Proper Converter Spacing

To ensure correct performance and long life of your transmission pump and torque converter it is necessary to follow the following directions when installing your converter/transmission combo.

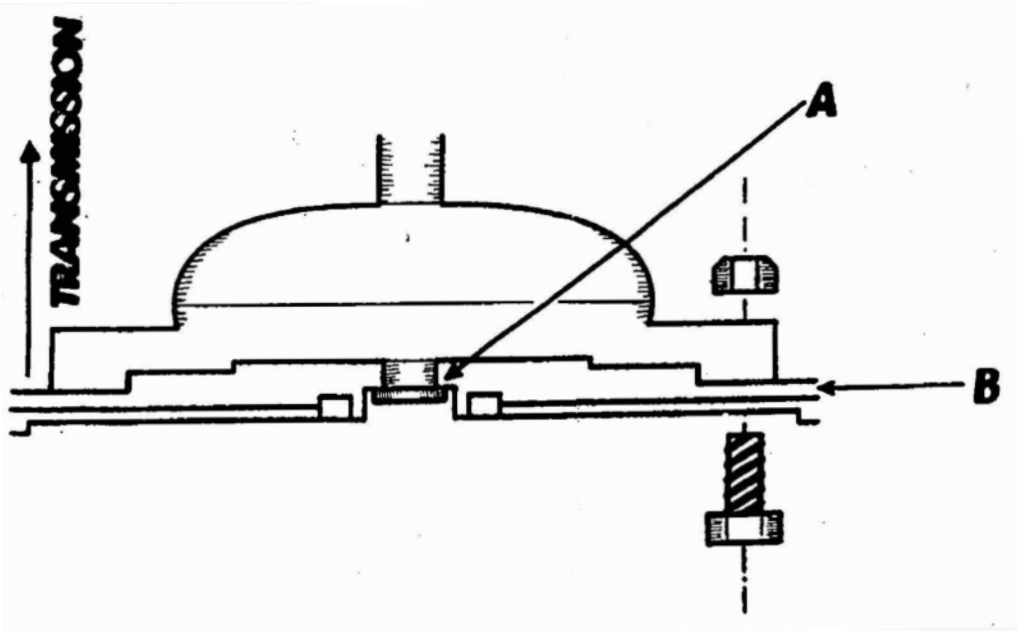
First, the pilot on the front of the converter should be checked to make sure it will fit into the end of the crankshaft.

It should fit 3/16” to a 1/4” into the crankshaft pilot hole as shown in the figure labeled “A”.

Next, with the converter installed on the transmission input shaft and pushed all the way back into the pump, measure the distance between the converter mounting pads and the flexplate as shown in the figure labeled “B”.

There should be a distance of 1/8” to 3/16” between the pads and the flexplate. A drill bit is a good gauge to use for measuring the gap.

If your gap is wider than 3/16”, add washers under the pads until you reach the 3/16” distance.



Torque Converter Installation

With the transmission securely on the transmission jack, lube the neck of the torque converter and pour 1 quart of fluid into the converter.

To successfully get the entire quart into the converter, you will need to tilt it in different directions and pour slowly to allow the fluid to get into the outer shell of the converter.

Now it's time to install the converter onto the transmission.

Take your time and slowly push the converter into the front pump. Rotate the converter as you push rearwards until you feel the neck of the converter engage the inner pump gear.

Continue pushing until the converter will not go in any further. To check that it is fully seated, pull it out an 1/8th of an inch and then push it back in. You should hear a solid thud.

Using a straightedge across the bellhousing, check that the converter mounting pads are ¾ to 1” below the straightedge.

You are now ready to install the Converter/Transmission combo to the rear of your engine.

With the correct flexplate for your application properly mounted to your engine, raise the transmission assembly up into the vehicle and guide it in place onto the dowel pins on the back of the block.

If your converter has studs, align them with the appropriate holes in the flexplate.

With the bellhousing flush with the back of the block, check the clearance between the torque converter mounting pads and the flexplate.

There should be a ⅛” to 3/16” gap between the mounting pads and the flexplate.

This Measurement Is Critical!

If there is more than the correct amount, you will need to use washers as spacers between the pads and flexplate to achieve the correct dimensions.

On Ford applications, if the gap is smaller than ⅛”, you can add an additional block plate to gain clearance. Multiple blockplates can be used but you must cut away the starter mounting area of the additional plates to prevent starter gear engagement issues.

With the proper clearance,draw the converter forward towards the flexplate and bolt it securely to the flexplate.

Install the bell housing bolts and torque them to the required specs.

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