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 PAGE 1 OF 5 Page Rev. Date: 12-17-19
 P/N: 716138

CHEVY TH350/700R AUTO TRANS TO JEEP 4.0L, 258, 304, 360 ENGINE BLOCKS

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	2	716123	GM ENGINE DOWEL PIN
2.	1	716138-CB	CRANK BUSHING
3.	3	716138-CS	TORQUE CONVERTER SPACER
4.	2	716138-DB	DOWEL BOLTS
5.	1	716138-PLT	ADAPTER PLATE
6.	2	716138-W	WASHER FOR ADAPTER PLATE
7.	3	720034	H.H.C.S. 10mm x 1.5 x 45mm GR. 5
8.	2	723103	5/16" LOCK WASHER PLT.
9.	2	723119	S.H.C.S. 5/16"-18 x 1-1/4"
10.	2	723122	5/16" FLAT WASHER <i>(Washer needs to be modified)</i>
11.	4	723704	3/8" LOCK WASHER PLT.
12.	4	723722	H.H.C.S. 3/8"-16 x 1-1/4" GR. 5
13.	3	723731	S.H.C.S. 3/8"-16 x 1"
14.	3	723763	H.H.C.S. 3/8"-16 x 1-3/4" GR. 8

OPTIONAL ITEMS:

B & M Sport Shifter - P/N 715680
 TH350 & TH400 Flexible Dipstick - P/N 23-0001
 700R-4 Flexible Dipstick - P/N 23-0002
We offer a 52" 700R T.V. cable
P/N 716138-KD
We offer a 52" TH350 kickdown cable
P/N 716138-KD1

This kit is not for use with 4L60/65/70E originally used with GEN III or GEN IV V8 engines.

4.0L NOTE: This kit will not work with a 4.0L unless a Sensor kit is installed. We offer two kits to fit the 4.0L engines either 716138-M or 716138-N. These kits do require you to modify your GM bellhousing for the sensor to fit through the bellhousing.

NOTE: The TH400 transmission uses a larger torque converter-to-flexplate bolt pattern than on the TH350 & 700R. To use a TH400 transmission, You will need to either have a custom torque converter made; or if you are using a 1974-79 AMC 304/360 V8, then a stock flexplate can be used.

This adapter is the 3rd design. The first adapter plate was a 1/4" thick. Due to some starter flexing problems, we increased the thickness of the adapter to .450". This stopped the problem of starter flex. However, we still were having problems with other aspects of the kit such as starter nose cone clearance, rotated bolt pattern & torque converter bolt head clearance. The new adapter or current production plate is .625" thick and has been re-manufactured to offer the easiest type of installation. There are still some modifications required; however, these are minor compared to the two previous designs.

This adapter kit fits GM transmissions to Jeep engines. The original design of the adapter was for people that had the original Jeep TH400 transmission with an AMC pattern. Due to front drive shaft problems, the special Jeep AMC case was often damaged. Since there are no replacement cases available, an adapter was necessary for using a GM TH400 case. On these particular installations, you will already have an existing flexplate that works with the TH400 converter.

When we began to sell the replacement adapter for the TH400, we found that these same adapter plates could be used with TH350 and 700R-4 automatic transmissions. These applications will require a new flexplate compatible with the AMC engine that is being used. Advance Adapters offers various flexplates for each specific application.

If you are using this adapter on a new installation for a TH400, TH350 or 700R-4 GM transmission, you will need to purchase a new flexplate that will be compatible with the GM converter. We offer five various models of flexplates that have been specially drilled for the GM torque converters. These new flexplates are considerably stronger than the original AMC design that was used with the TH400 application. The following part numbers are available through Advance Adapters.

- #716138-A Flexplate for 304/360 V8 1972-87 (A301)
- For 258 6 Cylinder 1988-90 also for 4.0 1988-02 use adapter kit 716138-1
- Flexplate for 360 V8 1988-91 not available, can use 716138-A with a new starter
- #716138-D Flexplate for 401 V8 1972-76 (A312)
- #716138-E Flexplate for 232/258 6 Cylinder 1972-87 (A300)

If you are using a 700R-4 automatic transmission, the torque converter bolts will need to be P/N 720034. If a TH350 or TH400 is being used, the P/N 723763 bolts should be used for the torque converter.

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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INSTALLATION INSTRUCTIONS:

This adapter will enable you to replace the expensive and *hard-to-find* Jeep TH400 case with the popular Chevy & GM transmissions, or adapt the TH350 & 700R to the AMC engine. This adapter kit is not compatible with the Buick, Oldsmobile or Pontiac TH400 transmission cases. All studs, bolts, washers, converter bushings, converter spacers, adapter plate and converter bolts are furnished in this kit. The kit does not include a flexplate. Please read the following instructions prior to starting the job. If there is anything in question, please feel free to contact our sales department at Advance Adapters, (1-800-350-2223).

CAUTION:

It is best to first install the adapter plate onto the back of the engine and inspect the clearance between the flexplate and steel adapter ring. Due to variations by the flexplate manufacturers, we have encountered some variations that will require minor clearances on the new steel adapter ring. The adapter plate should also be test fitted to the AMC engine, and the tunnel/firewall clearance should be checked and modified as necessary.



1. Remove the original transmission, transfer case & dust cover plate. Clean the rear of the engine block from all grease and dirt.
2. Remove the transmission dowel pins from the back of the AMC engine block.
3. Remove the old pilot bushing from the engine crank. This can be performed by using a 7/16" bolt and working it back and forth inside the pilot bushing.



4. Your stock AMC dust cover plate and the Advance Adapters adapter plate should be installed to the back of the AMC block using the two dowel aligning bolts. If your Jeep has a full circle dust cover as shown in photos above, you will need to cut a 1.750" access hole for the installation of the torque converter bolts. The access hole needs to be cut on the same diameter as the flexplate torque converter bolt holes.
5. Insert the 2 special washers and dowel bolts where the original AMC dowel pins were removed. Torque to 30ft/lbs with Loctite. These 2 bolts act as new dowel pins for aligning the adapter plate to the AMC block.



6. Insert the 3 allen head cap screws into the engine. **DO NOT TIGHTEN ANY BOLTS UNTIL ALL 3 BOLTS HAVE BEEN STARTED AND SNUGGED UP.** Torque to 30 ft./lbs.



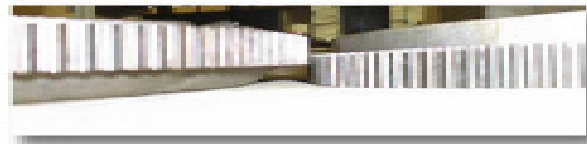
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7. Install the flexplate to the engine crank using the proper bolts and torque specifications. Make sure the flexplate has clearance and does not drag on adapter plate.

Picture 8a

The two different ring gear heights.



8. AMC starters had a few different configurations. The starter Bendix on these AMC starters have TWO throw lengths (**See Picture 8b**). This is to match the different locations of the ring gear on the flywheels (**See Picture 8a**). Make sure your Bendix has the proper engagement on the flywheel. Failure to obtain this can cause premature failure of the Bendix or flywheel.
9. Fit the starter and check for proper clearances. Make sure the starter is indexed into the dust cover plate.
10. Crank your engine around by bumping the starter. This will enable you to make sure the Bendix teeth mesh with the flywheel. Check the clearance between the flywheel and adapter plate.
11. Install converter support bushing into the back of the engine crank, making sure it is fully installed.
12. The torque converter must be installed into the transmission and you must verify the depth of the torque converter pad. The depth should be approximately 1-1/16". Refer to the illustration on Page 5. If this dimension is not achieved, failure to the transmission may occur. The torque converter should be filled with proper fluid before final assembly.



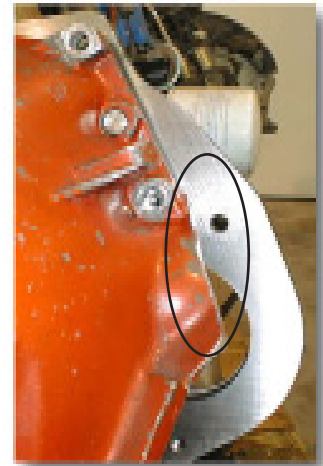
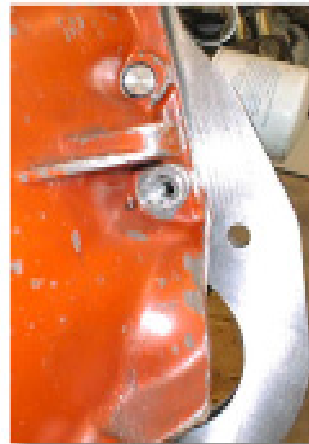
Picture 8b

The two different starter engagements for the above flywheels.
(Your stock starter should remain the same. This information is provided for customers requiring a new starter motor.)

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13. Before installing the transmission to adapter plate, the transmission must have a couple of modifications. The ears of the transmission should be removed. The passenger side is removed for starter clearance. The driver's side can provide adequate exhaust clearance. The two bolt holes below the GM dowel pins on your transmission must also be modified. The AMC dowel pin hole and GM bolt hole overlap. The early style adapter plates rotated the transmission to fit both patterns. However, this caused crossmember and transfer case problems. The new special dowel bolt that secures the 716138-PLT to the AMC block now has a 5/16-18" hole drilled and tap in it. This is to fit the GM bolt hole without rotating the transmission. The overlapping of the bolts mentioned above is not exact; therefore, to fit the 5/16" bolt to the center of the special dowel pin bolt, the transmission bolt hole must be opened up to allow access. We suggest using a rat tail file to elongate the two bolt holes under the GM dowel pins. Trial-fit the transmission until the 5/16" bolts fit the special dowel bolt. Two flat washers have also been provided allowing proper surface contact for these 5/16" bolts. You will have to grind some material off the sides for this washer to fit properly toward the transmission. We do not modify these washers in-house due to some variations on the different GM transmissions. Once these modifications are made, secure all fasteners from the GM transmission to the 716138-PLT. Torque the 5/16" bolt 15 ft/lbs with Loctite.



14. After the transmission is bolted to the adapter plate, place the supplied converter spacers between converter and flywheel. Make sure that the converter pulls forward approximately 1/8" for engagement with flexplate and spacers. Check the hex head bolt head for clearance with the adapter plate, and make the necessary modifications if interference occurs.
15. It is now time for the dust cover. Due to the thickness of the adapter plate, the GM dust cover will not fit properly. We have found that by taking the GM transmission dust cover and cutting off the section that extends upwards to the crank, the cover fits fine onto the transmission (**See Picture 15**). This does leave the flywheel exposed, however, the flywheels we sell are solid and this should prevent any foreign objects from entering into the bellhousing.
16. Install the front drive lines. We recommend a B & M sport shifter linkage for the new transmission, and a Lokar flexible filler tube.
17. If the vehicle is on a lift the front drive shaft will be very close to the engine exhaust pipes. Be sure to check for clearance before finalizing your conversion.
18. A kick down cable bracket will need to be fabricated to fit your AMC block.
19. Fill with proper transmission fluid.

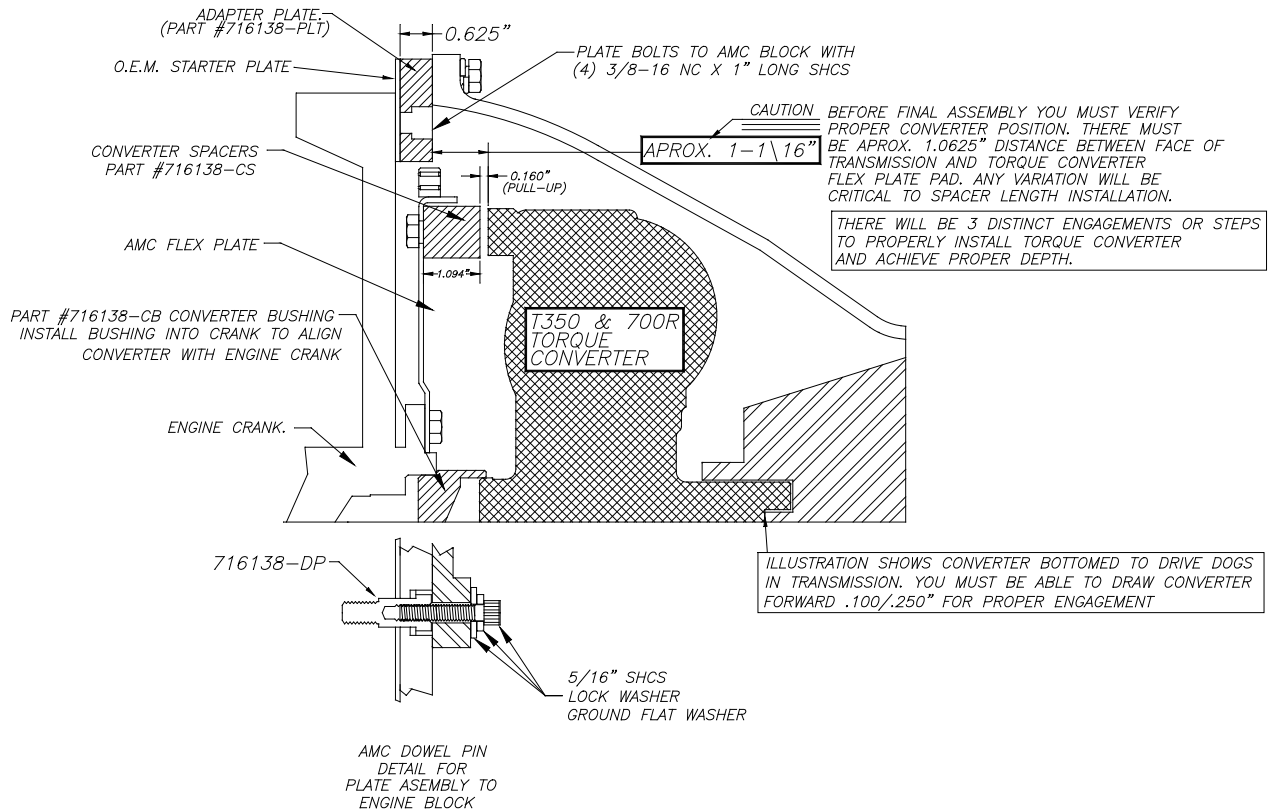
CAUTION: It is extremely important that you properly install the torque converter, torque converter spacers, and flexplate as specified in the Advance Adapters instructions. Failure to follow these instructions will create severe damage to both the transmission and transmission converter. If your installation does not have the proper converter location, you should contact our sales department for further instructions.



Picture 15

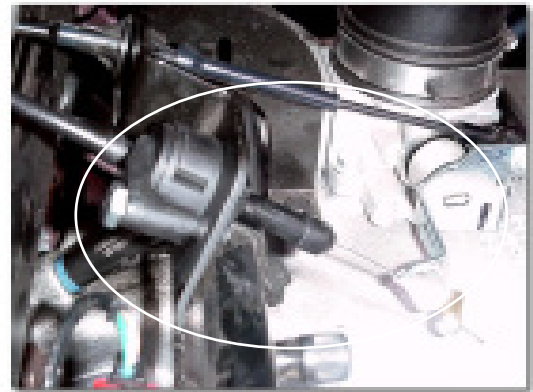
The dust cover should be cut along the taped line.

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When replacing a manual transmission with a GM automatic transmission, you will need new shorter crank bolts to mount the new flexplate to your engine. These bolts can be obtained at your Jeep dealer under Part No. J3151407. Along with these bolts, Jeep also used a bolt ring on the flexplate to strengthen the bolting surface. This ring is Jeep Part No. J3214094.

The installation of a kickdown cable is recommended on the T350 and T400 transmissions, and is required on a 700R transmission install. The problem comes into play on how to connect the kickdown cable to one of the various Jeep throttle linkages. Most installations will require some fabrication to accomplish this. On the Jeep TJ with a 4.0L 6 cylinder, we installed the 700R transmission and was able to use a 52" GM cable. This cable mounted to the stock throttle linkage bracket and required just a simple retaining bolt. The 52" cable is hard to find, so we offer it under [P/N 716138-KD](#).



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