

" THIS ARTICLE IS INTENDED FOR YOUR REFERENCE ONLY.

ACTUAL PARTS, YEARS AND BODY STYLES CONTAINED

IN THIS ARTICLE MAY DIFFER SLIGHTLY FROM YOUR APPLICATION. "

Tech Help

Engine Starter Plate

PART #	DESCRIPTION
19-68	Engine Starter Plate

When installing a late model transmission onto an original 1955 or 1956 265 V-8 engine, there are no provisions for mounting an original starter. The OE starter bolted to the bell-housing adapter between the block and transmission. Classic Chevy now has an engine plate #19-68 to bolt in between the



Photo #1

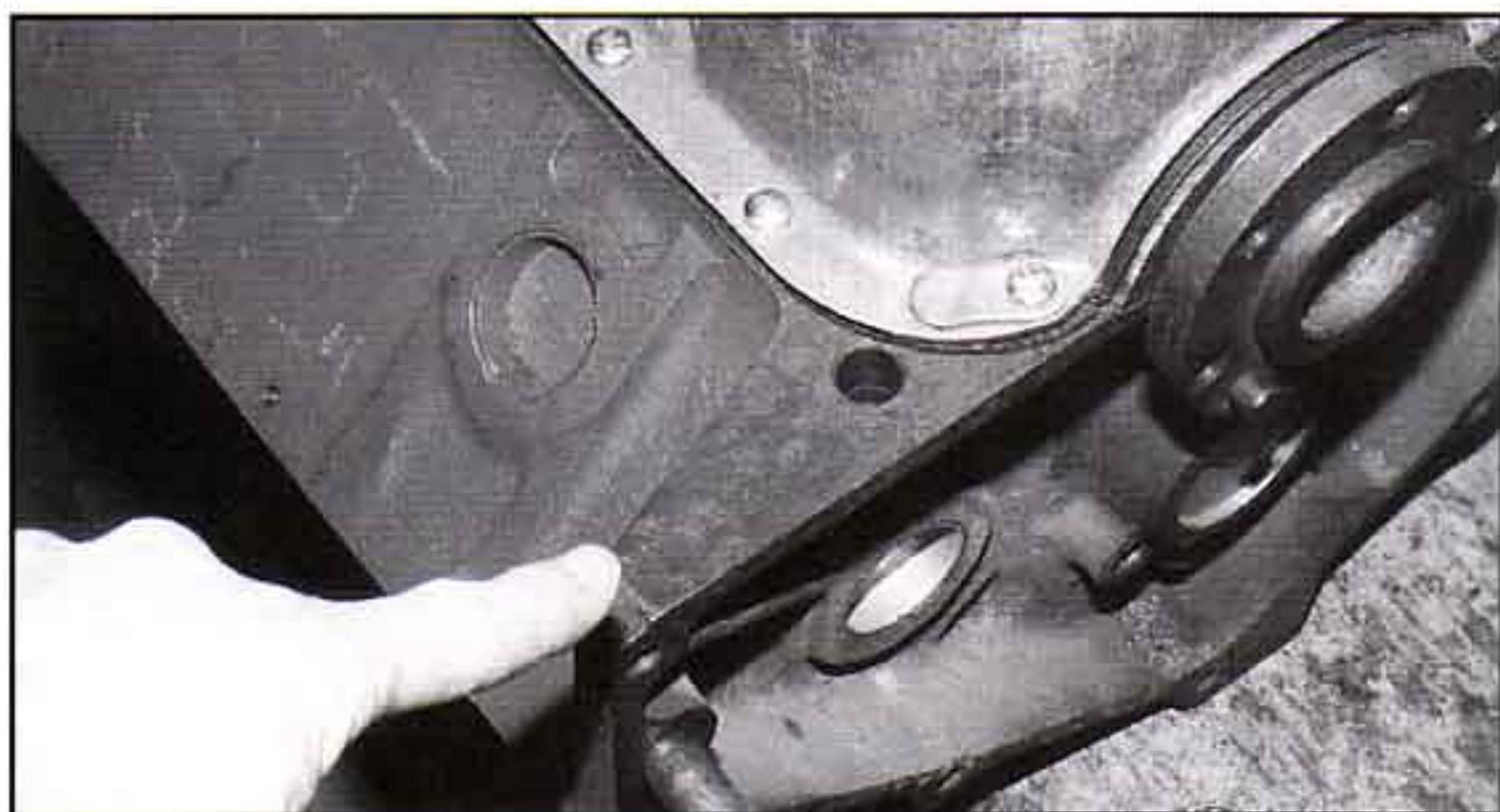


Photo #2

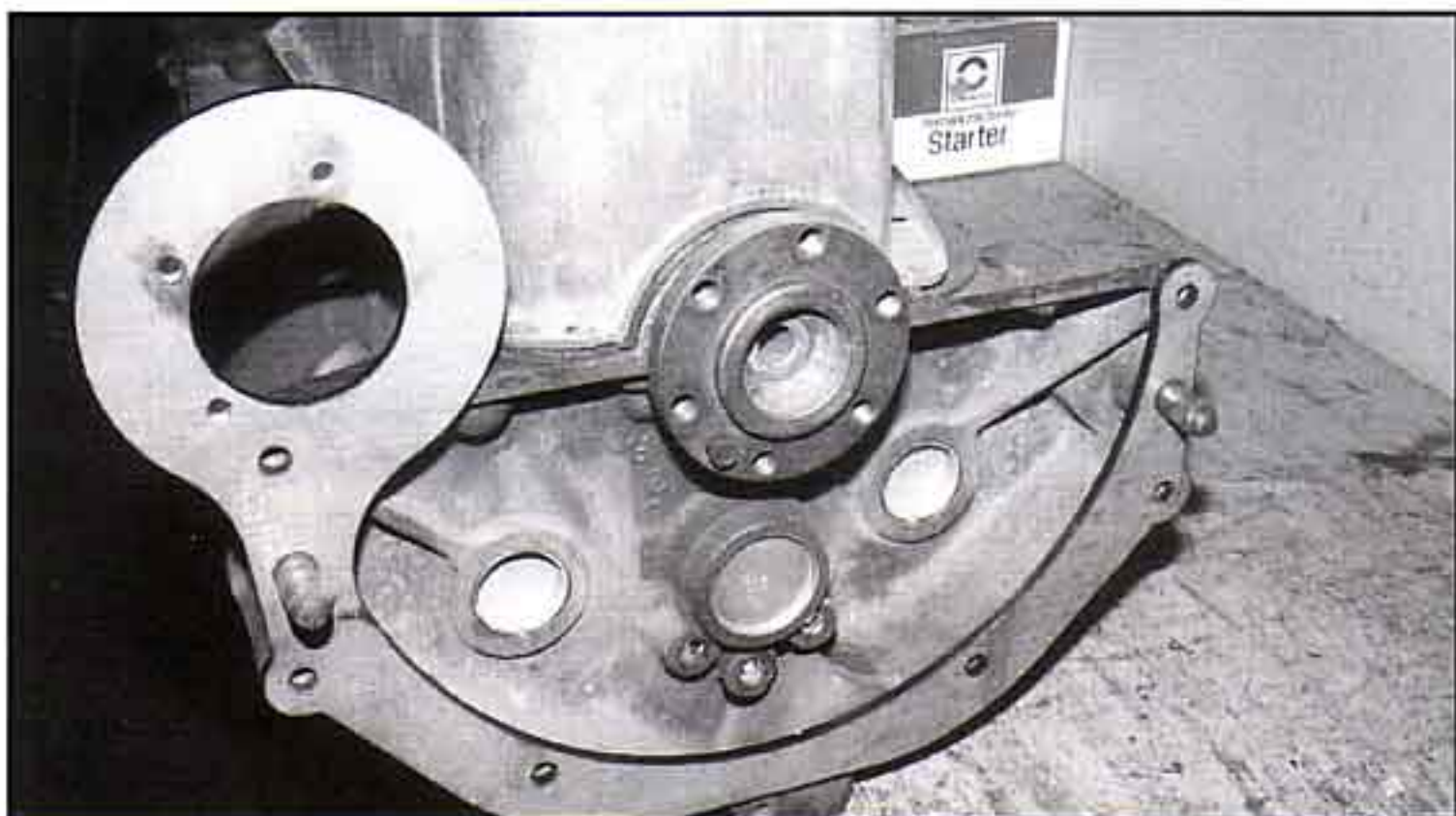


Photo #3

engine and transmission to mount the original starter with a late model transmission. This would also be a great way to use a late model block that has a broken ear where the later model style starter bolted on. The kit includes all mounting hardware, spacers and directions. (See Photo #1.) Now you can have that turbo 350, 400 or 700-R4 that you always wanted without changing engines! If you need that transmission installation kit, see our ad on page 5.

You can install this plate by supporting the engine under the oil pan while removing the old transmission and installing the transmission brackets

Note that there are no holes on the passenger side lower deck of the block. (See Photo #2.) The engine plate installs between the block and the transmission and is held in place with the two 5/8" dowel pins. (See Photo #3.) You will need to install a newer style flywheel to couple up to the newer style torque convertor. Use CCI part **#19-30** for all engines except for the 400 and 454; they would use CCI part **#19-31**. These engines are externally balanced and require a weight on the flywheel.

Now slide the transmission up on the dowel pins and tighten the bellhousing with the new 3/8" x 1 1/2" USS bolts and lock

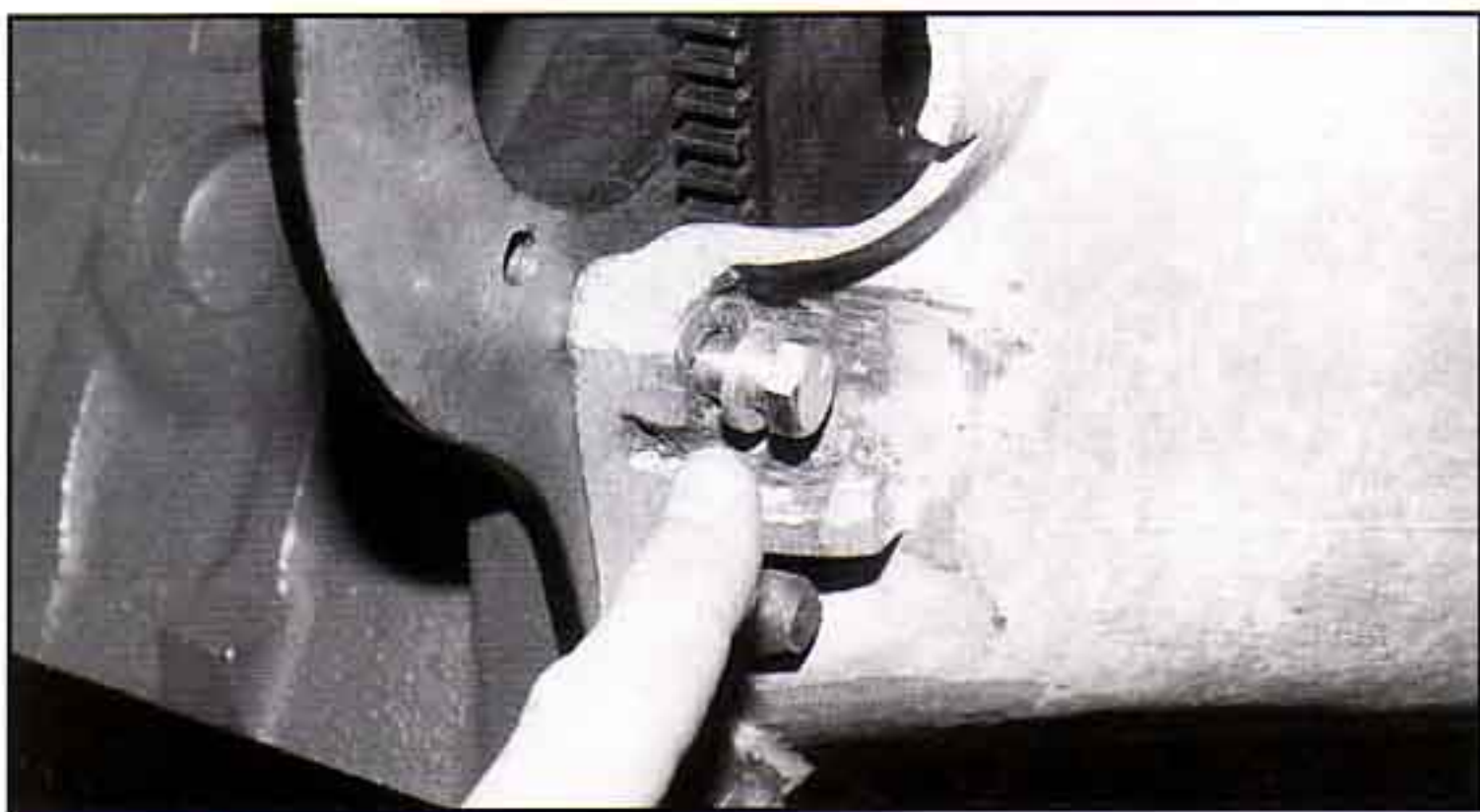


Photo #4

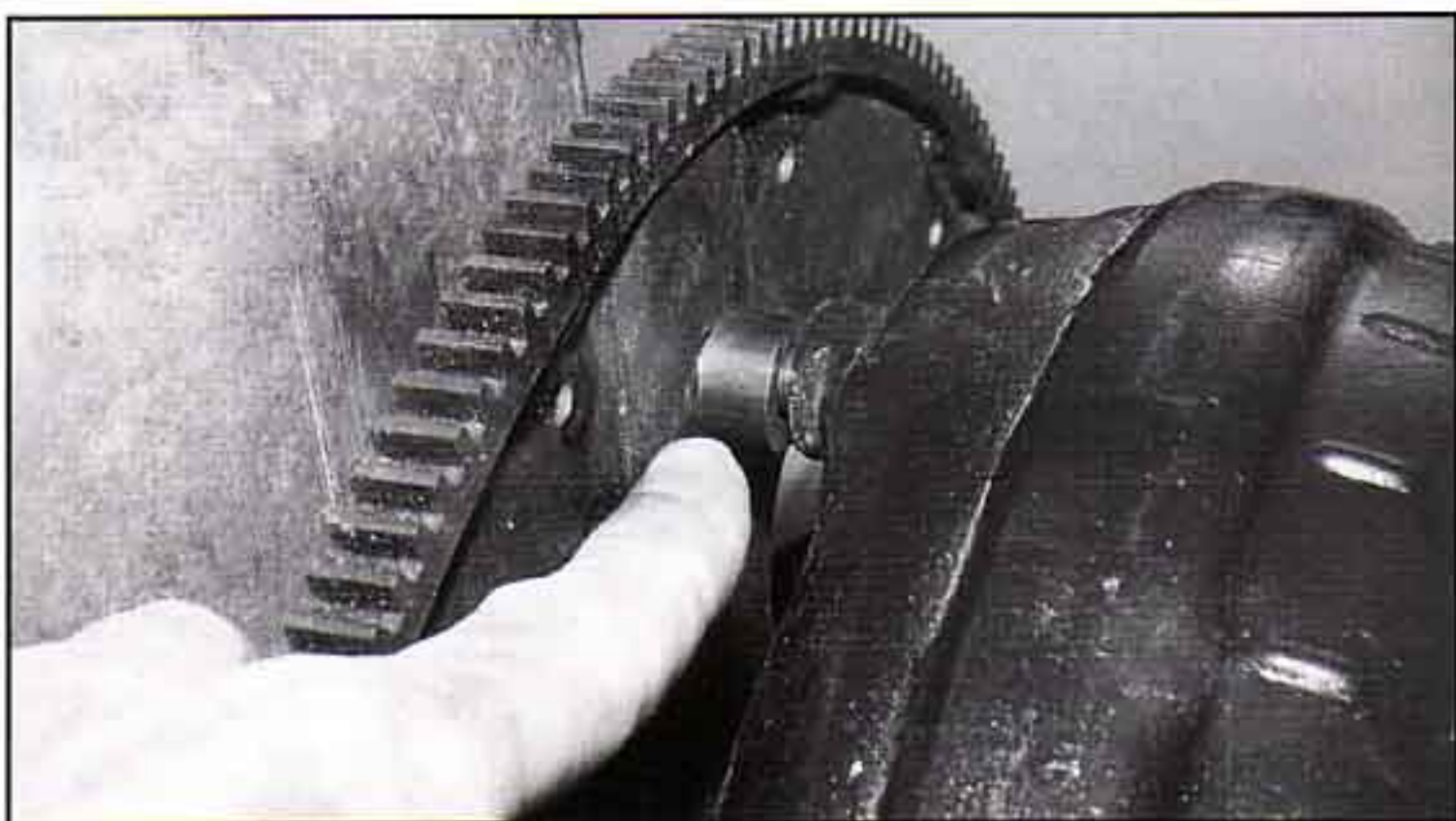


Photo #5

washers. (See Photo #4.)

Next attach the torque convertor to the flywheel using the 3/8" x 1 1/4" bolts and lock nuts. Note the spacer between the flywheel and the convertor. This will insure the torque convertor is in the proper position. You'll need to use a 168 tooth flywheel. (See Photo #5.)

Now install the (3) 3/8" studs into the front side of the

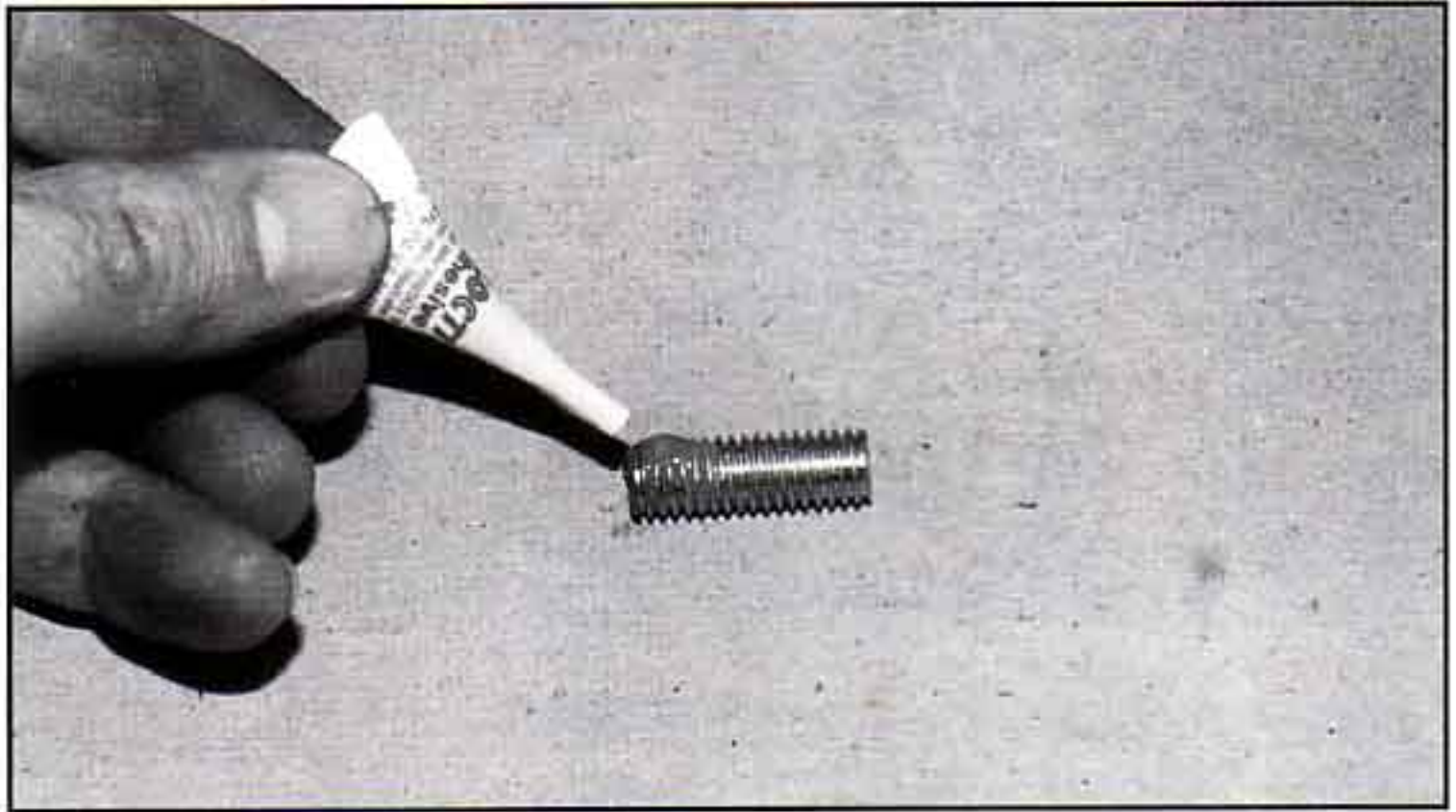


Photo #6A

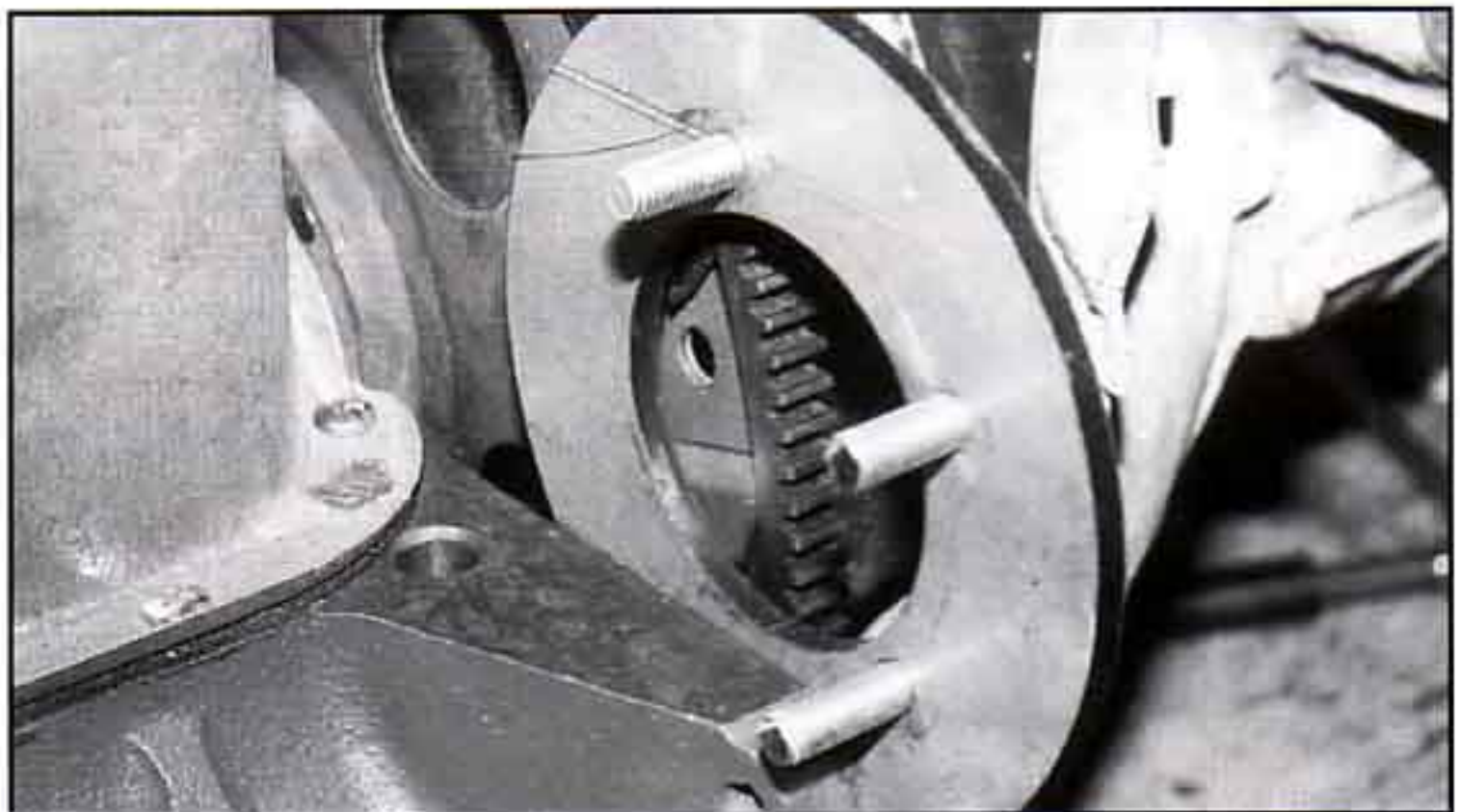


Photo #6B

engine plate using the thread locker that is provided. (See Photos #6A & #6B.)

If the starter has a threaded hole in it you will have to drill it out to a 3/8". (See Photo #7.)

Now mount the starter to the engine plate with (3) 3/8" USS lock nuts and tighten down evenly. (See Photo #8.)
Good luck! 🚗



Photo #7

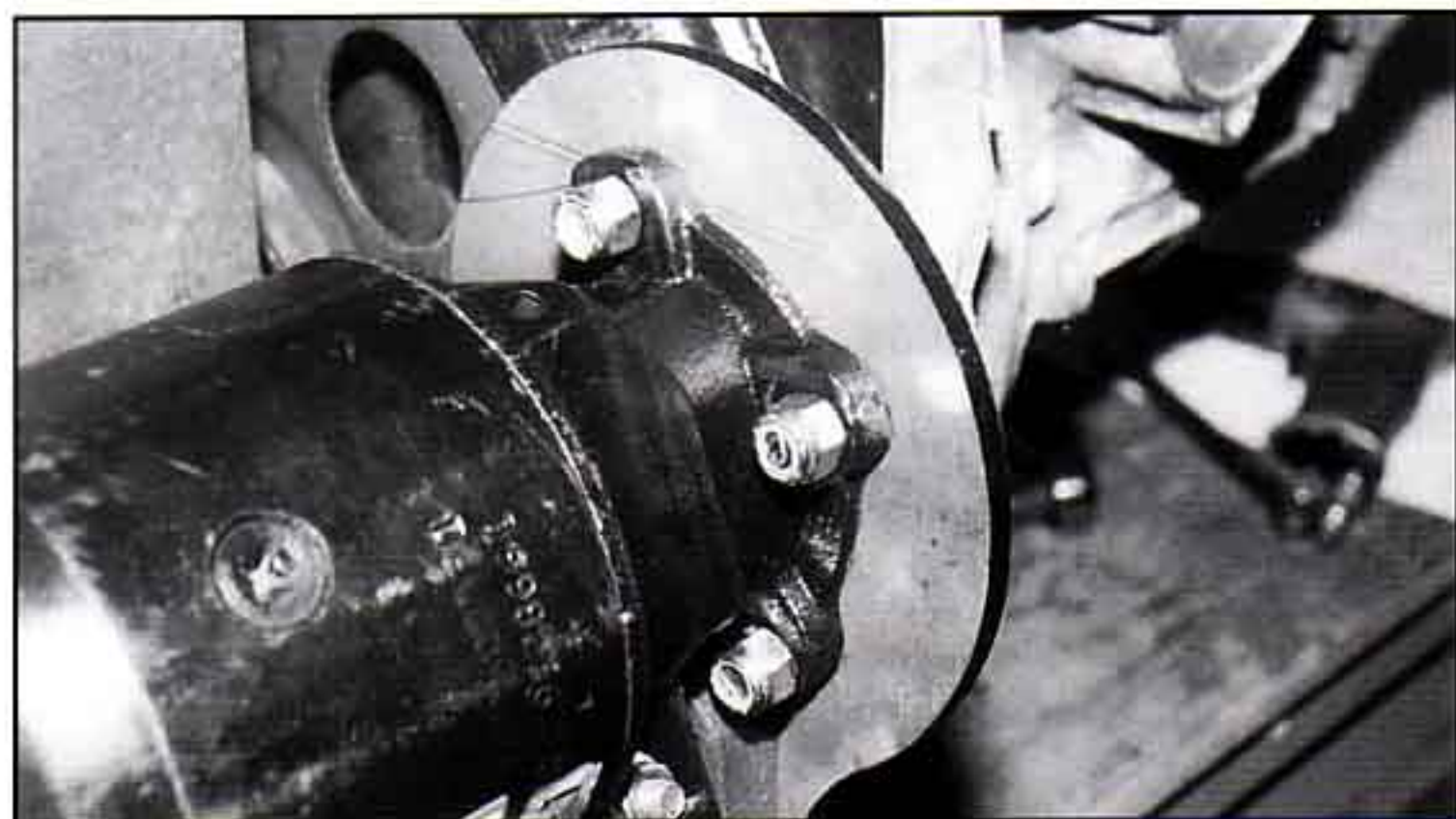


Photo #8