



Installation Guide

Adaptor Plate Kit

ap014

Kit Limitations

- Requires a Modified Dust Cover
- Suitable for Turbo / Chev Pattern Engine Blocks ONLY

Suitable for Below Gearbox & Engine Combinations

Gearboxes	Engines
Holden Trimatic	Holden V8 (253, 308 & 5Ltr EFI) Chev Small Block

Kit Includes

Part	SKU	Part #	Qty
Adaptor Plate	ap014	crs0133	1
Dowel	dowel13	crs0679	2
Drive Plate Spacer	dpspacer14	crs1399	3
Offset Stud with Flat & Spring Washers	stud01	crs0005	4
Torque Converter Locator	tclocator06	crs0007	1

Bolt Kit	
ap014-bolt-kit	
Description	Qty
3/8" UNC x 1" Unbrako Bolts	2
3/8" UNC x 1 1/2" Bolts	2
3/8" UNF x 1 1/4" Bolts	3
3/8" Spring Washers	2
3/8" Flat Washers	2
3/8" UNF 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

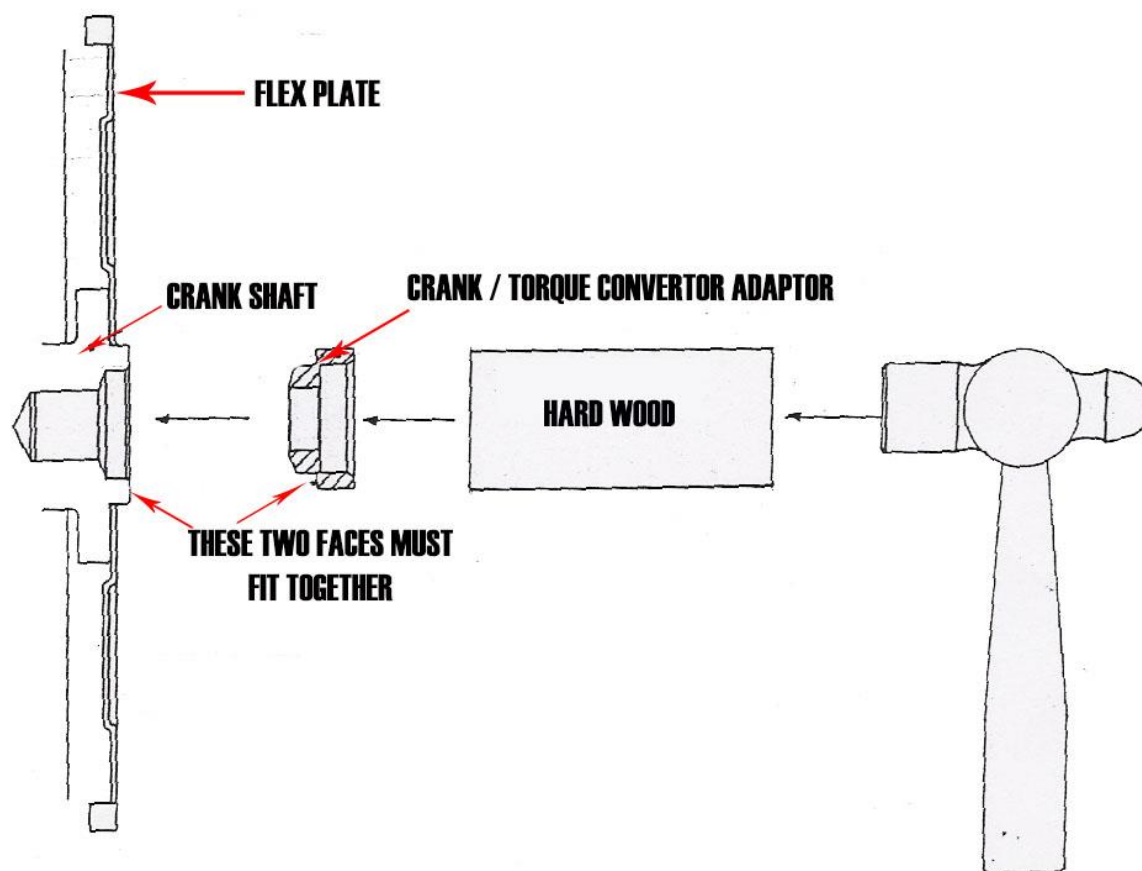
1. Trimatic
2. GM Turbo 400

Both these Flexplates can be used on a 5/8" 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
- Step 3:** Fit the 2 Unbrako Bolts into the 2 Counter Bored Holes in the top of the Adaptor Plate, *refer to Appendix B for Correct Position*, and tighten these Bolts. The Torque Setting for these Bolts is 61.6N-m or 545 inch-lbf. The Heads of these Bolts should not protrude past the face of the Adaptor Plate
- Step 4:** Screw the 4 Offset Studs into Position, *refer to Appendix B for Correct Position*, on the Adaptor Plate. The Short End goes into the Engine. Screw them as far as they go, making sure they are only 'finger tight'
- Step 5:** Bolt the Flexplate to the Engine using the Original Automatic Flywheel Bolts and Torque Specifications to suit your Engine
- Step 6:** The Torque Converter Locator can now be carefully fitted to the Crankshaft as shown below. Use a Soft Faced Hammer or a piece hardwood for protection, making Locator goes in fully to where the 2 faces meet. If your Crankshaft is Slightly Worn and the Locator is a loose Fit you will need to use Loctite Metal Adhesive (Type 641) to hold it firmly to the Crankshaft



- Step 7:** Fit the Torque Converter, ensure the Correct Spacers are Used, *refer to Appendix A to choose the Correct Spacers*
- Step 8:** Use the 3 3/8" UNF x 1 1/4" Long Bolts and Nut. Check the Length of the Bolts as you tighten, if they are too long they may go through the Nut and Hit on the Torque Converter before they are Fully Tightened. If this happens shorten the Bolts so that it is clear when it is tight, tighten each bolt evenly so as not to distort the Flexplate.
- Step 9:** Mark the Flexplate and Torque Converter so they can be Bolted Up in the same position later
- Step 10:** Use a 'Dial Indicator' on the Pump Drive of the Torque Converter to 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 achieve 'Zero run out'.
- Step 11:** Remove the Torque Converter from the Flexplate, **NEVER try to fit the Auto with the Torque Converter Bolted to the Engine**
- Step 12:** Drill Out the 4 Bolt Holes in the Transmission that will fit over the 4 Offset Studs that you have screwed into the Engine. Drill these holes out carefully to 7/16" diameter ensuring that they are parallel and central to the Original Holes, **Do NOT Drill these Holes any Smaller**

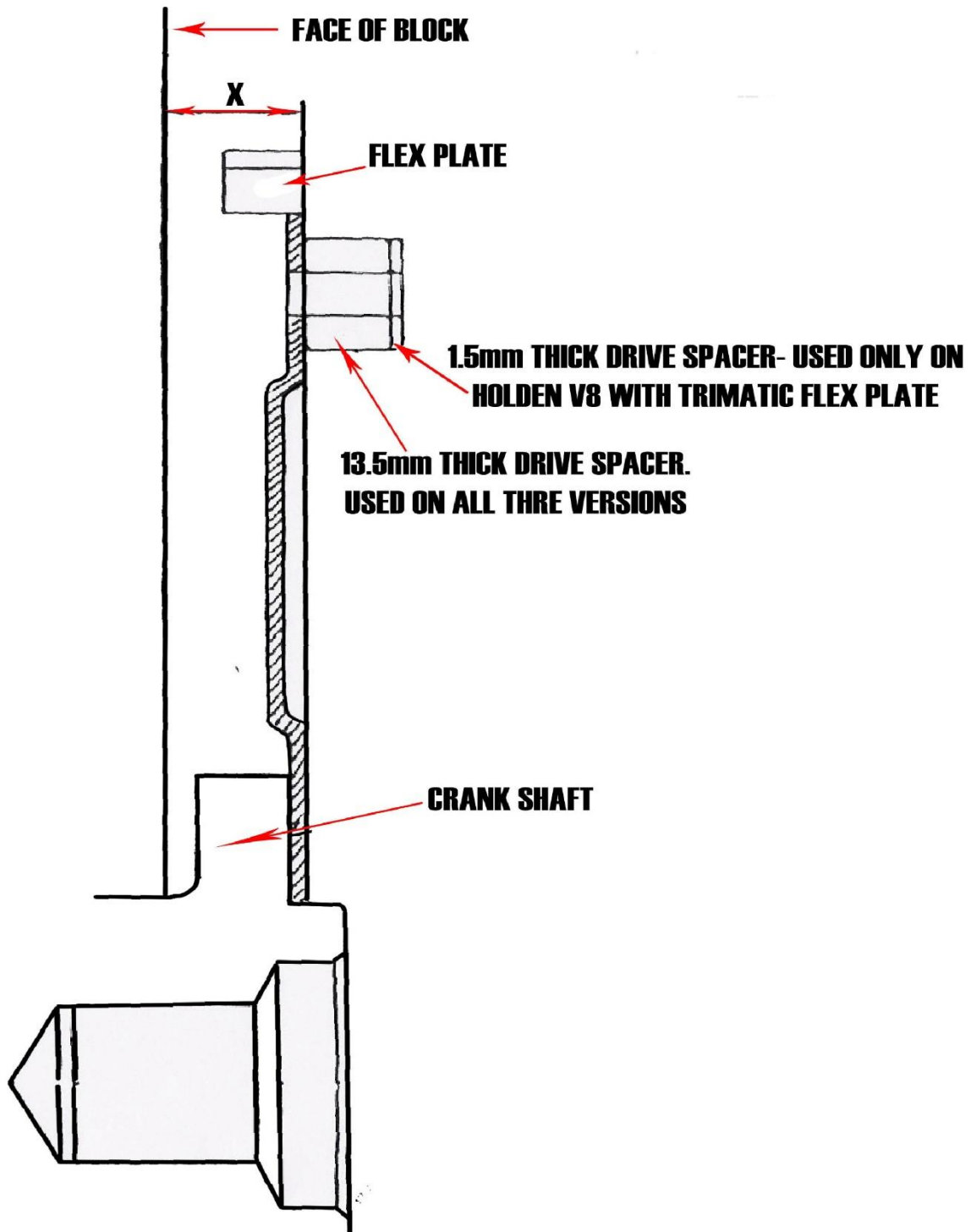
- Step 13:** Carefully fit the Torque Converter to the Transmission, rotating it as you put it so that it picks up on all the drives and goes fully on. The Distance from the Transmission Face to the Drive Face of the Torque Converter (with the Bolt Hole) should be approximately 23mm when fully on
- Step 14:** Install the Transmission on to the Engine using the 2 Dowels protruding from the Adaptor Plate. You will 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 only 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.*** Ensure that 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 as described above
- Step 15:** Bolt into position using the 2 x 3/8" UNC x 1 1/2" Bolts using the Flat & Spring Washers, ***refer to Appendix B for Correct Position***
- Step 16:** Rotate the Flexplate and Torque Converter to Line Up the Bolt Holes
- Step 17:** Fit the Correct Torque Converter Drive Spacers, ***refer to Appendix A***, and bolt carefully into position using the Marks that you created in Step 9
- Step 18:** The Engine and Transmission can Now be Fitted to your Car

Appendix A

Holden V8 (253, 308 & 5Ltr EFI) Engines

1. Measure from the Face of the Block to the Drive of the Flexplate as Indicated by the 'X' in the Below Diagram

Flexplate	X Measurement	Spacers
Chev	N/A	13.5mm
GM T400	21.5mm	13.5mm
Holden Trimatic	20mm	13.5mm + 1.5mm



Appendix B

