

BRUCE COUTURE'S
MODERN DRIVELINE

"FIVE AND SIX SPEED CONVERSION SPECIALISTS"

Flathead T-5/3550/TKO five speed MD-401-2109 Adapter



1.0 Tools and Notes

- 1.1 Dial indicator, Dial indicator magnetic base, 9/16" and 5/8" wrench

2.0 Verification

- 2.1 Verify the crank pilot pocket to make sure it is .700" or larger and is .500" deep.

Photo 1 (shown below) is not large enough for the input shaft to pass by the pilot bearing. You will need to enlarge the hole with a 3/4" drill as shown. Photo 2 is a normal pilot hole that measure 1.25" id and .750" deep, so this step will not be needed.





2.2 Verify the adapter fits the back of the block or the Ford intermediate bellhousing ring.



2.3 If the adapter doesn't sit flush, there may be slight interferences that can be removed with a file, or sanding disk.

2.4 Verify the adapter plate fits snugly on the registration pins, sits flat on the back of the bell housing, and the bolt holes line-up.

2.5 You are now ready to install. The transmission, adapter, and bell should all come together without having to draw them together using the bolts. Verify your pilot bearing and throw-out bearing are of proper size for the transmission input shaft tip and bearing retainer. Verify spline count and size for clutch disk and input shaft.

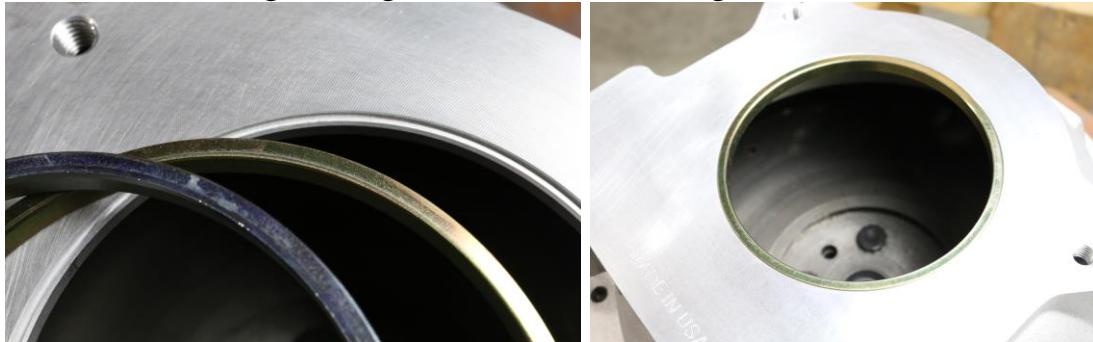


2.6 Other verification steps you can perform are "face" (mounting surface) run-out and "bore" run-out, which aid in a smooth clutch and healthy transmission bearing life. Specification is no more than .010" on the dial or .005" out of

center. If out of spec, offset alignment pins are required. Checking and correcting bellhousing alignment is done with any motor and Bellhousing, as there is tolerance stack up.

3.0 Installation

- 3.1 Install the flywheel on the crank and torque to 85 ft/lbs in a star pattern.
- 3.2 Install the clutch per the supplier's instructions. Make sure to clean the flywheel with brake clean. Torque the 5/16" bolts to 23 ft/lbs
- 3.3 Install the Ford bellhousing ring (if required).
- 3.4 Choose and install the correct reduction ring into the adapter for either the T-5 or 3550/TKO. The gold ring is the T-5, Silver ring is for 3550/TKOs

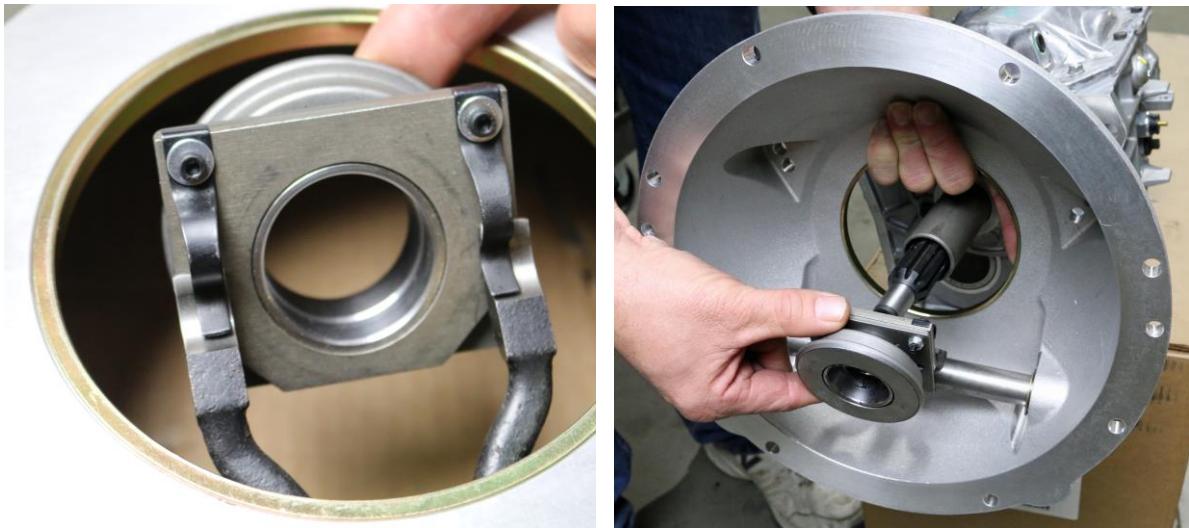


The reduction ring should slip into the opening until flush.

- 3.5 Grease the pocket recess of the throwout bearing with wheel bearing grease. Use sparingly as you do not want excess to spin out onto the clutch surface.



- 3.6 Place the transmission at the edge of a bench and install the adapter to the transmission. Place the supplied throwout bearing over fork and the transmission input shaft while placing the adapter over the bearing retainer.



Grease not shown applied in above pictures.

- 3.7 Fasten the adapter to the bellhousing with 7/16" x 1.25" bolts and lock washers



- 3.8 Check the throwout bearing moves on the input shaft guide tube freely.
- 3.9 Install the transmission on to the block or ring with supplied 3/8" bolts and lock washers.
- 3.10 Once installed, verify the input shaft can turn freely by release of the clutch with the fork.
- 3.11 Further assistance and tech support is available by calling Modern Driveline at 208-453-9800 M-F 8-5 Mountain time. Please call us first for any issues.
- 3.12 Thank You. We appreciate your business.