

AX15 TO AMC BLOCK BOLT PATTERN

(INTERNAL RELEASE BEARING REPLACEMENT TO EXTERNAL SLAVE)

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1	1	712586E	PIVOT BALL-CLUTCH RELEASE ARM
2	1	712590-A	BELLHOUSING- NV3550 TO JEEP 4.0
3	1	712590-B	JEEP 4.0 BH RELEASE ARM
4	1	712590-C	JEEP 4.0 BH RELEASE BEARING
5	1	712590-D	SPRING-CLUTCH RELEASE ARM
6	1	716130-60	HOSE-60 STAINLESS -3 FITTING
7	1	716130	JEEP YJ MASTER CYL FITTING
8	1	716130F	FITTING -3 MALE TO MALE 7/16 X 24 INV
9	1	716130TJ	JEEP TJ MASTER CYL. FITTING
10	1	716210	RETAINER-AX15 JEEP RETAINER
11	1	716341	JEEP SLAVE CYL /NV3550 BH
12	9	720030	10mm X 1.25 X 30mm S.H.C.S.
13	5	723103	LOCK WASHER 5/16 PLATED (dust cover & slave cylinder)
14	3	723123	HCS 5/16 -18 X 1/2 PLTD (dust cover)
15	2	723134	5/16 -18 X 1-1/4 H.H.C.S. (slave cly bolts)
16	1	723701	NUT 3/8 -16 PLATED GRD 5(ball pivot nut)
17	9	724337	7/16 INSIDE STAR WASHER



This Kit is designed to replace the stock internal release bearing used on the 1989-93 Jeep YJ, XJ or MJ and install a new bellhousing with an external slave cylinder. The kit is installed easiest by removal of the transmission from to Jeep. Once out, the old bellhousing and the AX15 front retainer will need to be removed. We have provided a new front retainer with a snout that needs to be bolted to the front of the AX15 transmission. The retainer should be installed using RTV blue silicon to seal the retainer to the transmission and the stock bolts to retain it.

The bellhousing can now be bolted on to the transmission. The release arm and bearing should be assembled to the bellhousing. (note: This bellhousing uses a dowel pin alignment to both the engine and transmission.) You should look at your clutch assembly first before bolting the bellhousing back in. Consider how old or how many miles are on the clutch, This is an added expense but can save you time down the road. If the clutch is to be changed out then you will also need to change the pilot bearing.

The bellhousing must be bolted to the transmission before being installed into the vehicle. The stock Jeep dust shield from a AX15 should be used and the starter must index into this sheet metal pieces.

Make sure the dowel pins are installed in the block before bolting on the bellhousing. If your engine requires a flywheel sensor for emissions control, install the flywheel sensor using the stock dowel bolts to obtain the proper alignment. If you are not going to use a flywheel sensor but want to cover the access hole, you will need to fabricate a cover using either a piece of rubber or thin piece of sheet metal. This should be installed before the bellhousing and transmission are installed in the vehicle.

These components are designed to slip together. ***Do not pull components together with the bolts as damage to the assembly can occur.*** When installing the transmission and the bellhousing into the vehicle, you will be required to loosen the exhaust from off of the exhaust manifold. This will allow proper clearance to fit the bellhousing between the body and exhaust system. We also recommend that the transmission shift tower be removed so that the transmission can fit closer to the floorboard - allowing for an easier clutch alignment to the input shaft of the transmission. Be sure to cover the shift tower hole in the transmission to avoid debris from entering the transmission.

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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The new slave cylinder is designed to work with the stock master cylinders found in the YJ, XJ & MJ Jeeps. The slave cylinder included in this kit does not have a bleeder valve to prime the hydraulic system. To prime the hydraulic system.

Push the slave cylinder rod inward and disconnect both bands of the retaining strap. Let the push rod fully extend. Do not cut or discard the retaining straps.

Tilt the slave cylinder at a 45 degree angle. The hose connection fitting should be facing upward. Pour the hydraulic fluid into the slave cylinder until full. With the slave cylinder still at an angle, insert the slave cylinder fitting, o-ring and hose. Install the retaining pin to secure the new assembly to the slave cylinder. Connect the hose to the master cylinder.

Hold the slave cylinder vertically with the push rod facing the ground. The slave cylinder must be lower than the master cylinder. Slowly push the slave cylinder push rod inward approximately 1" while watching for the air bubbles into the master cylinder reservoir. After about 10 to 15 strokes all air bubbles should be gone.

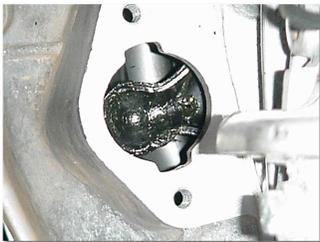
With the master cylinder cap off, slowly push the slave cylinder rod inward and reconnect the plastic straps. install the slave cylinder on to the bellhousing. The straps will break off when the clutch is depressed the first time.

NOTE: The 1987 Jeep YJ did use a thicker flywheel than the 1988 and 89 models. The new bellhousing will not work with this thicker flywheel (1.3125"). You can modify the thickness of the flywheel; however, we do offer a new flywheel for this 1987 YJ which will also require a new starter.

P/N CF53005524 FLYWHEEL-JEEP , CAST STEEL

REQUIRES NAPA STARTER P/N NAE 17006

Note: the Napa starter will require some wiring changes on the vehicle sinnce the solenoid is part of the starter.



AX15 BELLHOUSING SLAVE CYLINDER MOUNT



NEW SLAVE CYLINDER



NEW SLAVE CYLINDER INSTALLED

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