

LS1-2-3 Engine LHS Starter Motor Adaptor Plate - Auto **Fitting Instructions**

Kit Contents

1x	Adaptor Plate	CAE-276
1x	Torque Converter Locator	CAE-278A
3x	Torque Converter spacers	CAE-278B
1x	Crankshaft Bung	CAE-281
2x	Dowels	CAE-277
3x	M10 x 25 bolts	0053 010 25
6x	M10 x 50 bolts	0057 010 50
6x	M10 flat washers	0407 010
6x	M10 spring washers	0441 010
6x	GM Flywheel bolts	GM-11569956

Step 1.

After removing the transmission and flexplate, remove the existing dowels from the back of the engine block and make sure there are no burrs etc. on the face of the block. Fit the (2) new dowels supplied in the kit. Only use a soft faced hammer or a piece of wood as a drift. If the dowels happen to be loose in the engine block, apply a small amount of 'Loctite 680' to the dowels, leaving for a period of approx 20min to harden.

Step 2.

Thoroughly clean out inside the end of the crank and fit the Crank Bung. This bung ensures that the torque converter does not move too far into the crankshaft and maintains clamping pressure on the torque converter bolts.

Step 3.

Slide the adaptor plate over the new dowels.

Step 4.

Before fitting the Torque Converter locator & flex plate, ensure that there are no burrs or other damage on the face of the crank. Fit the flexplate to the crank using the bolts supplied, and tighten in the correct sequence to the recommended torque setting (Refer to the attached page for further instructions on this). You **MUST** use the new flywheel bolts that are supplied with the kit as they are single use **ONLY**.

Step 5.

Prior to fitting the transmission you must drill an access hole in the bottom flange of the sump to insert and tighten the torque converter bolts. This access is normally through the starter hole.

Position one of the converter mounting hole at the bottom. From the converter side drill a small guide hole through the converter mounting hole for the hole saw. Use the hole saw to bore a 30/40mm diameter hole from the other side, as shown in the image below. If you want make up a metal plate to cover the hole. Next step is to fit the transmission & torque converter to the engine using the (3) spacers provided. These spacers **MUST** be used or the torque converter will not fit correctly into the crankshaft.

This can be done using two methods:

1. Fit the torque converter to the flexplate, then fit the transmission or
2. Fit the torque converter into the transmission, then fit onto the engine.

Whichever method you use, it is **CRITICAL** that you ensure the torque converter is correctly located on the oil pump drive in the transmission.

When fitting the bolts for the converter, screw them in loosely until all (3) bolts are fitted, then tighten them.

Step 6.

Before re-fitting the transmission, you will need to relieve out the area on the bell housing where the starter pinion will sit and throw out.

For starter motor fitting, refer to the instructions enclosed with the Starter.

Note: If using Powerglide, T350, T400, T700, Trimatic Auto Transmissions, you will need to source Custom made Torque Converter to suit that application.

(We recommend "Dominador Torque Converters".



The original
Hi-Torque
gear reduction starter motor

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Warranty

The manufacturer's warranty on all Hi-Torque gear reduction starter motors is for a period of 12 months only from the invoice date, covering the Starter Motor only

Warranty Conditions

- *All claims must be made in the warranty period.*
- *Any starter motor found to have faulty workmanship will be replaced free of charge.*
- *Warranty does not apply to items that have been subject to neglect, misuse, abuse, accidental or intentional damage, unauthorized repairs, modifications, incorrect application or installation.*
- *Warranty does not cover the cost of freight, installation or removal of items.*
- *Warranty of 12 months only applies to items being used for normal road use.*
- *C.A.E. Performance Products recommend that this product be fitted by qualified personnel.*