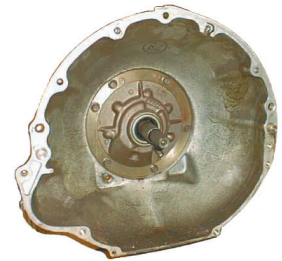


JEEP 727 & 999 TORQUEFLITE TO CHEVY GEN III ENGINES (REPLACING AMC 6 CYL.)

KIT NO. 716131-V CONSISTS OF:

No.	Qty.	Part No.	Description
1.	1	711500A4	MODIFIED FLEXPLATE FOR TH400 ONLY
2.	1	712548-PLT	DUST COVER PLATE
3.	1	716131	ADAPTER PLATE
4.	2	716131-DP	SPECIAL DOWEL PINS FOR AMC TRANS TO ADAPTER RING
5.	1	716131-TR	TORQUE CONVERTER ADAPTER RING
6.	6	716141A	GEN III FLEXPLATE BOLT (<i>flexplate to engine, through spacer</i>)
7.	1	716155A	CRANK SPACER
8.	3	720028	HEX HEAD BOLT 10mm x 1.5 x 35mm LONG (GM block bolts)
9.	3	720038	10mm LOCK WASHER (<i>GM block bolts</i>)
10.	2	720050	10mm HEX NUT (<i>into GM block</i>)
11.	4	720060	8MM-1.0 X 25MM HHCS
12.	2	720061	10mm ALL-THREAD (<i>into GM block</i>)
13.	4	723136	5/16-24 X 1" HHCS
14.	7	723704	3/8" LOCK WASHER (<i>transmission bolts</i>)
15.	2	723720	H.H.C.S. 3/8"-16 x 3/4" LONG (<i>transmission bolts</i>)
16.	5	723744	HEX HEAD CAP SCREW 3/8"-16 x 2-1/4" (<i>transmission bolts</i>)
17.	4	723735	FLAT WASHER FOR TORQUE CONVERTER BOLTS
18.	4	723760	3/8-24 X 1" HHCS



Torqueflite 999

GENERAL INFORMATION

JEEP 727 & 999 TORQUEFLITE:

This adapter plate is designed for exclusive use on AMC Torqueflite transmissions manufactured from 1980 & up. The transmission being used must have been previously installed with a 6 cylinder engine. **Vehicles that were previously equipped with a 4 cylinder engine or 2.8 V6 will not be able to use this adapter.** Jeep used some 727 transmissions between 1973 through 1979, but without modifications. This kit is not compatible with these transmissions. This kit will work on both the larger 727 transmissions and the smaller 999 & 904 transmissions. It will be the customer's responsibility to make any necessary adjustments required for the torque converter spacing. We have included a torque converter spacer and crank support bushing that will fit most applications. **IN ORDER TO AVOID TRANSMISSION DAMAGE, THE CUSTOMER MUST VERIFY THE CORRECT CONVERTER LOCATION.**

The difference between the 727 and the 999 transmissions is in the size of the bolts that hold the converter to the flexplate. We have provided 3/8"-24 NF bolts for the 999 transmissions 1980-1991, 5/16"-24 NF for the 727 transmission, and 8mm-1.0 bolts for 1992 & newer 999 transmissions. These bolts must be used with flat washers and thread retainer.

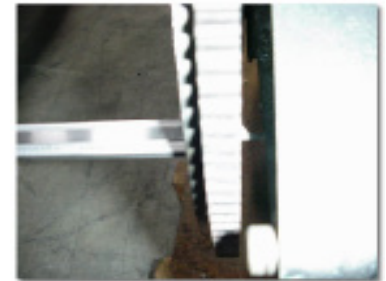
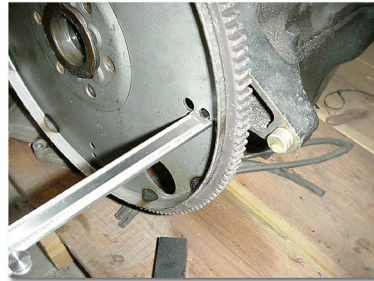
INSTALLATION PROCEDURES

1. The torque converter must first be installed into the transmission assembly. Make sure the notches on the converter line up with the drive notches in the transmission. Install the converter to the maximum depth or position inside transmission. The torque converter must be installed onto the transmission making sure that both sets of splines are properly engaged. We recommend that you take a measurement of the stock AMC flexplate in reference to the stock AMC block (see photos). This measurement should be approximately 1/2".

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 photos (right) show the stock AMC engine and stock flexplate. The measurement is taken from the transmission side of the flexplate to the back of the engine block. Our adapter kit will make the GM block look basically the same as this AMC setup. It will also give you approximately the same measurement.



2. The adapter plate can now be bolted to the new engine. Be sure to use the stock GM dowel pins for alignment between the adapter plate and engine block. The two stud bolts that are provided must be installed into the engine block just below the two stock dowel pins. After the adapter plate is installed, the lock washers and nuts can then be installed through the small access slot.



Two special dowel pins have been furnished for aligning the transmission to the adapter plate. These dowel pins provide must be installed into the Torqueflite transmission. These pins have a slight diameter change of only .003". The larger diameter must be lightly tapped into the transmission case (care should be taken to tap these in as straight as possible. The small end of the dowel pin will protrude out of the case for indexing into the our adapter plate.

The new Vortec flexplate needs to be installed onto the recessed .400" engine crank, This flexplate has been modified to include the standard TH350, 700R and TH400 torque converter holes. The flexplate is dished to compensate for the recessed crank. A new crank support bushing has also been included to compensate for the Vortec crank location. Once the bushing is installed the new aluminum torque converter ring will index into the bushing.

The 6.0 engine with cast iron heads and the 4.8 engine coupled only to a stock manual transmission in 1999 to 2003 do not have the recessed crank. Your stock flexplate must be modified on these blocks.

3. Pilot the aluminum torque converter ring onto the torque convert. Line up the holes on the ring to the torque convert bosses. Verify the thread pitch needed and bolt the ring to the torque converter. Thread retainer and flat washers should be used. **On the 1991 & earlier Jeep torque converter bolt patterns, the torque converters had either a 5/16" or 3/8" bolt thread. Our aluminum ring has been drilled with clearance holes for 5/16" bolts only. If your torque converter requires a 3/8" bolt size, then you will need to drill the holes in the aluminum ring to fit the 3/8" torque converter bolts. If this is necessary, this should be done on a drill press, and a 13/32" drill bit should be used.**
4. Once the transmission has new dowels installed, you can begin the assembly process.

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5. Assemble the transmission to engine assembly using the new transmission dowel pins for proper alignment. These components should slide together. If interference prevents you bolting the units together, **YOU SHOULD NOT PULL COMPONENTS TOGETHER WITH THE BOLTS**. Check for interference and/or verify the measurement of your stock engine and flexplate. Please call our technical sales department if your not sure of the interference problem.
6. Once the engine and transmission are assembled, the fleplate to converter bolts must be accessed through the lower portion of the bellhousing and adapter. The torque converter must be pulled forward towards the engine and rotated to match the bolt pattern of the flexplate. The converter must move a minimum space of .100" to meet the flexplate. This will allow the necessary transmission front pump clearance. **CAUTION: If no clearance is provided, the pump area of the transmission will be destroyed.** Most flex plates are dual drilled to GM TH350 and TH400 torque converters. Our aluminum ring is also dual drilled To match the various stock flexplates. Match 3 holes of the flexplate to the new aluminum ring and use 3 the bolts provided.
7. You must then bolt the torque converter assembly to the flexplate. You will have to install one bolt at a time into the torque converter ring and then rotate the flexplate assembly. You might find it easier to remove the spark plugs on the engine so you can turn the flexplate assembly by hand. Once all fasteners are lightly snug to the torque converter, torque the flexplate to aluminum ring bolts to 30 ft.lbs.

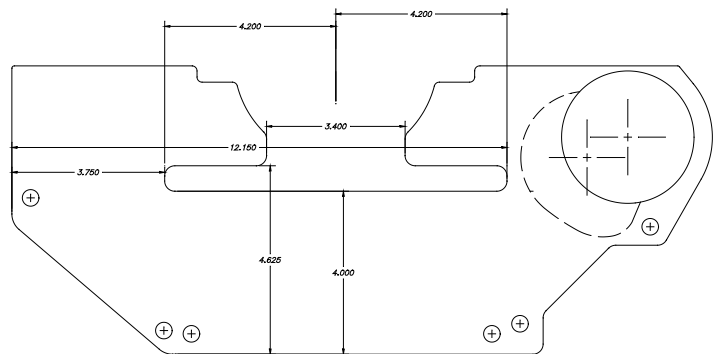
WARNING:

This adapter is precision engineered and machined. At no time should the fastening hardware be used to "suck it up". Any additional assistance should be directed to the technical sales department of Advance Adapters, Inc. (800-350-2223).

DUST COVER INSTALLATION

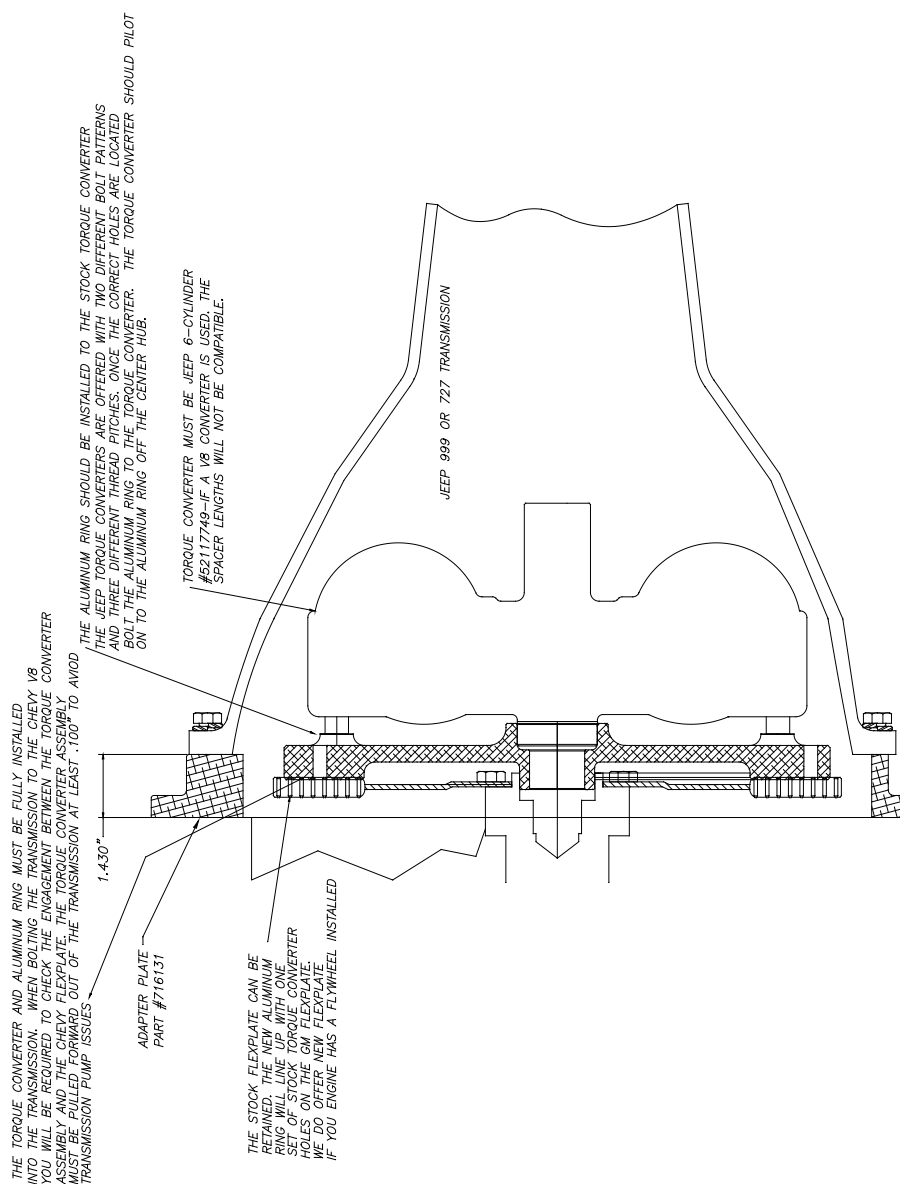
The dust cover that we have furnished with this kit will fit all Chevy engines up to 1985. If your engine is 1986 or newer and uses the larger rear main seal, you will need to modify the inside diameter of the steel sheet metal plate to allow for clearance around the rear main seal area.

GEN 3 blocks have some interference with the aluminum oil pan. The drawing shows the modifications required



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THE CHRYSLER TORQUE CONVERTER MUST BE PULLED FORWARD OUT OF PUMP APPROXIMATELY 1/8" TO MEET FLYWHEEL ADAPTER RING. THIS PROCEDURE WILL ALLOW PUMP CLEARANCE AS THE CONVERTER EXPANDS FROM HEAT. **FAILURE TO ACHIEVE CLEARANCE WILL DESTROY TRANSMISSION PUMP AND TRANSMISSION ASSEMBLY. (DO NOT USE A 4 CYLINDER TORQUE CONVERTER)**



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