

ADVANCE ADAPTERS INC.

P.O. Box 247, 4320 Aerotech Center Way
Paso Robles, CA 93447
Telephone: (800) 350-2223 Fax: (805) 238-4201

P/N: 712585

New Item: (7/96)
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Page Rev. Date: 05-13-03

NV4500 TRANS. TO CUMMINS DIESEL REPLACING GETRAG 5 SPEED (2WD)

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	712584-BH	DODGENV4500BELLHOUSING/GETRAGREP.
2.	1	716162	PILOTBUSHING
3.	4	725002	1/2" LOCK WASHERS
4.	4	725010	H.H.C.S 1/2"-13 x 2"
5.	1	NV001	NEW VENTURE INSTRUCTION MANUAL

TRANSMISSION MODIFICATIONS REQUIRED:

Prior to assembly, modification will be required to the front portion of the new NV4500 transmission.

The bearing retainer must be removed from the front of the 5 speed and shortened to a length that is 4.297" long. This can be done by using a hacksaw or engine lathe. By shortening the bearing retainer, this will prevent any interference with the hub on the clutch disc. Also, fit the bellhousing up to the back of the Cummins block to check flywheel and clutch assembly clearance on the inside of the new bellhousing. You may need to grind on the inside of the bellhousing for added clearance for the ring gear or possibly the clutch housing. A new pilot bushing has been provided for the new transmission. The clutch must be removed from the flywheel to gain access and to install the new bushing. The clutch should be inspected for wear or possible replacement, and the flywheel should be checked and possibly be resurfaced. The bellhousing is designed to retain all the stock clutch components. The stock Dodge slave cylinder will bolt directly to our new bellhousing.

When assembling the transmission to the new bellhousing, **DO NOT USE** the bolts to draw the bellhousing into its final position. Make sure that the bellhousing will receive the transmission without any interference problems.

This bellhousing is only compatible with the heavy duty Chrysler NV4500 transmission. This transmission will have the 1-1/4"-10 spline clutch disc that will be directly interchangeable with the original Getrag components. **Note:** The 1999 & newer NV4500 transmissions do not have provisions for the Getrag speedometer. The ideal transmissions for the conversion is a 1994-1997 Dodge Heavy Duty transmission.



Stock Getrag crossmember

Floorboard modifications for the shift lever will be required. There is a 4-1/2" difference between the Getrag and the NV4500 on the handle location. The hole in your floorboard will need to be located back on the floor board roughly 4-1/2".

The backup light switch on the NV4500 is different than that of the Getrag transmission. A new pigtail can be spliced onto the stock wires. The pigtail is GM# 12085485, or AC Delco # PT107.

SPECIAL NOTE: The components packaged in this kit have been assembled and machined for specific type of conversions. Modifications to any of the components will void any possible warranty or return privileges. If you do not fully understand modifications or changes that will be required to complete your conversion, we strongly recommend that you contact our sales department for more information. This instruction sheet is only to be used for the assembly of Advance Adapter components. We recommend that a service manual pertaining to your vehicle be obtained for specific torque values, wiring diagrams and other related equipment. These manuals are normally available at automotive dealerships and parts stores.

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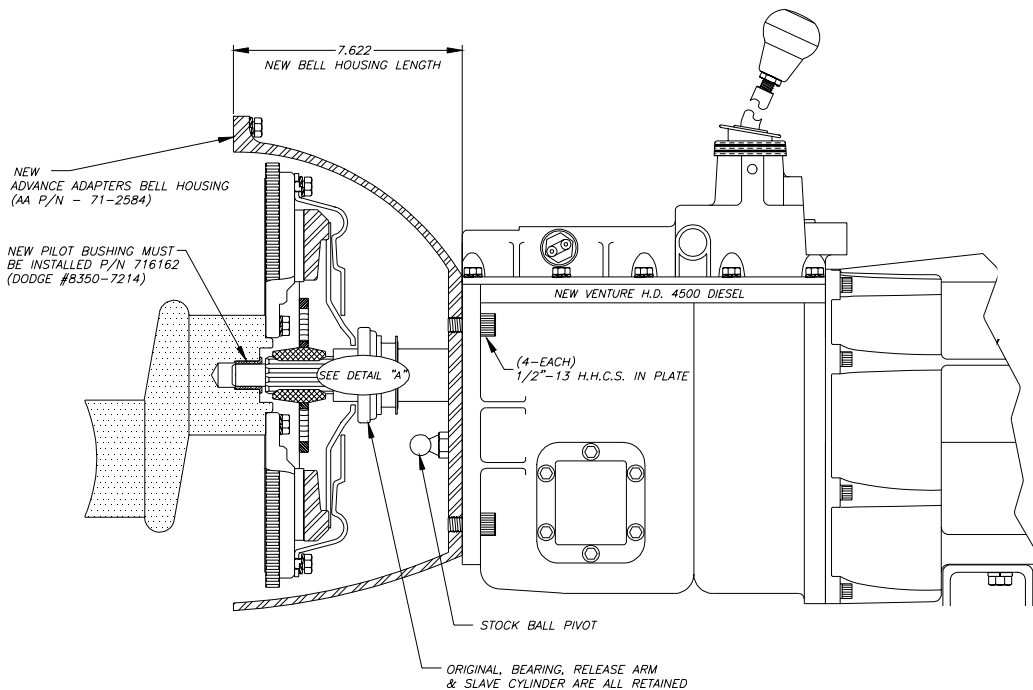
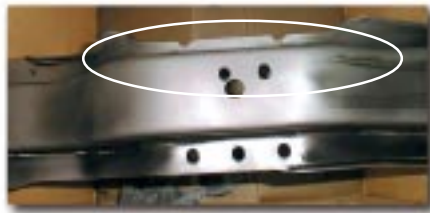
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2WD INSTALLATIONS:

The speedometer components of the Getrag transmission will directly interchange into the new Dodge Heavy Duty 2WD transmission. The output yoke for the 31 spline transmission shaft of the NV4500 will need to be changed to a Spicer yoke, P/N 3-3-4391X. The driveline will also require shortening of approximately 6 inches.

Since the crossmember mounting location on the Getrag is different then on NV4500, your stock crossmember will need to be modified. The front side of the stock Getrag crossmember will to be modified to clear the NV4500 tailhousing (photo below). By modifying the stock crossmember and using a stock Chevy Turbo 350/400 automatic rubber support, you can retain your crossmember in the stock location. The Chevy mount sets into the Dodge crossmember channel. You will also need to drill two holes in the Dodge crossmember for the bolts to fit the Chevy rubber mount.



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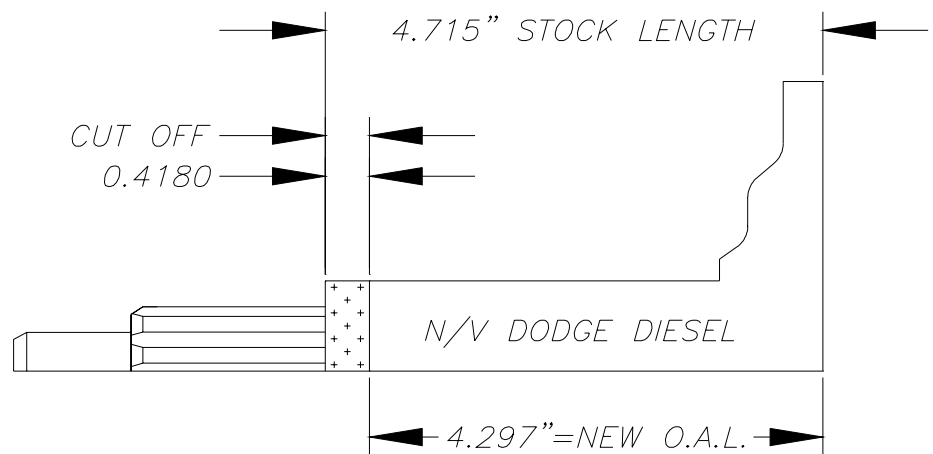
Recommended Torque Ratings:

Clutch Pressure Plate 5/16" Bolts-17 ft./lbs.

Clutch Pressure Plate 3/8" Bolts-30 ft./lbs.

NOTE:

On some 1997 & newer transmissions, we have found that some of the input shafts were not splined as far as they should be. This presents a problem with regards to the clutch hub bottoming out on the input shaft. If you are having a problem or feel you may have one of these transmissions with the short clutch spline, we offer a new shaft, Part No. 52-0228; or you could purchase an earlier input shaft from your Chrysler dealership. Refer to the photo on below.



The clutch spline on the lower input shaft is 1/4" to 3/8" shorter than the upper shaft. The splines should be 2-3/4" long to have the proper fit.

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