSMISSION BELL HOUSING. INSPECT FOR CRACKS AND BURRS AND REPAIR AS NEEDED. CHASE ALL HOLES IN THE BLOCK WITH THE CORRECT TAP AND MAKE CERTAIN THE THREADS ARE SERVICEABLE. CHECK YOUR DOWEL PINS TO SEE THAT THEY ARE IN GOOD CONDITION AND NOT "MUSHROOMED". REPLACE IF NEEDED.



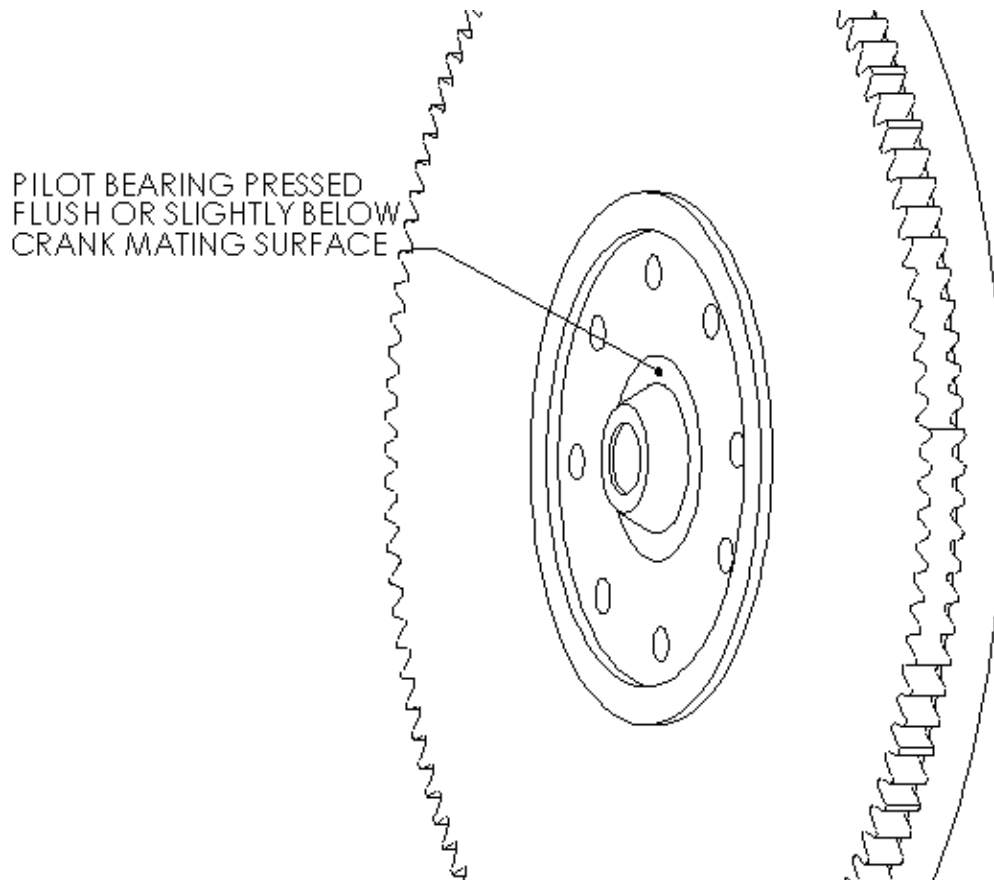
USING THE SUPPLIED 3/8-16 SOCKET HEAD CAP SCREWS & 2 7/16-14 BOLTS, BOLT THE ADAPTER PLATE TO THE BLOCK. IF NECESSARY USE A RUBBER Mallet TO FIT THE PLATE UP TO THE BLOCK FLUSH. DO NOT USE THE CAP SCREWS TO FORCE THE PLATE ONTO THE BLOCK. CHECK FOR FIT. THE PLATE SHOULD FIT FLAT TO THE ENGINE BLOCK WITH NO ROCKING OR GAP.

ONCE THE ADAPTER PLATE IS FLUSH, MARK THE PLATE FOR ANY TRIMMING OR CUTTING FOR CLEARANCE. IF THE PLATE WILL BE

392-350 ADAPTER INSTALLATION INSTRUCTIONS

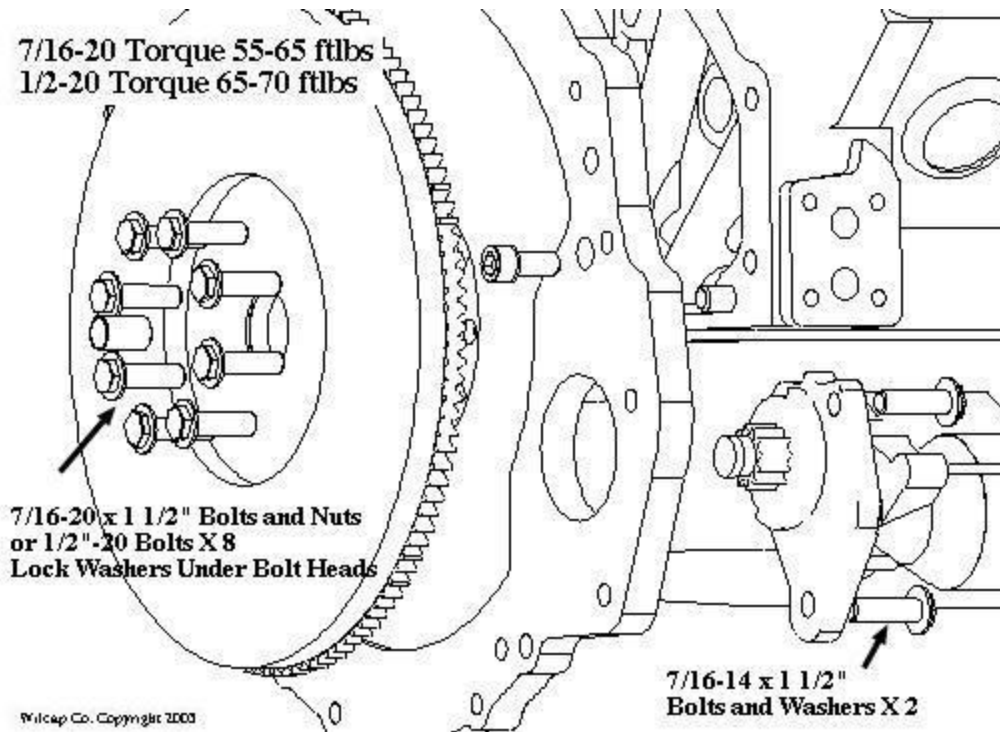
TRIMMED, BE CAREFUL NOT TO CUT TOO CLOSE TO ANY OF THE FASTENER HOLES AND REMOVE ANY BURRS LEFT FROM CUTTING.

AFTER ANY CUTTING OR TRIMMING HAS BEEN COMPLETED, INSTALL THE CAP SCREW AND THE SOCKET HEAD CAP SCREW WITH THREAD LOCKING COMPOUND AND TORQUE THE BOLTS, CHECK TO MAKE CERTAIN THAT NONE OF THE BOLTS PROTRUDE FROM THE SURFACE OF THE ADAPTER PLATE. IF NEEDED, TRIM THE BOLT HEADS OR SHANKS SO THAT THEY ARE FLUSH OR BELOW THE SURFACE OF THE ADAPTER PLATE.



IF YOU ARE USING THE FLYWHEEL PILOT BEARING ADAPTER, THE PILOT BEARING ADAPTER SHOULD BE PRESSED INTO THE FLYWHEEL BEFORE BOLTING THE FLYWHEEL ONTO THE CRANKSHAFT. THIS SHOULD BE DONE ON A HYDRAULIC OR ARBOR PRESS TO INSURE THAT THE PILOT BEARING REMAINS ALIGNED. ALIGN THE FLYWHEEL AND THE CRANKSHAFT AND CHECK THAT THE FLYWHEEL SEATS TO THE FACE OF THE CRANKSHAFT.

392-350 ADAPTER INSTALLATION INSTRUCTIONS



BOLT THE FLYWHEEL TO THE CRANKSHAFT USING THE SUPPLIED 7/16"-20 X 1 1/2" BOLTS AND NUTS (OR 1/2"-20 BOLTS). REMEMBER WHEN BOLTING THE FLYWHEEL TO THE CRANKSHAFT AND WHEN BOLTING YOUR PRESSURE PLATE TO THE FLYWHEEL PROCEED IN A CRISS-CROSS PATTERN A MAXIMUM OF 1/2 TURN AT A TIME.

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.

FIT UP THE BELLHOUSING USING YOUR 3/8-16 GRADE 8 BOLTS. MAKE CERTAIN THEY DON'T "BOTTOM" AGAINST THE BLOCK. CHECK THAT THE STARTER DOES NOT INTERFERE WITH THE BELLHOUSING.

WHILE INSTALLING THE TRANSMISSION, REMEMBER THAT THE DOWEL PINS ARE FOR ALIGNMENT ONLY AND WILL NOT BEAR THE WEIGHT OF THE TRANSMISSION.

DO NOT HESITATE TO CONTACT US OR YOUR DEALER WITH ANY PROBLEMS, IDEAS OR SUGGESTION TO MAKE THIS PRODUCT BETTER. THANKS AGAIN FOR YOUR BUSINESS.