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HP9605 –ADPT. PLT. B.O.P. ENGINE – CHEVY TRANS.^{1/9/17}

For over 45 years our goal has been to provide racers and enthusiasts with reliably engineered, U.S. manufactured, torque converters and drive train components for your high performance application. *Before you start your build, please take a few moments to review the important Product Safety Information and installation steps set out within this instruction manual.* If you still have questions; Hughes Performance® technical team is here to help: (1-800-274-RACE).

Important Product Safety Information

Throughout these instructions important safety information is generally preceded by one of three signal words indicating the relative risk of injury. The signal words mean:

! WARNING a hazardous situation which if not avoided could result in death or serious injury. **You CAN be Killed or Seriously Injured if you do not follow instructions.**

! CAUTION a hazardous situation which if not avoided could result in minor or moderate injury. **You CAN be moderately INJURED and also may suffer property damage if you don't follow instructions.**

NOTICE careful attention is required to follow this installation instruction or operation but does generally not relate to personal injury. Damage to your product or other property may result if you do not follow instructions.

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! WARNING: Improper selection of Hughes Performance® products, failure to follow installation instructions and/or misuse increases the risk of injury or accident. For your safety and the safety of others:

- Assure the Hughes Performance® product selected is intended for your application with an additional safety margin above your expected horsepower, torque, and intended usage of product and vehicle.
- These instructions are not intended to address all risks related to modification of your vehicle or use. Remember: *you are the builder and chief safety engineer for your modified vehicle.* Consult and follow all OEM warnings and operating limitations.

(For Calif. Residents-Prop. 65):

! WARNING

This product contains chemicals known to the State of California to cause cancer, birth defects, or other reproductive harm.

(for more information on Prop. 65 see www.P65Warnings.ca.gov/product)

To reduce risks: work with gloves, safety glasses, wash hands before eating, and dispose of any fluids properly.

! WARNING: Use protective eyewear and gloves. If dusty, use face mask, wet and wipe clean working surfaces. Transmission fluids and cleaning products are highly flammable! Avoid open flame, welding sparks, smoking, or other sources of ignition. Flexplate, torque converter, and transmission assembly involves heavy parts and pinch points. Use support jacks and review installation steps before attempting.

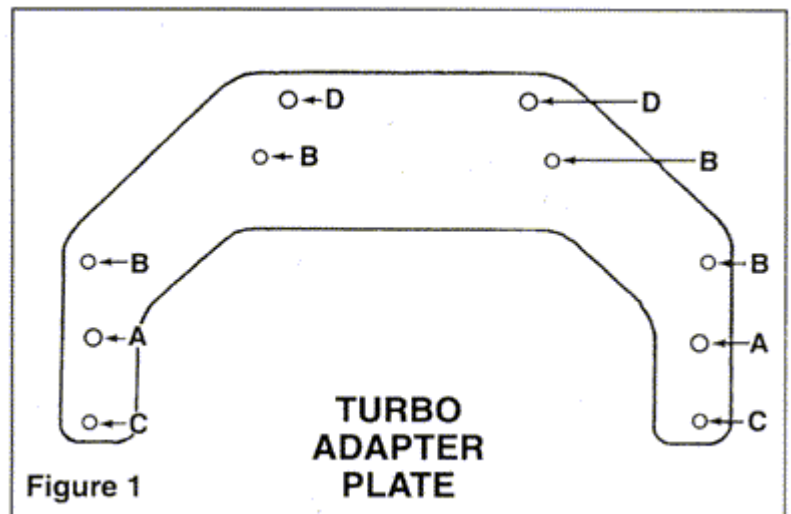
HP9605 –ADPT. PLT. B.O.P. ENGINE – CHEVY TRANS

The Adapter Plate kit will allow you to use a Buick, Pontiac or Oldsmobile engine with the Chevrolet pattern 200, 350, 400, 700-R4, 4L60E and 4L80E Turbo-Hydramatic Transmissions. No alterations are necessary and installation is easy and simple.

NOTE: On some Turbo 400 transmissions, the webbing located inside the bell housing may interfere with two of the adapter plate kit bolts. **! CAUTION** Webbing must be trimmed to clear these bolts.

230001 Kit Contains:

<u>Qty.</u>	<u>Description</u>
Two (2)	3/8" x 3/4" Button Head Cap Screws
One (1)	Adapter Plate
Three (3)	Converter Spacers
Two (2)	3/8" Flat Washers



TURBO ADAPTER PLATE INSTALLATION INSTRUCTIONS

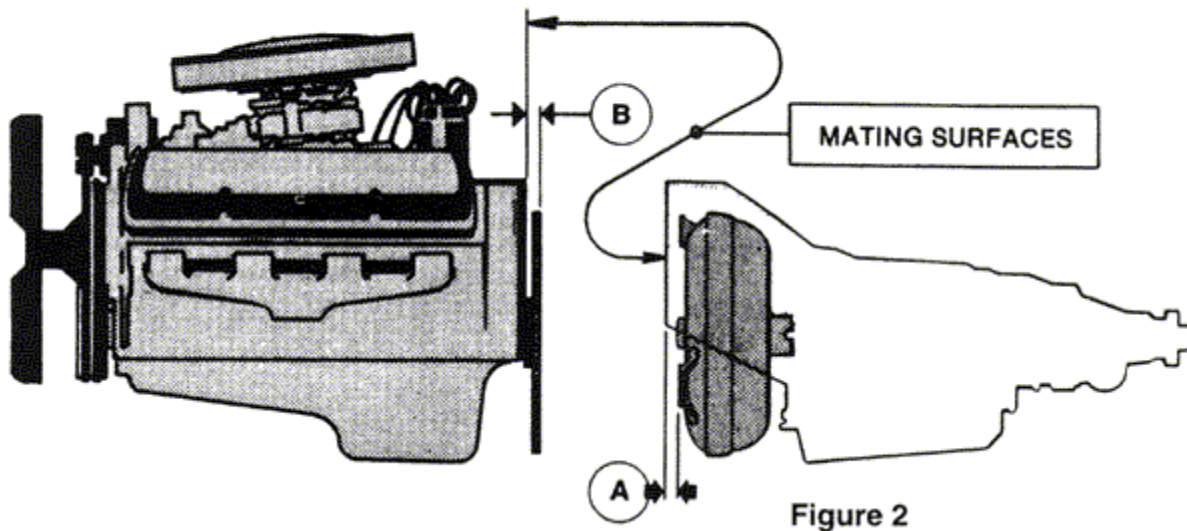
Step 1 Position the adapter plate on the back of the engine with the attached nuts facing the engine. Align the "A" holes on the adapter plate over the engine dowel pins. (See Figure 1 for location).

Step 2 In the bolt holes marked "B" use the four (4) OEM bolts to secure the transmission to the engine. All engine bolts should be torqued to 35 foot pounds.

Step 3 Use the two (2) bolts and washers furnished in location "D" on the adapter plate. Use OEM bolts in location "C". All engine bolts are torque to 35 foot pounds.

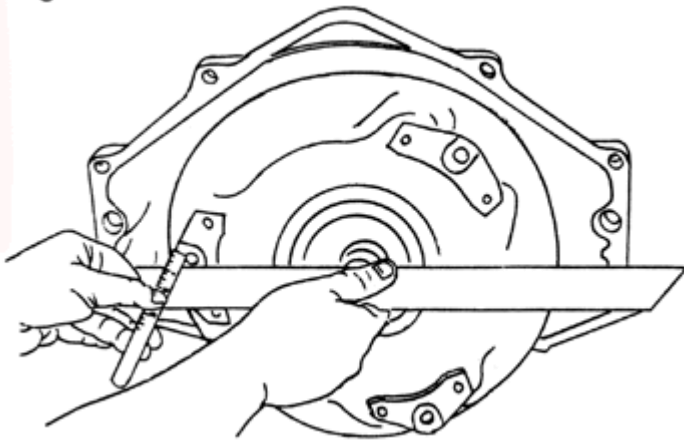
Step 4 NOTICE Before bolting the converter to the flywheel, use a spacer between each converter bolt and the flexplate. Converter 'pull-back' to the flexplate should be between 1/8"-3/16" with the spacers. Torque flexplate-converter bolts to 30 foot-pounds.

"A" MUST BE GREATER THAN "B"



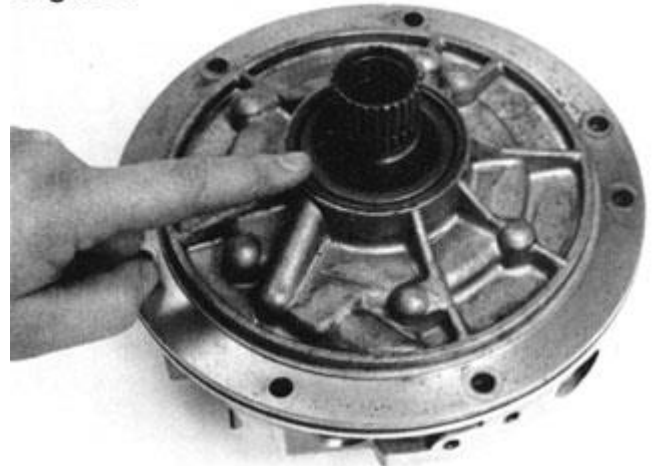
DEPTH CLEARANCE:	
Chrysler - Torqueflite 727	1 1/4" from Bell Housing to Ring Gear
GM Turbo-Hydramatic 350	1 1/8" from Bell Housing to Pads
GM Turbo-Hydramatic 400	1 3/16" from Bell Housing to Pads
GM Powerglide	1 1/8" from Bell Housing to Pads
	*Distance may vary either way .050".

Figure 3



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.

Figure 4



The finger points to the front pump seal which wipes the oil off of the converter. This seal should be replaced by a qualified source.