



# Allison AT Series - Checklist for Adaptation

Adaptation measurements need to be completed to ensure proper transmission and engine alignment.

	<b>AT 500</b>
<b>Flywheel Housing: Bore Diameter</b>	16.125 $\frac{+0.005}{-0.000}$ in.
	(409.58 $\frac{+0.13}{-0.00}$ mm)
<b>Bore Eccentricity (Limits are for installed engines)</b>	0.020 in T.I.R. (0.51 mm)
<b>Face Squareness (Limits are for installed engines)</b>	0.020 in T.I.R. (0.51 mm)
<b>Crankshaft Hub and/or Adaptor: Converter Pilot Diameter</b>	1.703 - 1.705 in. (43.26 - 43.31 mm)
<b>Face Squareness (T.I.R. per inch of diameter or 25 mm of diameter)</b>	0.0005 in. (0.013 mm)
<b>Pilot Eccentricity (with respect to crankshaft center of rotation)</b>	0.010 in T.I.R. (0.25 mm)
<b>Flexplate:</b>	
Check for radial cracks	
Check for elongated mounting holes	
Check for signs of distress or wear	
<b>Mounted Flexplate:</b>	
<b>Converter Axial Location:     Prior to Oct 1, 1984</b>	1.600 - 1.740 in (40.64 - 44.20 mm)
<b>Converter Axial Location:     After to Oct 1, 1984</b>	1.581 - 1.741 in (40.16 - 44.22 mm)
<b>Flatness</b>	
<b>(Area adjacent to each converter mounting hole)</b>	
<b>Formed Plates*</b>	0.039 in. (0.9 mm)
<b>Flat Plates*</b>	0.157 in. (3.99 mm)

\*A formed flexplate will not be flat, but may have raised areas at the bolt holes and/or have offset bends in the plate.