

Installation Tips

Note:

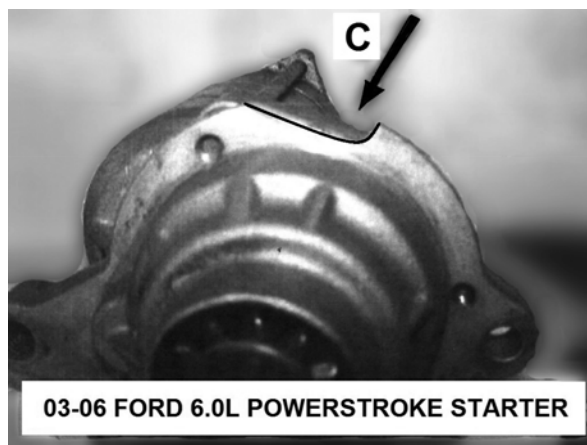
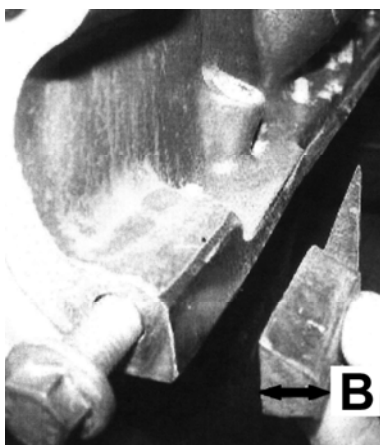
This Adapter Kit Utilizes a 2003-2006 Ford 6.0L Powerstroke Starter. Some GM bellhousings may require grinding to clear the starter nose.

The 2008-2010 Ford 6.4L Powerstroke Starter does not extend beyond the starter gear, and does not require additional clearance in the bellhousing, which makes this starter an excellent choice for this application.

Requirements:

Clearance modifications to engine block pan rail and the Ford Powerstroke starter may be necessary in some applications. If needed; remove 5/8" - 3/4" from the engine block pan rail below the repositioned starter as shown in figure "B," and approximately 1/4" from the starter flange as shown in figure "C."

Some HD or 4x4 transmissions have a thicker bellhousing, and may require approximately 1/16" additional clearance if the starter gear rubs.



Installing Engine Adapter:

Clean all mating surfaces of grease and dirt. Check for nicks or burrs to insure proper alignment. Carefully repair any damaged areas with a file or bench stone. Install the new adapter and tighten to proper torque specifications in a crossing pattern.

Installing Flexplate:

Clean all mating surfaces of grease and dirt. Check for nicks or burrs to insure proper alignment. Carefully repair any damaged areas with a file or bench stone. Install the flexplate and tighten to proper torque specifications in a crossing pattern. After the flexplate has been properly torqued, check run out of the flexplate at the crankshaft flange for a maximum run out of .004" and at the outer diameter for a maximum run out of .010". If run out is above tolerances, disassemble and inspect for burrs or debris that could cause excessive run out.

Warning

Performance Motorsports is a hazardous sport and no warranty is made or implied regarding this adapter kit to protect users from injury or death. **USER ASSUMES ALL RISKS.**