

PART # - 10100 STARTER PLATE

Early V8 to Late Model Transmission

200 4R - 350 - 400 - 700 R4



Instruction Sheet Master

Revised 12/2017

If you're eliminating that old cast iron Powerglide transmission and installing a Turbo Hydro 350, 400, 200-4R, or 700 R4 transmission, then this starter adapter plate is what you need. You will need this plate when using a 1955-1956 265 V8 and some 57 283 V8 motors. These motors don't allow a late model starter to be bolted to the engine block. So this starter plate allows the original starter to be run with your new transmission. To run a new transmission, you will need to purchase a #13023 dual pattern 168 tooth flywheel, a set of #13386 flywheel bolts, a #870 transmission side mount kit, a #12564 rear crossmember and #1003 crossmember end brackets, a #977 or #977A mount, a #228 speedometer cable, a set of #1551 or #1597 transmission cooler lines, a #952 shift linkage kit, and a #929 or #10248 on 1955-1956 or #930# or #10469 on 1957 transmission indicator lens. Other accessories are available, please call and ask your customer service representative for help.

TOOLS: 9/16" wrench, 9/16" socket with extension, 3/8" drill bit, LOCKTITE liquid thread locker (supplied), torque wrench and a large screw driver to turn flywheel.



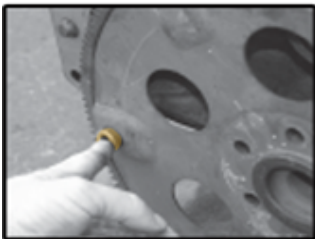
1. Remove the old trans so that all you have left is a bare engine block and crankshaft showing (photo 1)

2. Install the starter plate to the engine block so that the starter hole is on the passenger side of the block. (photo 2)



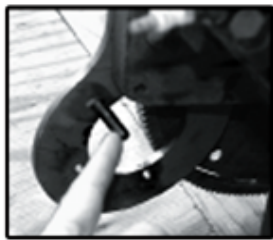
3. Install the 168 tooth flywheel to the crankshaft so that the raised bosses on the torque converter holes are facing outward, not toward the motor, install the spacer (supplied) against the flywheel (photo 3). Tighten the flywheel bolts to 60ft lbs. of torque. Be sure to check flywheel bolt length.

4. Install the transmission with the converter to the engine block using your 1-1/2" bolts with lock washers. Tighten the bolts to 35ft lbs of torque.



5. Line up the holes for the torque converter with the flywheel. You will need to turn the flywheel with a screw driver to get to the remaining two holes on the torque converter. Install the 1/4" spacers one at a time with 1" bolts and locknuts, between the converter and the flywheel (photo 4). Tighten the bolts to 35ft lbs of torque. Bolts for 200-4R and 700-R4s are not included.

6. Take the three fine/coarse thread studs, apply locktite thread locker to the coarse thread side (photo 5) and install them in the starter plate (photo 7).



7. Drill out your starter mounting holes with a 3/8" drill bit. (photo 6)

8. Now, mount the starter to the plate using your three lock nuts. (photo 8)



That should complete the transmission mounting end of things. All you have left to do is install the new mounts to your frame and any other accessories needed to complete this install.