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Chrysler Big Block GM Adapter Kit Instructions

The TCI® Products covered here are:

383-440 6-hole crank ¼" adapter	**149260**
383-440 6-hole crank ½" adapter	**149265**
383-440 6-hole crank ¼" adapter	**149280**
383-440 6-hole crank ½" adapter	**149285**

This kit will allow you to adapt a Chrysler 383, 400, 413, 440, 426 Wedge, 426 Hemi engine to all General Motors Powerglide, 200-4R, 700-4R/4L60, 4L80E, Turbo 350 or Turbo 400 transmissions.

All Kits Contain:

Qty. Description
(3) 7/16" - 20 x 1 1/2" Hex Bolts & Nuts
(5) 3/8 Nylon Lock Nuts
(2) 7/16"- 14 Nylon Lock Nuts
(3) Converter Spacers (.385")
(1) 1/4" or 1/2" Aluminum Adapter Plate

Qty. Description
(3) 7/16" Nuts
(2) 7/16" - 1/4 x 2" Flat Head Socket Cap Screws
(4) 3/8" - 16 x 3/4" Flat Head Socket Cap Screws

149260 & 149265 Adaptor Kit 6 Hole Crankshaft Contains:

(1) Flywheel (6 hole) with Ring Gear
(1) 6 Hole Aluminum Adapter
(6) 7/16" x 20 x 1" Long Flat Head Socket Cap Screws

149280 & 149285 Adaptor Kit 8 Hole Crankshaft Contains:

(1) Flywheel (8 hole) with Ring Gear
(1) 8 Hole Aluminum Adapter
(8) 1/2" x 20 x1" Flat Head Socket Cap Screws

Installation Instructions

Note: If you are not familiar with this type of installation, you may want to consult a Service Trade Manual. The manual will also provide you a complete listing of torque specifications.

Your Chrysler starter will bolt into place without any modifications. You will need to modify the transmission bellhousing to gain needed clearance for the starter nose.

Step 1 Bolt adaptor plate to engine using bolts provided with kit (Four 3/8" x 15 x ¾" Flat Head Socket Cap Screws, Two 7/16" - 14 x 2" Flat Head Socket Cap Screws and Two 7/16" x 14 Nylon Lock Nuts).

Step 2 Install flywheel and aluminum crank adapter:

149260 and 149265: Use six 7/16" - 20 socket cap screws, use thread sealer and torque to 55 foot pounds

149280 and 149285: Use eight 1/2" - 20 socket cap screws, use thread sealer and torque to 70 foot pounds

Step 3 Install Starter using the studs and nuts on adapter plate. Check starter for proper alignment with the Flywheel teeth.

Step 4 Transmission Bellhousing Modification: The transmission will need to be modified for starter clearance. Fit the transmission (without the converter installed) to the adaptor plate. Mark the area to be clearanced then use a saw or grinder to remove material. **Note:** Remove only the amount necessary for clearance. Deburr, smooth and radius all corners and clean thoroughly after you have obtained proper clearance.

Step 5 Torque Converter installation: If you are using a new torque converter, you need to fill the converter with Automatic Transmission Fluid. After modifications are complete, install a General Motors type of torque converter with a standard three-hole (small bolt pattern) bolt circle into transmission.

Step 6 With the torque converter installed, bolt transmission onto the adaptor plate. Slide transmission over the adapter plate. Use the five 3/8" nuts provided with kit to bolt transmission to plate. Use thread sealer and Torque Bolts 30 to 35 Foot pounds.

Step 7 Using the three 7/16" - 20 x 1 1/2" Hex head converter bolts and the three spacers, torque converter to the flywheel. Use one spacer per bolt. Install the spacer next to the flywheel then bolt converter to the flywheel. Use thread sealer and torque bolts to 35 foot pounds.

Step 8 After you have completed the adaptor kit installation, check all fluid levels and add fluid if needed. Always maintain proper fluid levels for proper operation. **Do not overfill transmission.**

Note: Below is a chart that shows how to measure for proper depth clearances. Please check for proper clearances. Failure to do so can and will cause damage to the transmission and/or torque converter. Take measurement "A" shown in Figure 1. The correct method of measuring "A" is shown in Figure 2. Now take measurement "B" on the engine as shown in Figure 1. This is the distance between the engine block mating surface and the converter mount mating surface on the flywheel or flexplate. Compare the two measurements that you have taken. "A" must be greater than "B". If "A" is not greater than "B", converter is not installed properly. Pull converter off slightly, then push it on again, rotating it at the same time. Continue to do this until you feel the converter move inward and stop at proper engagement. Repeat measurement "A" and compare it again with "B". "A" must be greater than "B". Do not proceed further until you have installed the converter properly. If you have any questions, please contact our tech department or consult a trained mechanic for assistance.

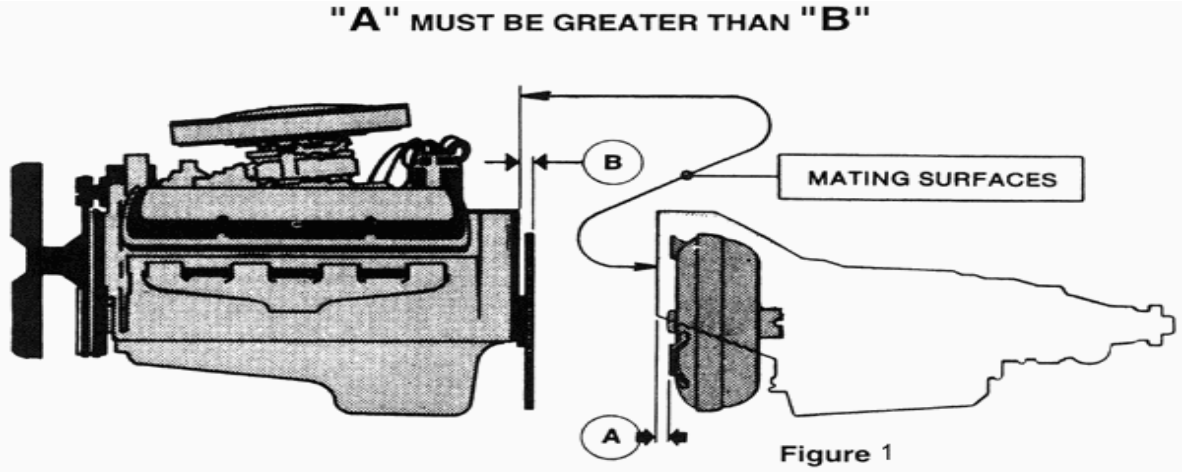
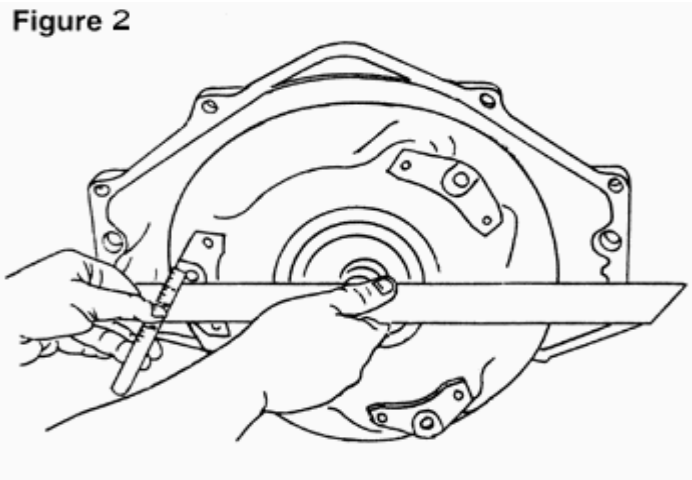


Figure 1

Figure 2



Measure the depth of mounting pad face (A) from the mounting flange face. Notice that the right hand that is holding the straight edge is also pushing the converter in toward the transmission.

DEPTH CLEARANCE:	
GM Turbo-Hydramatic 350	1 1/8" from Bell Housing to Pads
GM Turbo-Hydramatic 400	1 3/16" from Bell Housing to Pads
GM Powerglide	1 1/8" from Bell Housing to Pads
*Distance may vary either way .050".	