

BELLHSG. FOR JEEP 4.0 & V8 304 ENG. TO 1996 & NEWER GM NV4500

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	712568-BLK	SPECIAL 1996 NV4500 BELLHOUSING
2.	1	716067A	MODIFIED BEARING RETAINER
3.	1	716109	3/4" SOFT PLUG
4.	1	716156-GM	PILOT BUSHING W/ .590" I.D.
5.	1	716176	CLUTCH RELEASE ARM
6.	1	716176SC	GM THROW-OUT LEVER SPRING CLIP
7.	1	716180	BALL PIVOT
8.	1	716332	CLUTCH LEVER BOOT
9.	2	720057	6mm x 1.00 x 16mm LG.
10.	2	723134	H.H.C.S. 5/16"-18 x 1-1/4" LG. (Slave Cylinder)
11.	6	724303	7/16" LOCK WASHERS
12.	4	724328	H.H.C.S. 7/16"-14 x 1-1/4" LG. (TRANS)

***NOTE:** If our bellhousing does not index over the front retainer and the retainer is aluminum, you could have an after market retainer. The stock NV4500 retainers should measure 5.5957" to 5.5977" in diameter. Some after market one were .003" to .007" larger in diameter. If this is the case, you would need to modify your retainer to fit our bellhousing.*



***NOTE:** The 4.0L blocks originally mated to a manual transmission used a 2 piece pilot bushing. Both pieces must be removed, the bearing and the sleeve. If these pieces are not removed, the new brass pilot bushing will not fit. We do not offer a smaller pilot bushing to fit the reducer sleeve. On 4.0L that were originally mated to a automatic the new pilot bushing will fit without any modifications.*

RETAINER INSTALLATION:

The stock GM NV4500 transmission used an internal release bearing that mounts to the front aluminum bearing retainer housing. Kits purchased before May 7, 1999, used a modified Dodge retainer (which was supplied in the kit). This retainer replaced the GM aluminum retainer and provided the proper configuration to utilize the new release bearing assembly. If this bellhousing was purchased with the intent to use a Dodge transmission with a new input shaft, your stock retainer must be modified. Refer to Page 3 for machining specifications.

Kits purchased after May 7, 1999, will retain the stock GM aluminum bearing retainer and will use P/N 716067A to obtain the proper configuration. Part No. 716067A is a modified retainer that bolts to the stock GM retainer. We switched to this design due to changing the front retainer may also require main output shaft shimming.

Part No. 716067A is machined to index over the stock GM aluminum retainer. Once the retainer is indexed, rotate the 716067A to line up with the two drilled & tapped holes located on the GM retainer. Using the two (2) 6mm fasteners & **Loctite #242**, secure the 716067A to the GM retainer. NOTE: We have seen some aftermarket GM aluminum retainers that have a larger index hub. This hub measures 4.408". Our retainer is machined to fit the stock GM retainer which measures 4.398". If our P/N 716067A does not fit the aluminum hub on the NV4500 retainer, then one of the pieces will be required to be machined for proper indexing.

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.

**BELLHSG. FOR JEEP 4.0 & V8 304 ENG.
TO 1996 & NEWER GM NV4500**



Stock GM retainer



Line up holes of the modified retainer with the GM retainer holes.



716067A retainer indexed over the stock GM retainer.

(side view)



Make sure the modified retainer lines up with the two drilled & tapped holes on the GM retainer.

Bolt the retainers together using the two (2) 6mm bolts & Loctite 242.

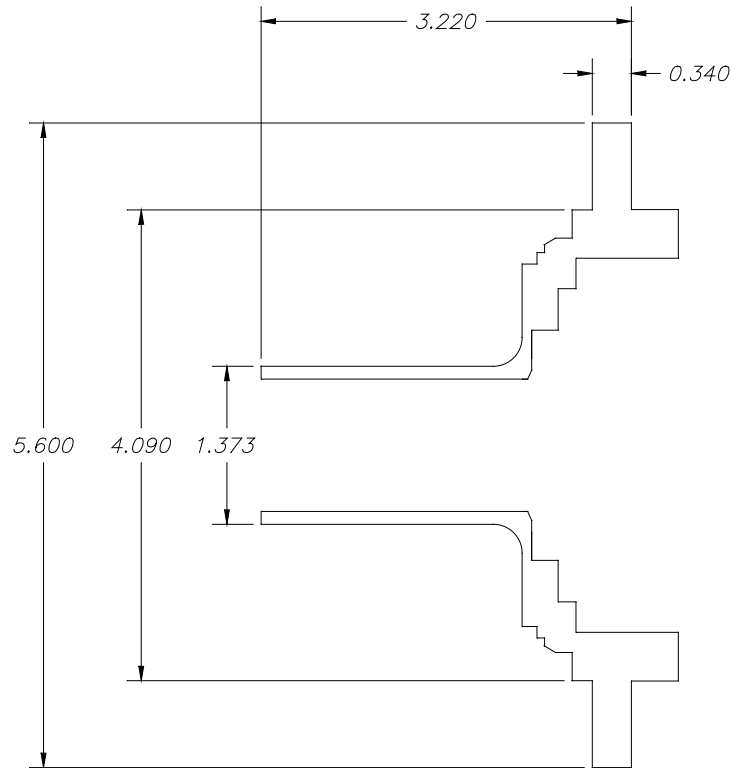


SPECIAL NOTE: The components packaged in this kit have been assembled and machined for specific type of conversions. Modifications to any of the components will void any possible warranty or return privileges. If you do not fully understand modifications or changes that will be required to complete your 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.

**BELLHSG. FOR JEEP 4.0 & V8 304 ENG.
TO 1996 & NEWER GM NV4500**

NOTE:

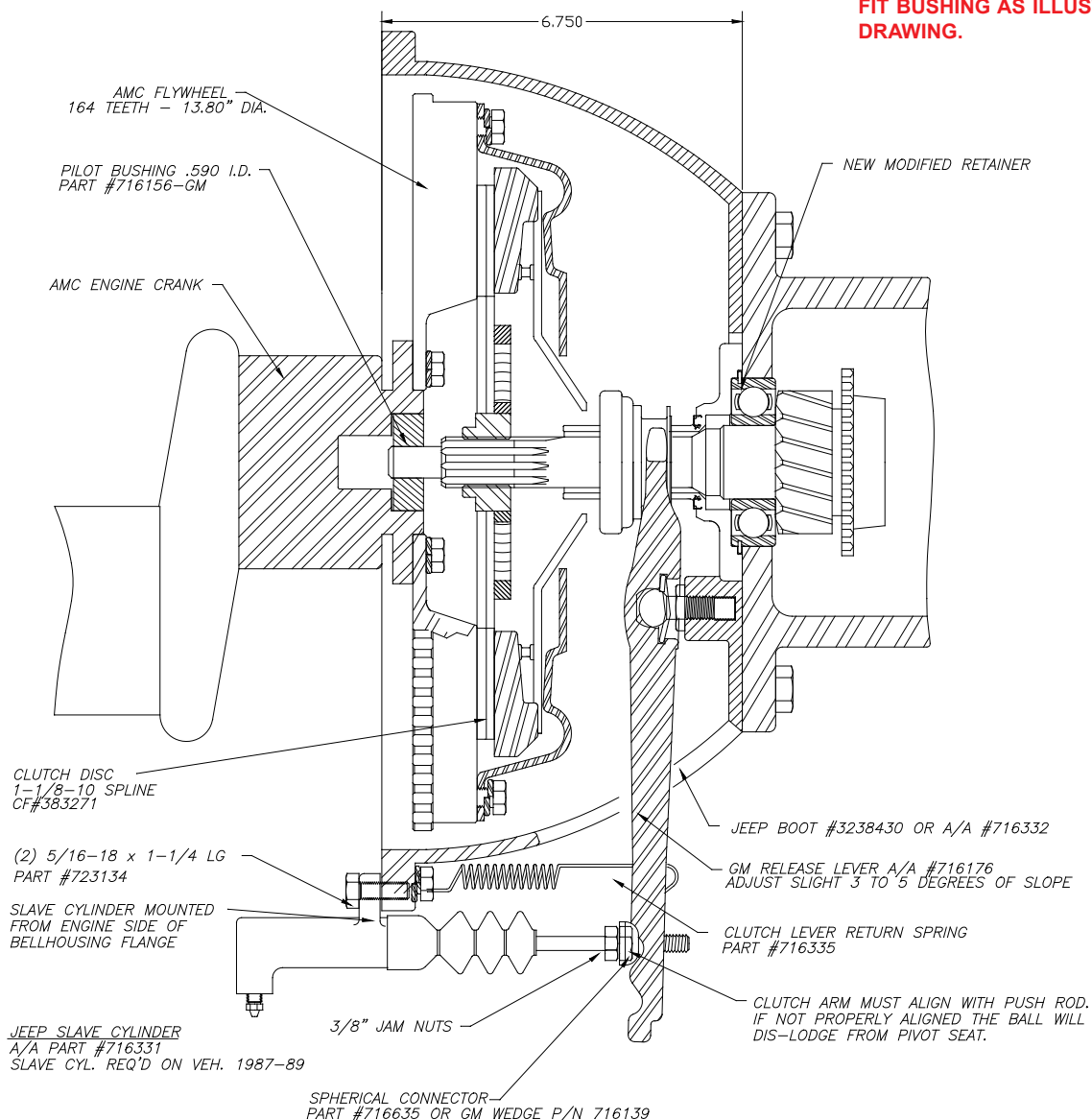
For customers that have a Dodge gas version transmission and wish to use this bellhousing, you will need to purchase a new Chevy input shaft, Advance Adapters Part No. 52-0221. You will also need to machine your stock retainer. We have enclosed this drawing for your reference. We also carry a modified retainer under our P/N 716067.



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.

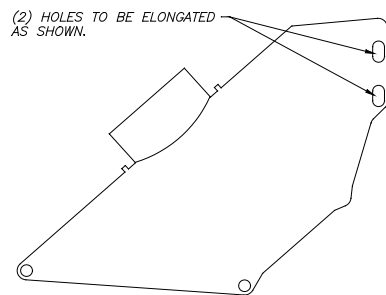
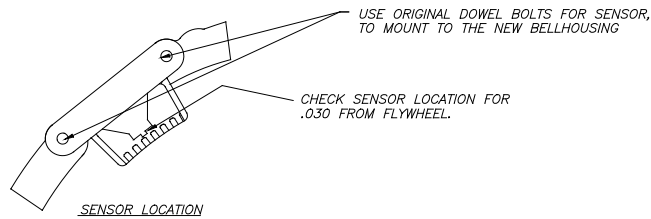
BELLHSG. FOR JEEP 4.0 & V8 304 ENG. TO 1996 & NEWER GM NV4500

CAUTION!
MAKE SURE THAT THE PILOT BUSHING IS FLUSH WITH THE END OF THE ENGINE CRANK. FAILURE TO DO SO WILL RESULT IN PILOT BUSHING DAMAGE. THE INPUT SHAFT MUST FIT BUSHING AS ILLUSTRATED IN DRAWING.

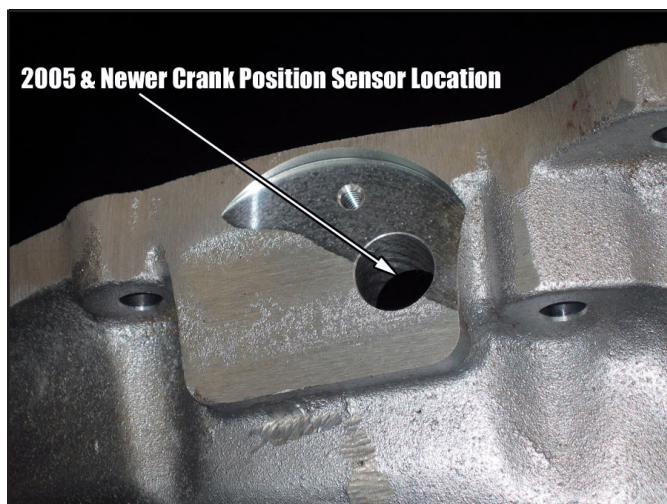


SPECIAL NOTE: The components packaged in this kit have been assembled and machined for specific type of conversions. Modifications to any of the components will void any possible warranty or return privileges. If you do not fully understand modifications or changes that will be required to complete your 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.

BELLHSG. FOR JEEP 4.0 & V8 304 ENG. TO 1996 & NEWER GM NV4500



*NOTE:
THE LOWER DUST COVER MUST BE MODIFIED ACCORDINGLY
BEFORE INSTALLATION OF SLAVE CYLINDER. SLAVE CYLINDER
SHOULD BE INSTALLED TO TOP OF DUST COVER.



Note:

2005 & Newer 4.0L engines use a new location and style of crank position sensor. Shown in photo below is the newer CPS location. If your engine is pre-2005, please plug this hole with the 3/4" soft plug that has been provided. Plug will need to be pressed or tapped in using a dowel and soft hammer.

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.



P.O. Box 247, 4320 Aerotech Center Way
Paso Robles, CA 93447
Telephone: (800) 350-2223 Fax: (805) 238-4201
PAGE 6 OF 8 Page Rev. Date: 09-11-17
P/N: 712568

BELLHSG. FOR JEEP 4.0 & V8 304 ENG. TO 1996 & NEWER GM NV4500

INSTALLATION INSTRUCTIONS:

Depending on the year of the vehicle that you are dealing with, you will need to vary the clutch control requirements accordingly. The bellhousing that Advance Adapters has manufactured will use a GM clutch release arm along with a GM clutch release bearing. Since you are using a GM transmission, the N1430 release bearing and GM clutch release arm will work perfectly without any modifications. The new GM clutch arm will have an internal snap ring to lock onto the ball pivot stud inside the new bellhousing. On Jeep vehicles that were originally equipped with a mechanical clutch control, you should not have any problem adapting your original clutch linkage to the new clutch arm. On Jeep vehicles that were previously equipped with a hydraulic slave cylinder such as 1987-2005 and 1980-1986 four cylinders, you will need to use a Jeep slave cylinder that was used in the 1980-1983 Iron Duke four cylinder Jeep vehicles. We recommend that you use the Advance Adapter Jeep clutch control slave cylinder kit, Part No. 716331. This new assembly will include all the necessary parts to mount to the new bellhousing.

The bellhousing is a direct duplicate of the original AMC stock bellhousing. The flywheel sensor, dowel pin holes and dust cover mounting holes are all in the original location. The original dust cover or block plate must be retained for use with the Advance Adapter bellhousing. This plate is normally already on the engine block. The flywheel sensor must be installed onto the new bellhousing using the original bolts. The factory dowel bolts provide the necessary accuracy to mount the sensor in the appropriate location.

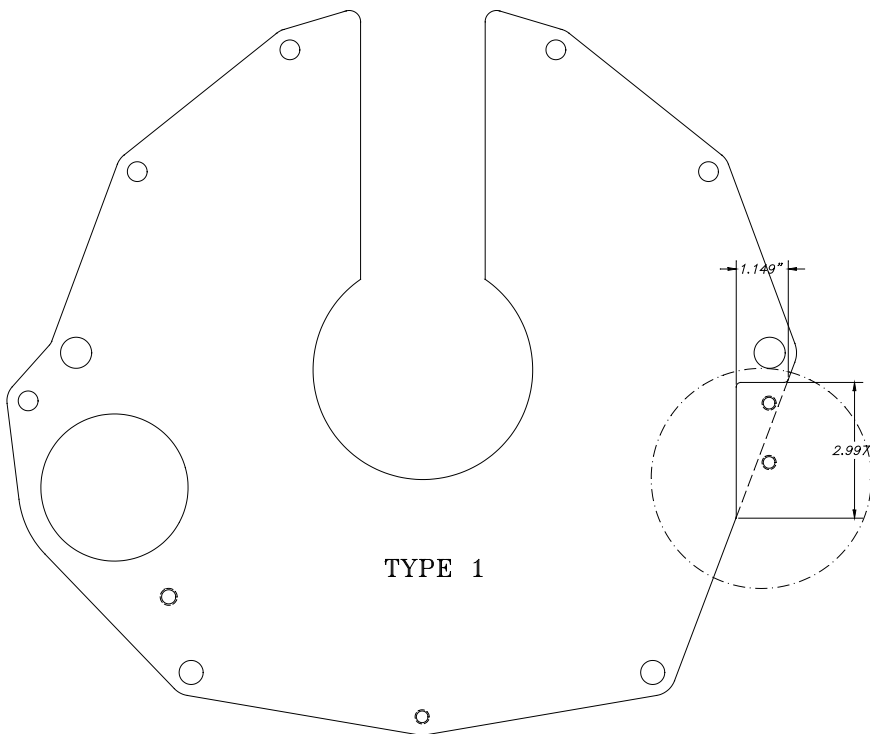
Your new NV4500 transmission will require a new pilot bushing for the engine crank and possibly a new clutch disc. The new transmission will require a Chevy clutch disc with a 1-1/8"-10 spline size Centerforce No. 384193. It is advisable that you check the input shaft tip engagement into the new pilot bearing after installation. **DO NOT FORCE THE TRANSMISSION INTO POSITION.** The flywheel must be 1" thick. We have seen some flywheels up to 1.5" thick, which can cause interference problems. This 1" measurement should be taken from the crank flange to the clutch disc surface. This bellhousing also requires the use of a diaphragm pressure plate. Most Borg & Beck 3 finger pressure plates will not work.

CAUTION: *On some of the early installations, we have encountered an interference problem between the clutch pressure plate and clutch release arm. The solution is to grind the necessary clearance on the inside of the bellhousing and modify the release lever approximately 1/16". It will be necessary that you check the clutch clearance inside the bellhousing prior to transmission assembly. This problem has only occurred with aftermarket clutch assemblies or thicker than normal flywheels.*

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.

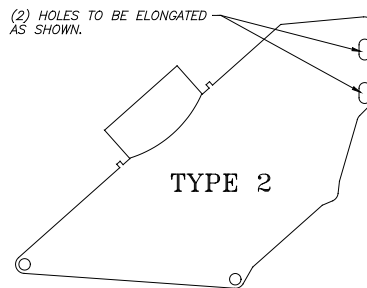
BELLHSG. FOR JEEP 4.0 & V8 304 ENG. TO 1996 & NEWER GM NV4500

***NOTE: THE LOWER DUST COVER MUST BE MODIFIED ACCORDINGLY BEFORE INSTALLATION OF SLAVE CYLINDER. SLAVE CYLINDER SHOULD BE INSTALLED TO TOP OF DUST COVER.**



TYPE 1

THERE ARE VARIOUS TYPES OF DUSTCOVERS FOR THE JEEP MOTORS. WHEN YOU HAVE FOUND OR ALREADY HAVE THE PROPER DUST COVER, YOU WILL NEED TO MODIFY IT ACCORDINGLY. CUT-OUT THIS AREA FOR SLAVE CYLINDER CLEARANCE BEFORE ASSEMBLING THE BELL-HOUSING TO THE MOTOR. FAILURE TO DO SO WILL RESULT IN DIS-ASSEMBLY OF B/H TO MOTOR.



TYPE 2

LOWER SECTION OF TWO PIECE DUST COVER

***NOTE:**
THE LOWER DUST COVER MUST BE MODIFIED ACCORDINGLY BEFORE INSTALLATION OF SLAVE CYLINDER. SLAVE CYLINDER SHOULD BE INSTALLED TO TOP OF DUST COVER.

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.

BELLHSG. FOR JEEP 4.0 & V8 304 ENG. TO 1996 & NEWER GM NV4500

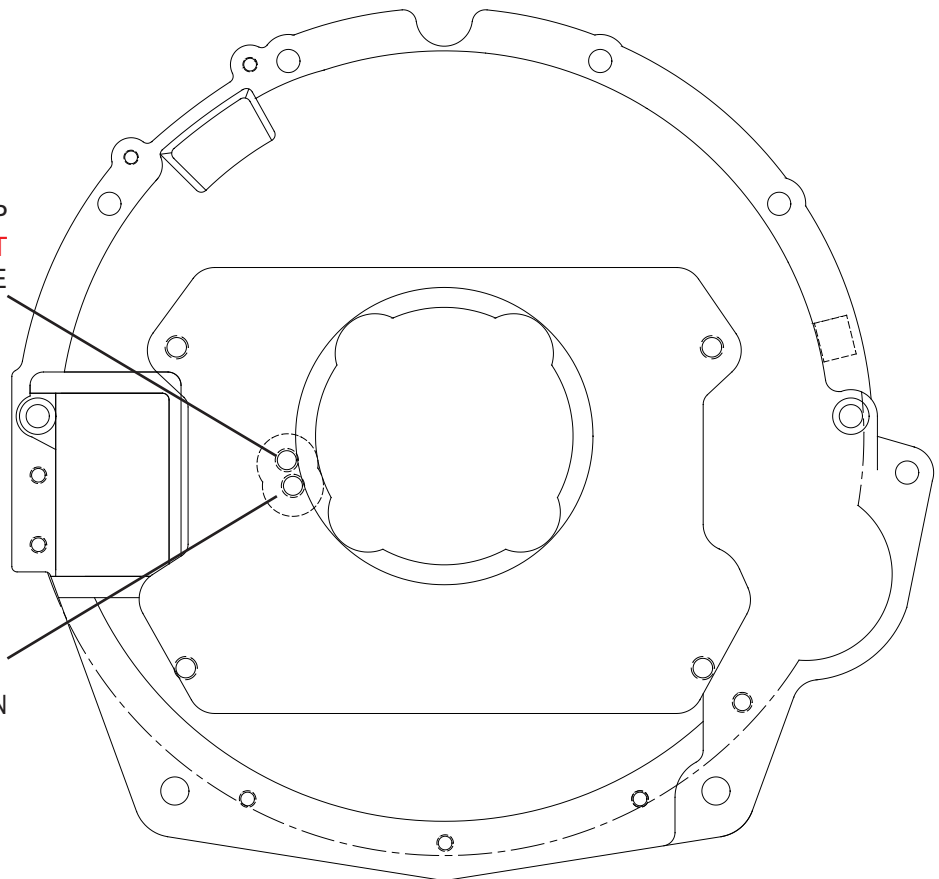
CAUTION: CRITICAL SELECTION FOR BALL STUD LOCATION.

TOP

THIS UPPER LOCATION IS FOR JEEP
WRANGLERS - 1987 TO CURRENT
"HYDRAULIC CLUTCH" DRIVELINE
ON DRIVERSIDE



THIS LOWER LOCATION IS FOR
JEEPS CJ5-CJ7 - 1972 TO 1986
"MECHANICAL CLUTCH" DRIVELINE ON
PASSENGER SIDE



The new pivot ball needs to be installed into the bellhousing. Apply blue Loctite to the threads and torque to 40-45 ft-lbs. The clutch fork will need the spring clip installed; a pair of needle nose pliers works well. Once the spring clip is installed, apply grease to the spring and socket of the fork.

*Note: Clutch fork must be installed into the bellhousing before bolting to the engine.

Place the fork over the pivot ball, centering the spring clip. With a dead blow hammer, hit the back side of the fork using ample force, directly perpendicular to the pivot ball (2 or 3 times may be required). Fork should move free, with slight resistance. If not, repeat the force with the dead blow hammer.

See photo above

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.