





INS_WPADAPT

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When installing a 1955-62 235/261 full pressure engine in place of a 216 or early splash (non pressure) 235 engine, this one time conversion allows you to put the early style pump on the later engine.

In the past modifying the 1955-62 water pump was done (3741033) or running a conversion pulley (3741033LP). After installing the pump, the fan sits 3" lower than the 216/early 235 pump, which some say can lead to overheating and possible fan hum.

By using this adapter with the 1941-52 (939467) or 1953-54 (3836804) water pump, the pump is put back in the stock location. If you need to replace the water pump in the future you can buy a replacement pump that is correct for your vehicle and install without any modifications.

Note: We recommend using the harmonic balancer and water pump with the belt width you want from your original engine

1941-52 5/8" belt

1953-54 3/8" belt

1937-40 must use the 1941-54 balancer and corresponding pump

Caution: DO NOT USE the 1955-62 balancer since the pulley is larger and will turn the pump too fast.

STEP

1: Remove the original backing plate from the pump and discard it. Save the original countersunk bolts (A & B)

2: Lay a straightedge across the back of the pump. If the straightedge hits the pump shaft you will either need to use a gasket between the pump and adaptor plate, or grind the end of the shaft down for clearance. (It is recommended to use silicone sealer whether you are or are not using a gasket.)

3: Install the adapter plate with the sealer (and gasket if using) on back of pump using countersunk bolts at top holes (A & B). Use bolts with nuts on bottom holes (E & F). Install bolts through plate side with nuts on the pump side.

4: Bolt adapter with pump attached to engine using the three bolt holes at the bottom of the adapter (G, H, I). No sealer yet.

5: Using the largest drill bit possible that will fit through the pump holes (C & D), drill slightly (Only 1/16" deep) into front of the engine to act as a pilot for step #7.

6: Remove adapter and pump from engine.

7: Using a 5/16" drill bit, drill two 3/4" deep holes at the two marks in front of the block made by step #5 and tap holes with 3/8" x 16 tap.

8: Spread silicone sealer on pump surface of block and install adapter and pump and tighten. Let sealer set up and then fill cooling system up and run.