

## AX15 TO EARLY JEEP BELLHOUSING (T150,T176) ADAPTER PLATE

**KIT CONSISTS OF:**

| <u>No.</u> | <u>Qty</u> | <u>Part No.</u> | <u>Description</u>                |
|------------|------------|-----------------|-----------------------------------|
| 1          | 1          | 711543          | ADAPTER- FORD SMALL BLOCK TO AX15 |
| 2          | 1          | 716164          | .750 PILOT TIP/AMC BLOCK 1.818    |
| 3          | 1          | 716742          | SEAL-TOYOTA AX15 RETAINER         |
| 4          | 1          | 761019          | BRG. RETAINER FORD (4.848")       |
| 5          | 9          | 720030          | 10mm X 1.25 X 30mm S.H.C.S.       |
| 6          | 8          | 720040          | S.H.C.S. 8mm X 1.25 X 20mm        |
| 7          | 4          | 723137          | S.H.C.S. 5/16"-18 X 1" LG         |
| 8          | 4          | 724317          | S.H.C.S. 7/16"-14 X 1-1/4"        |

If you are replacing a T150 transmission, you will need a new clutch disc 1-1/8" 10 spline. Our part number LC383271. All other Jeep transmission for this kit have the correct spline to mate to the AX15.

This adapter plate is designed to retain the stock Jeep bellhousing off of a T176 or T150 transmission. These two bellhousings both have a transmission bolt pattern similar to a Ford transmission. If you have a T5, T4 or SR4 bellhousing, you can drill the bellhousing to fit our adapter plate providing the bellhousing has material. If you require a new bellhousing, the Jeep part number is 8133951 or the Advance Adapters part number is 712599. By retaining this stock bellhousing, the stock clutch linkage can be retained.

This kit can be installed with the transmission and transfer case remaining in the vehicle. However, it will prove to be an easier installation if the transmission and transfer case are removed and the new engine and AX15 assembly are installed as one unit.

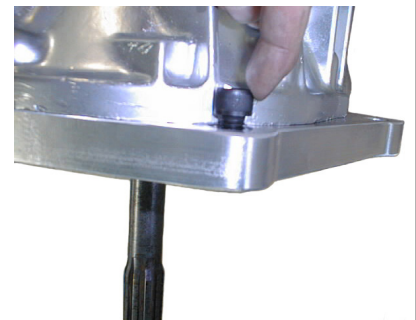
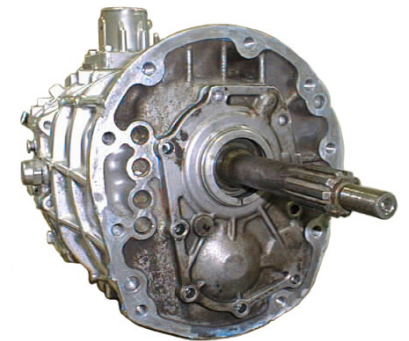
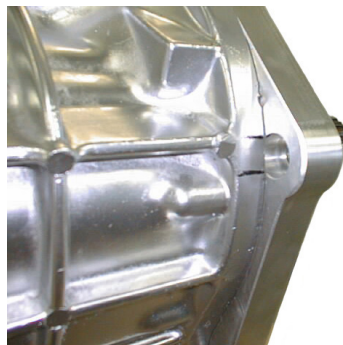
Remove the stock engine and bellhousing assembly, the bellhousing from the transmission and the front bearing retainer.

Clean both surface areas of silicone or gasket debris. The new adapter plate indexes on the transmission using the transmission front bearing.

The two transmission dowel pins are not used. There are two oversized holes in the adapter to clear these dowel pins.

Using a disc grinder (wearing the necessary safety glasses), grind the necessary clearance for the bolt heads. Test fit.

**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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Install the new seal (P/N 716742) into the 711543 adapter plate.

Note: The seal spring faces the transmission.

Using RTV Silicon sealer, apply a thin layer on the face of the transmission. This should be applied where the bellhousing and retainer were fastened. Set the adapter onto the transmission. The adapter plate does not use the dowel pin on the transmission but indexes off of the front input shaft bearing. Clearance holes have been provided to retain the dowel pin.

Install the retainer bolts first, and torque to 10 ft/lbs. using the nine (9) S.H.C.S. transmission bolts (P/N 720030) and bolt the plate to the transmission and torque to 22 ft/lbs.

Install the new retainer using the four (4) S.H.C.S. retainer bolts (P/N 723137). This retainer has a standard Jeep index diameter of 4.848, and a standard release bearing snout of 1.430. A standard Jeep pressure plate, release lever and release bearing should be used. A new Jeep clutch disc is supplied.

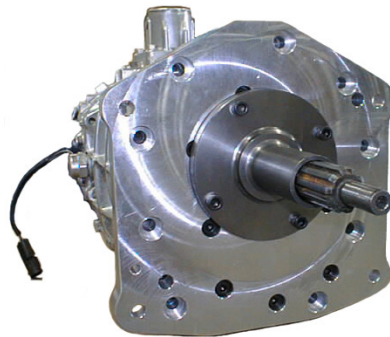
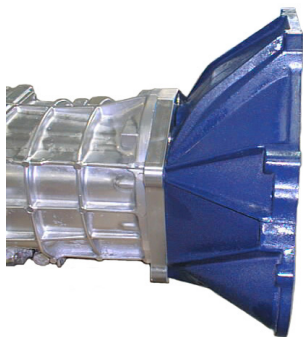
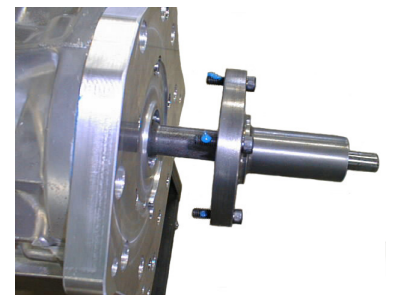
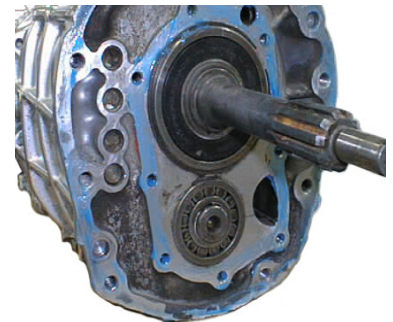
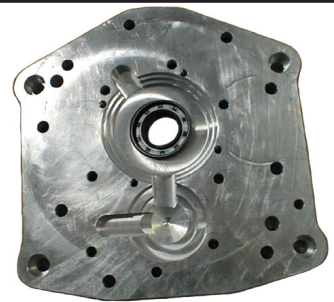
The AX15 had either a .750 or .590 tip on the input shaft. We have included a bearing for the .750 tip. If you have a transmission with the .590 you will need P/N 716120.

Once all the clutch components are installed and the bellhousing is bolted to the block, you can now install the transmission and adapter to the bellhousing.

Use the four (4) 7/16" S.H.C.S. (P/N 724317) to bolt these units together. Make sure the bellhousing and retainer index properly.

If the units (while sliding together) stop before surfaces are mated, **DO NOT "SUCK UP" THE SURFACES USING THE BOLTS.**

Check for clutch or pilot bushing alignment, or the input shaft may need to be shortened a little more. Damage could occur if forced together.



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