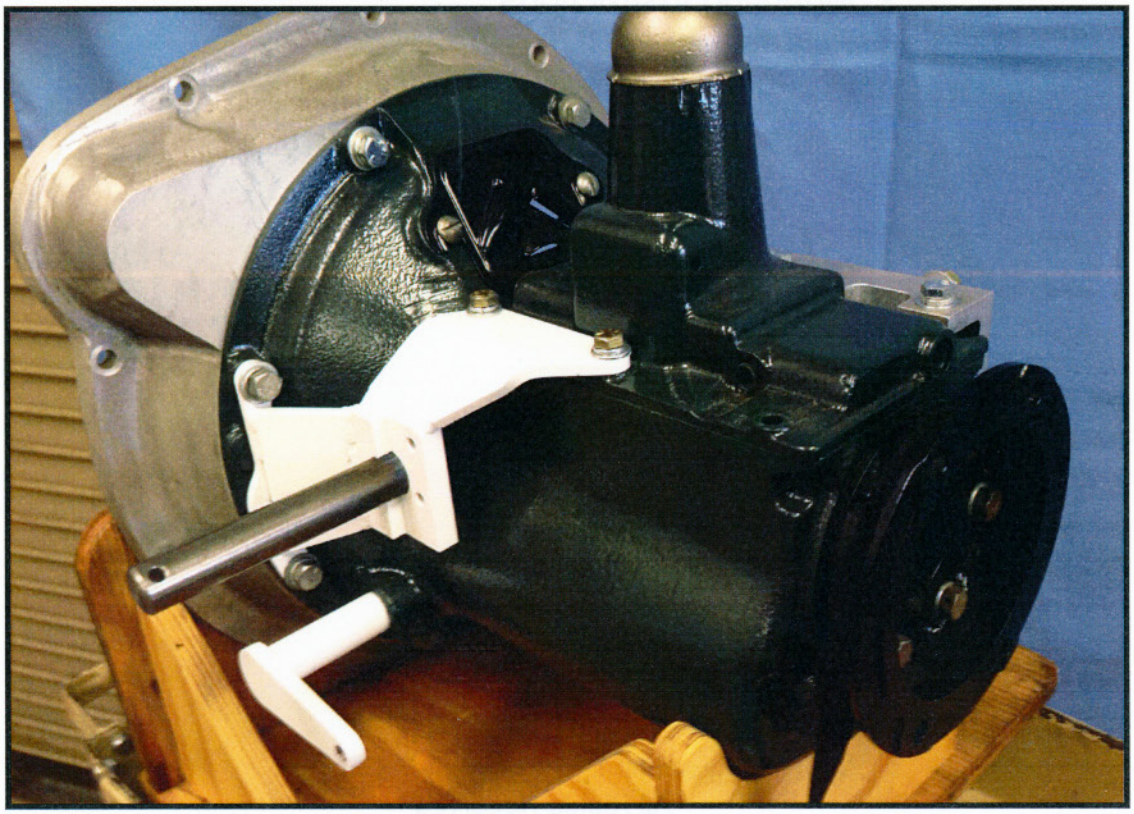
CLING'S

V8 TRANSMISSION ADAPTER

LEFT HAND DRIVE

INSTALLATION MANUAL



CLING'S AFTERMARKET PRODUCTS, INC.

V8 TRANSMISSION ADAPTER

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V8 TRANSMISSION ADAPTER

Install Instructions

for MODEL "A"

DO NOT ATTEMPT INSTALLATION OR SERVICE OF THIS PORDUCT IF YOU ARE NOT QUALIFIED TO DO SO. OBTAIN THE SERVICES OF A COMPETENT SERVICE TECHNICIAN.

V8 TRANSMISSION HARDWARE: **Use throw out fork, throw out bearing sleeve & rear u-joint housing from V8 transmission.**
NOTE: Use Model A or V8 throw out bearing.

Flywheel Housing alignment/variation Measurement check *(very important)*

Note: This Flywheel Housing alignment/variation measurement check article was written by Les Andrews from Model A Ford Mechanics Handbook

This measurement checks the alignment of the crankshaft end flange and the flywheel with the rear face of the flywheel housing. Misalignment of the flywheel housing creates a misalignment of the clutch housing (bell housing), which in turn causes a misalignment of the transmission drive gear with respect to the flywheel, clutch plate, and clutch pressure plate. This measurement can be made with a dial gauge or a crankshaft-to-housing gauge and a flywheel-to-housing gauge. The crankshaft end flange must be square with the flywheel housing rear face to within .006" maximum variation.

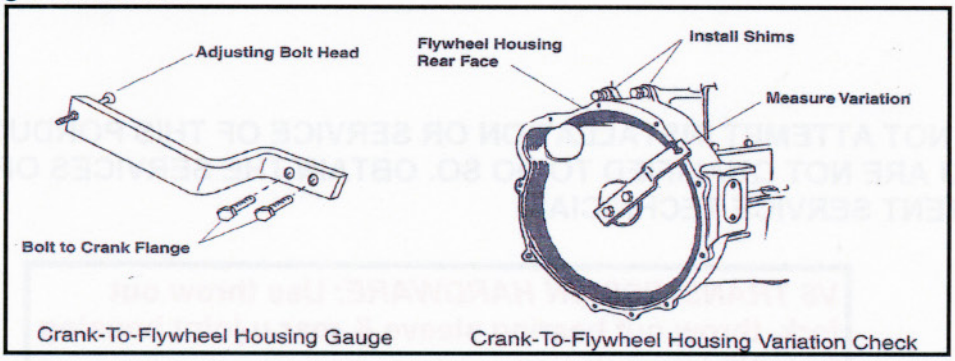
1. Thoroughly clean the mating surfaces of the flywheel housing and block. Place a paper gasket between the flywheel housing and block. Securely bolt the housing to the block with four (4) attaching bolts (7/16-14 X 1-1/16" drilled hex head). Torque the bolts to 55 ft. lbs. Do not safety wire at this time.
2. Bolt the crank-to-flywheel housing gauge to the crankshaft flange using two of the flywheel attaching bolts (7/16-20 X 13/16 drilled head). Add spacers if necessary to allow the gauge to be absolutely tight against the crank shaft flange.

CAUTION

Do not allow the attached bolts to extend more then 1/16" beyond the front side of the flange, causing possible damage to the rear main oil slinger.

3. Attach the throttle control bracket to the top of the flywheel housing at the two ears (7/16-14 X 1-3/4" hex head bolts and lock washers). Before tightening the two bolts, insert a horseshoe shaped shim (about .010" thick) under each ear, over the bolt shaft, and then securely tighten.
4. Set the adjusting bolt head on the gauge for .030" clearance from the flywheel housing rear face.

5. At about every 30°, check the clearance between the gauge adjusting bolt and the housing rear face. A maximum variation of .006" is allowed. Excessive variation the thickness of the horse-shoe shims under the two ears for the throttle bracket. The flywheel housing should be re-placed if the variation is greater than .006" around the housing rear face, usually caused by a warped housing.
6. After completing the crank-to-flywheel housing check, remove the gauge and safety wire the flywheel housing bolt heads.



Crank-To-Flywheel Housing Gauge — Crank-To-Flywheel Housing Variation Check

7. Screw two short manifold studs into two adjacent holes in the crankshaft flange to use as guides when putting the flywheel in place on the crankshaft flange.

NOTE

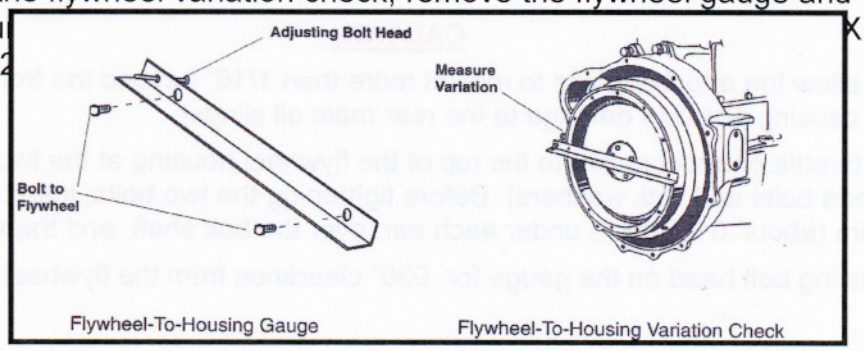
The flywheel pilot bearing should be replaced before installing the flywheel (P/N GMN6203 DV).

8. Set the flywheel in place on the crankshaft flange. With the flywheel firmly seated over the dow-els and against the crank flange, remove the two manifold studs and place the dowel retaining plate in the center of the flywheel. Insert the four (4) mounting bolts (7/16-20 X 13/16" with drilled hex head) and torque to 55 ft. lbs. Safety wire the bolt heads.

CAUTION

Do not allow the flywheel mounting bolts to extend more than 1/16" beyond the front side of the flange, causing possible damage to the rear main oil slinger.

9. Bolt the flywheel gauge across any two opposing holes in the flywheel annulus, and perform variation checks around the flywheel housing rear face. As done with the crank shaft-to-housing gauge.
10. The reading should be almost identical to those obtained from the crankshaft check.. If the variation is more than .005", there will be too much wobble and the flywheel should be remachined or replaced.
11. After completing the flywheel variation check, remove the flywheel gauge and install the clutch and pressu X 3/4" hex head). Torque to 2



Flywheel-To-Housing Gauge — Flywheel-To-Housing Variation Check

Mounting Instructions for V8 Transmission Adapter

1. Make sure everything is clean with good work space.
2. Clean and check all threads that they are good and free of debris in the bottom of threads
3. Check the throw out shaft bushings for wear. If they are worn replace them.
4. Make sure you are using the throw out fork for V8 transmission.
5. **WISHBONE BRACKET:**

Before mounting the Wishbone Bracket, look at two areas for casting imperfections that will cause interference in mounting the bracket. **(Photo #1)** First look at the bosses on the transmission where the bracket will mount. Place the bracket into position, aligning the mounting holes. Now look to see if there is any interference between the casting and the bracket. If there is, take a file or grinder to remove a small amount of material so the bracket fits without any interference. The second area is on the bottom of the transmission where the bracket mounts. If the case is very rough, take a file and smooth the surface where the bracket mounts.

NOTE:

1. The reason shims have been provided is to take up the clearance between the transmission case and the wishbone bracket. This is due to variation in transmission cases.

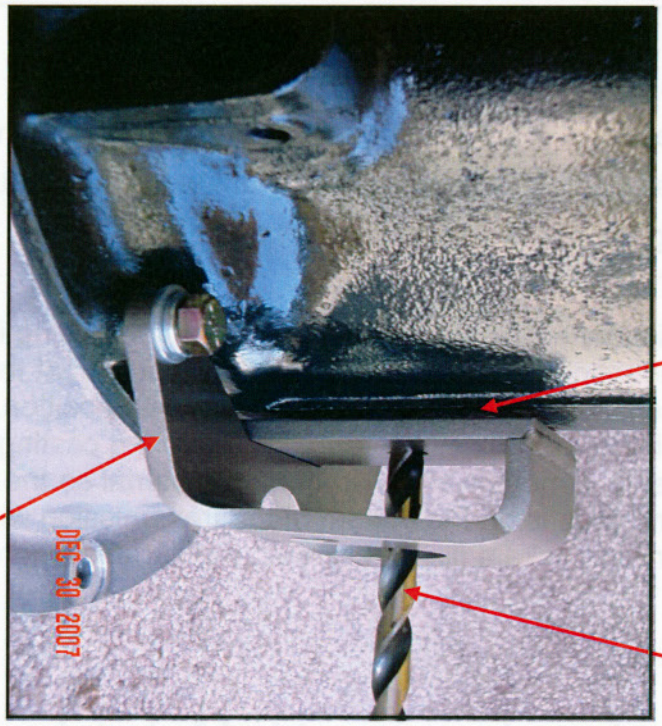
2. We have found that the late 1946-48 truck transmissions have a different style case on the bottom and the wishbone bracket

Assembly Wishbone bracket:

(Photo #1): Using the 3/8-16 bolts provided, mount the wishbone bracket to transmission and Aluminum Adapter. Now look at the clearance between the transmission case and bracket. With the 2" dia. Flat washers or shims, place the amount needed to take up the clearance between he case and bracket while aligning the 3/8" dia. shim holes to bracket. Once everything is aligned use a 3/8" dia. drill bit to drill a hole into the transmission case.

(Photo #2): You will not be drilling into the gear area of transmission. You are drilling into

6. Pedal Bracket **(Photo #4)**
   Install Pedal bracket with hardware supplied.
7. Throw Out Shaft **(Photo #4)**
   Install the Throw Out Shaft and throw out fork.
   NOTE: If the throw out shaft is tight in the bushings either reseat the bushings or polish the
   shaft a little so it has free movement.
8. Emergency Brake bracket: **(Photo #5)**
   Install Emergency brake bracket with hardware supplied
9. Install Transmission:
10. Attach clutch linkage and adjust .
11. Attach brake linkage and adjust.

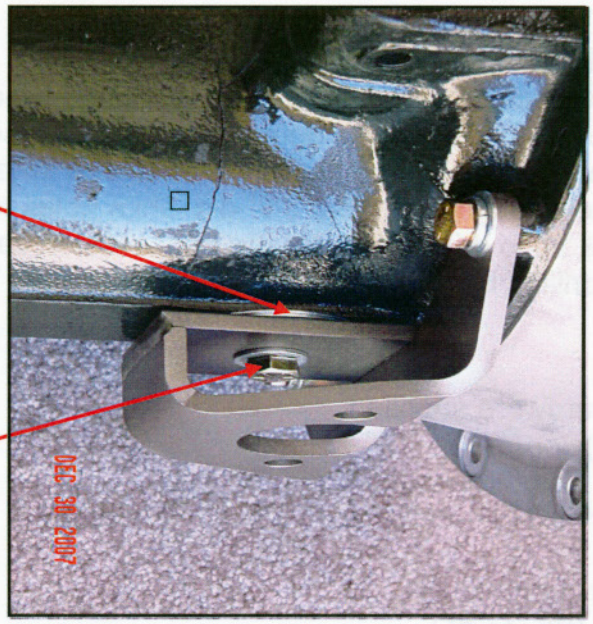


Clearance area

Wishbone Bracket

3/8" Drill Bit

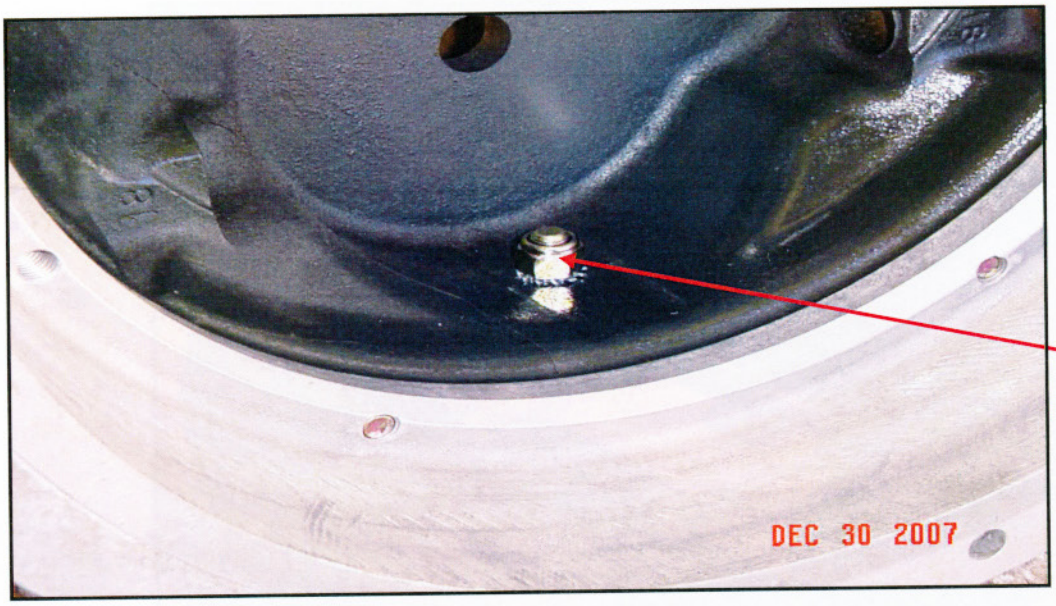
Photo #1



Shims

3/8-24 Mounting bolt

Photo #2



3/8-24
Mounting Blot

Photo #3

Looking at inside
case or clutch area

Brake & Clutch
Pedal Bracket

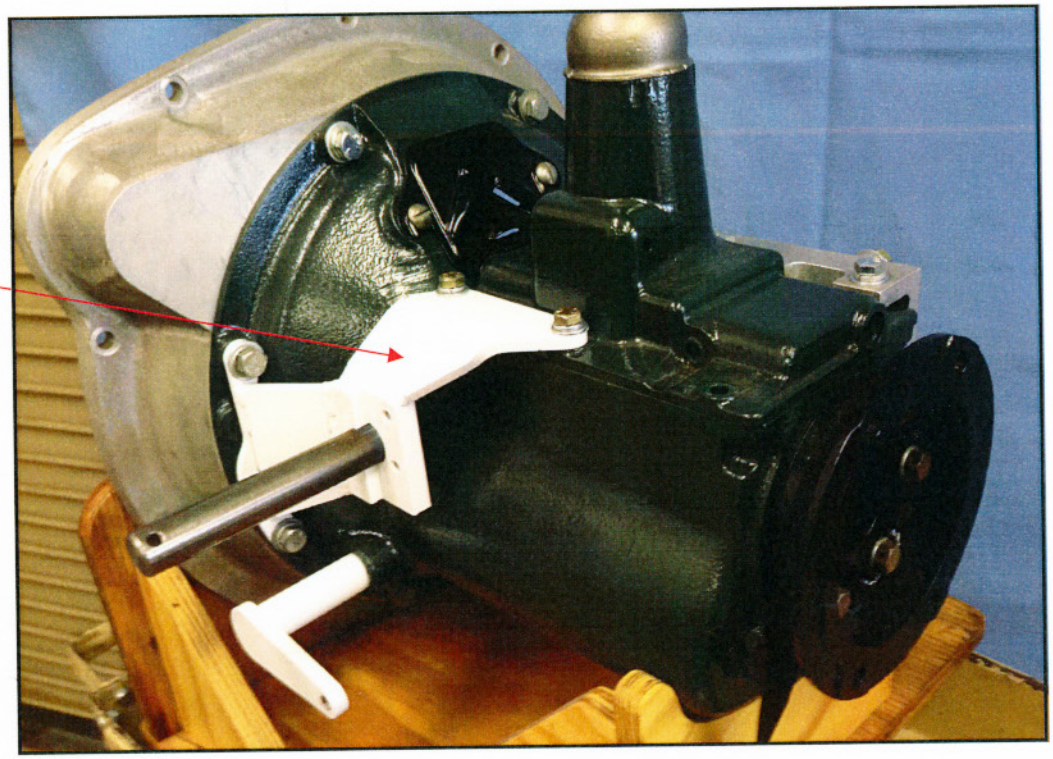


Photo #4

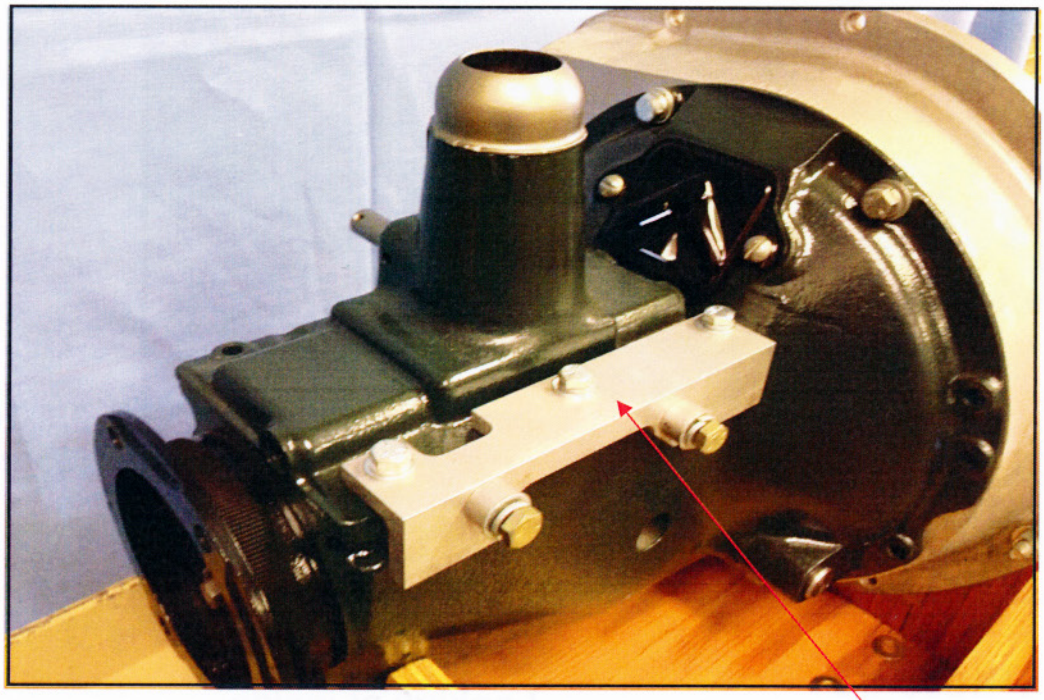


Photo #5

Emergency Brake Bracket

Cling's Aftermarket Products, Inc.
PRODUCT WARRANTY

Cling's Aftermarket Products, Inc. warrants to the purchaser of this V8 Transmission Adapter that the product shall be free from defects in material and workmanship for a period of30 days from the date of purchase, Cling's shall be liable for the replacement of any parts that fail through defect in material or workmanship during the period the warranty, at no charge to purchaser. These warranties shall apply only if the purchaser installs and uses the product according to the directions furnished by the manufacture, and any failure of purchaser to properly install or use the product shall operate as a waiver of the breach of warrant, absolving manufacture of any liability whatsoever.
Any warranty contained in this agreement shall not apply to any product which shall have been repaired or altered outside the manufacturer's facilities or in any way so as, in the reliability, or which has been subject to misuse, negligence, or accident.

DO NOT ATTEMPT INSTALLATION OR SERVICE OF THIS PRODUCT IF YOU ARE NOT QUALIFIED TO DO SO. OBTAIN THE SERVICES OF A COMPETENT SERVICE TECHNICIAN.

Warranties shall not apply to any product manufactured which shall not have been operated in accordance with the manufacturers printed instructions or shall have been operated beyond the capacity of the product.

ANY EXPRESS WARRANTY NOT PROVIDED HEREIN AND ANY REMEDY FOR BREACH OF CONTRACT WHICH MIGHT OTHERWISE ARISE BY IMPLICATION OR OPERATION OF LAW, IS HEREBY EXCLUDED AND DISCLAIMED. THE IMPLIED WARRANTIES OF MERCHANTABILITY AND OF FITNESS FOR ANY PARTICULAR PURPOSE ARE EXPRESSLY WAIVED. UNDER NO CIRCUMSTANCES SHALL MANUFACTURE BE LIABLE TO PURCHASER OR ANY OTHER PERSON FOR ANY SPECIAL OR CONSEQUENTIAL DAMAGES, WHETHER ARISING OUT OF BREACH OF WARRANTY, BREACH OF CONTRACT, OR OTHERWISE.

This warranty gives you specific legal rights, which may vary from state to state. No other warranties are made by manufacture that are not specifically set forth herein.

Cling's Aftermarket Products, Inc.
V8 Transmission Adapter for

Parts List

Part Number	Quanity	Description
3001	1	V8 Transmission Adapter
3005	1	Clutch & Brake Pedal Assembly
3003	1	Throw Out Shaft
3002	1	Wishbone Bracket
3004	1	Emergency Brake Bracket
8006	4	3/8-16 X 1 1/2" long Hex Bolt (grade 8)
8007	7	3/8" Flat Washer (SAE)
8008	6	3/8" Lock Washer
3007	1	3/8 24 X 1 1/4" Long Hex Bolt (grade 8)
3009	1	3/8" Star washer (external tooth)
3008	1	3/8 -24 Nylon Lock Nut (grade 8)
3012	4	3/8" Large Ø 2" Flat Washer
3010	2	Aluminum Spacers
3011	2	3/8-16 X 1 1/4" Long Hex Bolt (grade 8)
8004	5	5/16-18 X 1 1/4" Long Hex Bolt (grade 8)
5013	5	5/16" Flat Washer (SAE)
5017	5	5/16" Lock Washer