

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: 712541

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BRONCO II & RANGER 5 SPEED TRANS TO FORD V8 BELLHOUSING 1965 & UP

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	711541	ADAPTER PLATE
2.	1	716153	PILOT BEARING
3.	4	720030	10MM X 1.25 X 30 MM S.H.B.
4.	4	720015	10MM FLAT WASHER
5.	4	723113	S.H.C.S. 5/16"-18 LONG
6.	4	724303	7/16" LOCK WASHERS
7.	4	724308	H.H.C.S. 7/16"-14 x 1-3/4" LG.
8.	1	761019	BEARING RETAINER

NOTE:

The stock transmission plate on some late model transmissions may require some modifications. On the "D" code Mitsubishi transmission, the front index hub of this transmission must be shortened to allow our adapter plate to seat flush up to the transmission.

NOTE:

1988-1992 2.9L Rangers did also have the "D" code transmission.

INSTALLATION INSTRUCTIONS:

This transmission adapter is not compatible with vehicles that were previously equipped with diesel engines. The transmission must have had a removable bellhousing. The transmission is light-duty and power shifting should be avoided when used with a V8 engine. The adapter plate should be used with a specific Ford bellhousing found in F150 trucks, 1984-1987. If this bellhousing is not used, then the clutch performance and slave cylinder mounting will need to be altered. The clutch splines on this transmission are 1"-23 and we have recommended the use of an 11" Dodge clutch disc. In order for this disc to work on the Ford input shaft, you will need to modify the transmission splines with a hacksaw blade so the clutch disc can slide easily. The Ford engines use two types of 11" pressure plates and you must make sure which flywheel you have prior to ordering your pressure plate. The difference is the size of the bolts that hold the pressure plate. The bellhousing we recommend requires the use of a 164 tooth flywheel. This flywheel is only compatible with 302 engines and if using the manual transmission, you should avoid the use of 289 engines.

1. Install the pilot bushing into the engine crank with the small seal towards the transmission. This will prevent the grease from escaping the pilot bushing. We have installed a stock Ford bearing into a Ford V8 pilot bushing.
2. The special Ford bellhousing will use all stock Ford items including the slave cylinder mounting bracket.
3. The retainer snout protruding from the front of the transmission will need to be cut off without removing the plate from the transmission. *Refer to the illustration on page 2.* This step only required on early models.
4. The adapter plate can be mounted to the front of the original 5 speed transmission. Use four metric bolts and flat washers to bolt adapter to transmission (use locktite 242 on threads). Be sure the stock seal is not damaged.
5. Bolt the new bearing retainer onto the front of the adapter plate using the bolts provided.
6. With the adapter plate and retainer all installed, you can now double check the length of the transmission input shaft for shortening. The shaft will need to be modified to prevent the tip from bottoming out in the engine crank. *Refer to illustration on page 2.*
7. Using the new clutch disc, now is the time to modify the transmission splines for a smooth clutch disc slide. The grooves will need to be increased in depth so the Dodge disc can operate smoothly. We recommend a slight amount of grease on the splines to assist the movement.
8. The transmission assembly can now be assembled onto the bellhousing using the new bolts provided. **DO NOT FORCE THE ASSEMBLY TOGETHER.** It is very critical that the correct input shaft length be established prior to assembly.

CAUTION: *The pressure plates that we recommend are designed for use with the Ford slave cylinder. If any variation is used, you may find that it will not properly work with your existing slave cylinder. Use the Bronco II conversion manual for additional engine conversion information.*

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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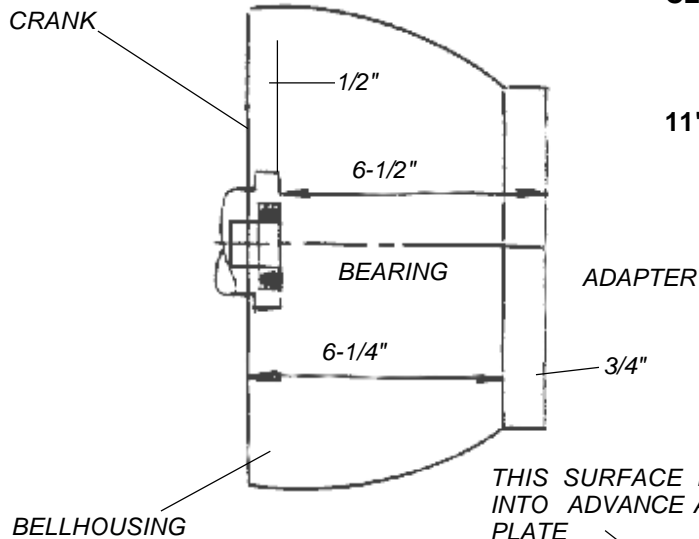
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CLUTCH REQUIREMENTS:

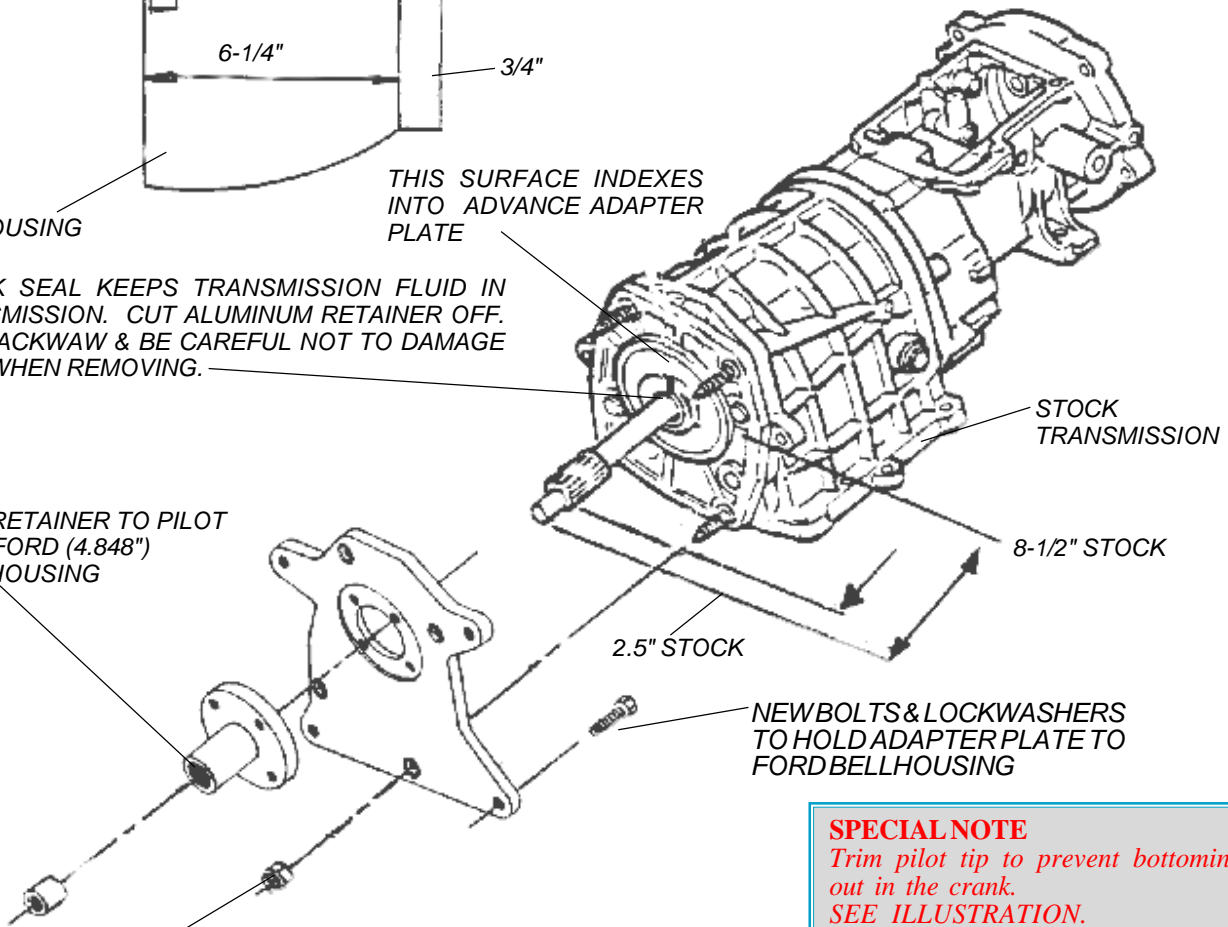
- #384070 11" DODGE DISC 1"-23 SPLINE
- #N1714 CLUTCH RELEASE BEARING

11" PRESSURE PLATE:

- #CF260000 11" PRESSURE PLATE WITH 5/16" BOLTS
- #CF360049 11" PRESSURE PLATE WITH 3/8" BOLTS

STOCK SEAL KEEPS TRANSMISSION FLUID IN TRANSMISSION. CUT ALUMINUM RETAINER OFF. USE HACKSAW & BE CAREFUL NOT TO DAMAGE SEAL WHEN REMOVING.

NEW RETAINER TO PILOT INTO FORD (4.848") BELLHOUSING



(4) METRIC BOLTS WITH LOCK WASHERS FOR HOLDING UP ADAPTER PLATE TO TRANSMISSION. MAKE SURE THEY FIT FLUSH WITH ADAPTER PLATE.

SPECIAL NOTE

Trim pilot tip to prevent bottoming out in the crank.
SEE ILLUSTRATION.

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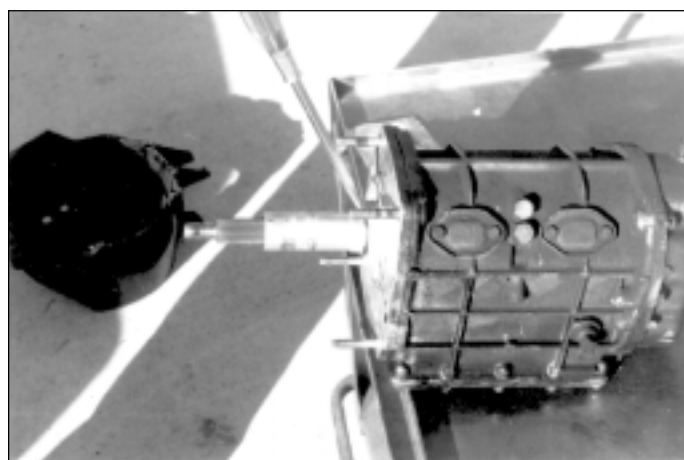
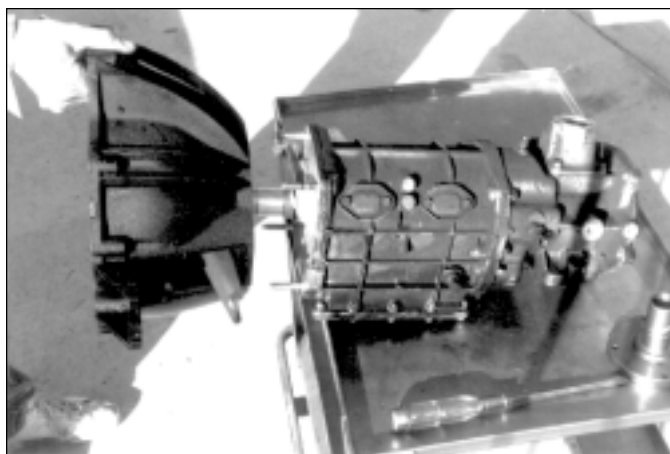
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Snout will need to be cut off. The snout is only found on early model transmissions.

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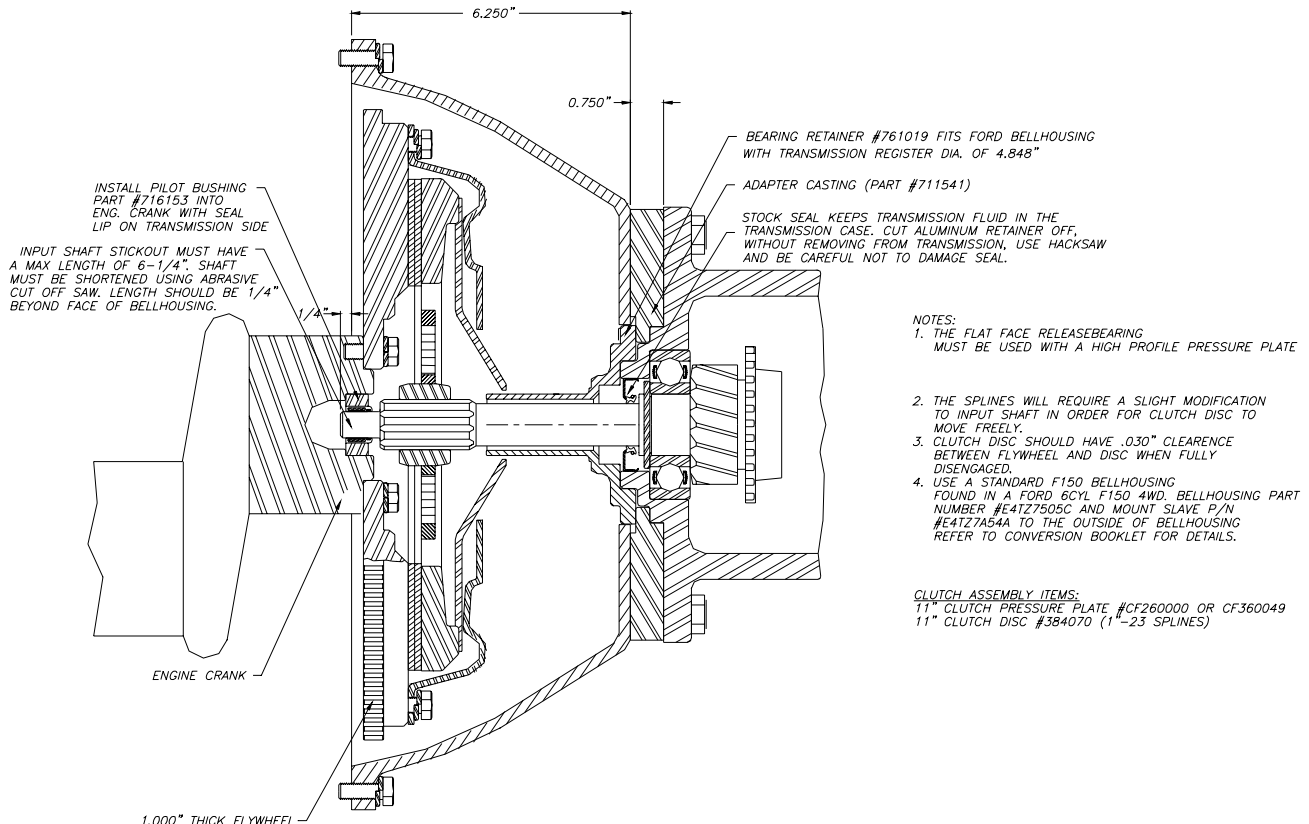
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This bellhousing utilizes an external slave cylinder that works well with the Bronco II & Ranger master cylinder. This bellhousing was only used with the 164 tooth flywheel. This will cause problems with tunnel clearance, so a body lift is normally recommended. The 4 or 5 speed transmission will need slight modifications to the input shaft pilot tip, clutch splines, and stock release bearing retainer. These modifications are noted on the instruction sheet provided in this kit.

#E4TZ-7505C - F150 Bellhousing

#E4TZ-7A564A - Ford Slave Cylinder

#E4TZ-7A544A - Slave Cyl. Bracket

#E4TZ-7515C - Release Lever

#E4TZ-7513A - Dust Boot

#E8TZ-7007B - Bhsg. Cover Plate

*Other Ford bellhousings can be used, but you will need to fabricate a slave cylinder bracket.

(Note: Vehicles 1988 & newer used an integral bellhousing & transmission. We do not offer any adapters to retain this transmission).

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