

BUICK BELLHOUSING FOR JEEP T4, T5, SR4, T176, & t18 77-79 TRANSMISSIONS

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	712583-BLK	BELLHOUSING
2.	1	716158	PILOT BEARING (.670") (For Ford Trans. Use #716193)
3.	1	716170	PILOT BEARING (.590")
4.	1	716176	GM THROW OUT LEVER
5.	1	716176SC	GM THROW-OUT LEVER SPRING CLIP
6.	1	716180	BALL PIVOT (Installed)
7.	1	716338	CLUTCH RELEASE ARM BOOT
8.	6	723730	S.H.C.S. 3/8"-16 x 1-1/4" LONG

NOTE:

**Recommended N1714
throw out bearing due
to Jeep/Ford retainer
diameter & Chevy throw
out lever.**

**See Page 3 for recessed
flywheel information**

INSTALLATION INSTRUCTIONS:

This bellhousing is for use with the original Jeep 4 & 5 speed transmissions & Jeep T18 transmission. The bearing retainer on the front of the transmission must pilot directly into the back of the new bellhousing. Make sure that the input shaft of the transmission fits correctly into the new pilot bearing. We have included two (2) different pilot bearings with this new bellhousing kit. Select the proper bushing and install it into the engine crank. We recommend that you trial fit the pilot bearing, input shaft and clutch assembly prior to installation into the vehicle. The clutch disc will be 1-1/8"-10 spline except for the T150 3 speed transmissions that will require a 1-1/16"-10 clutch disc. If you are going to use a slave cylinder for clutch control, then we recommend a high diaphragm clutch. If the original mechanical linkage is going to be retained, then the clutch must be the high profile diaphragm type. Make sure that the arm has sufficient clearance when extending back towards the transmission. Some conversions may require a slight bellhousing or clutch arm modification. When using a zoom clutch pressure plate, the clutch housing is much higher than the normal Chevy design. The only modification for zoom clutch applications would be to reduce the thickness of the flywheel. If you are going to install this into a vehicle that has not previously equipped with the correct Jeep parts, then we have included a list below of the necessary items:

This bellhousing is drilled for the Jeep T18 transmissions 1977-79 that have a 2" long pilot tip. The input shaft will require to be shortened but the full bellhousing allows for full clutch spline engagement.

(NOTE: THE CLUTCH FORK SPRING MAY NEED TO BE SHORTENED TO KEEP TENSION BETWEEN CLUTCH FORK AND BALL PIVOT.)

If a 10-1/2" clutch with a 160 tooth flywheel is going to be used, make sure that a high diaphragm type clutch is installed with the same N1714 release bearing.

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 photos



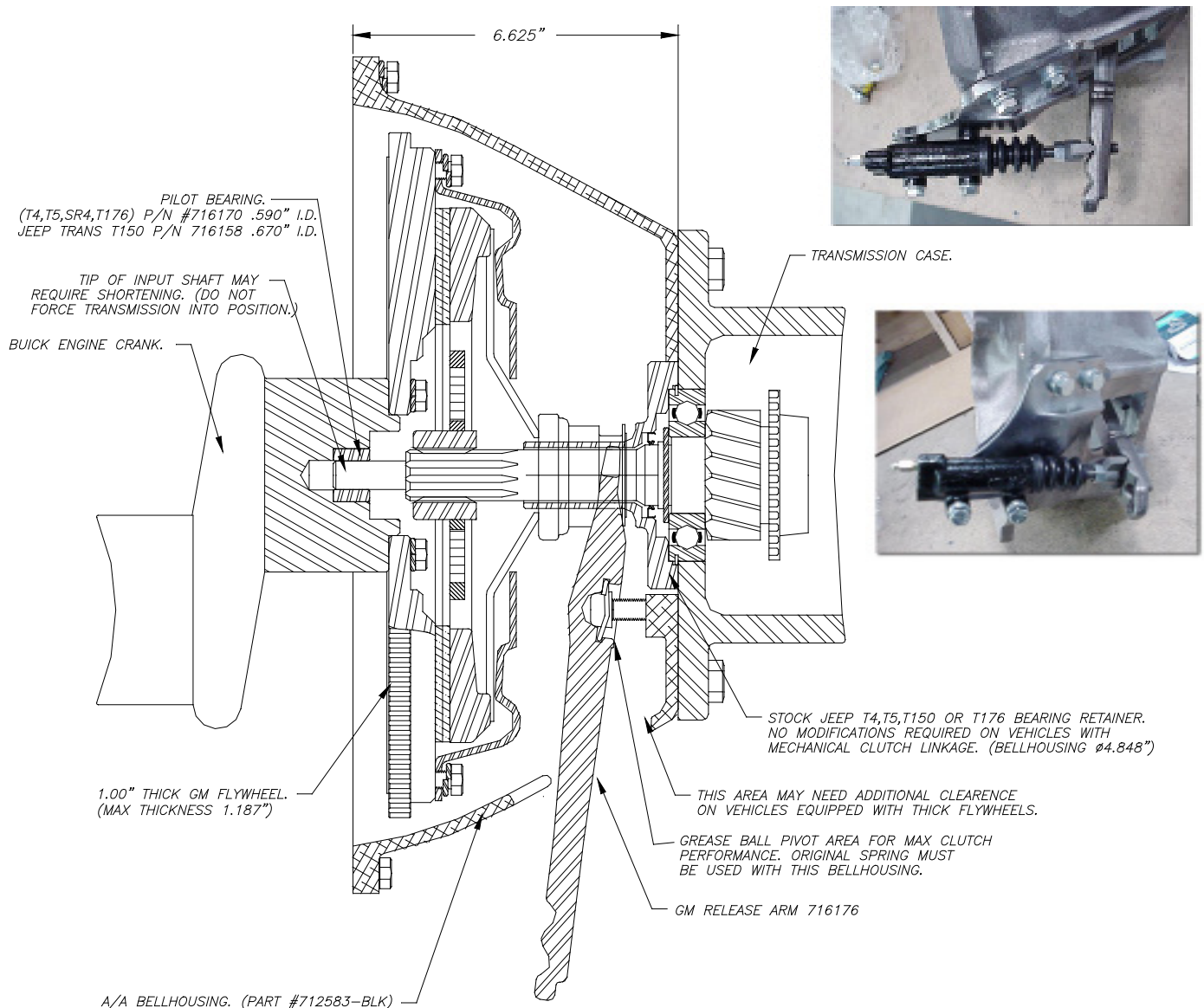
SPECIAL NOTE: The components packaged in this kit have been assembled and machined for specific type of conversions. Modifications to any of the components will void any possible warranty or return privileges. If you do not fully understand modifications or changes that will be required to complete your 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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DUST COVER INSTALLATION: Currently we do not have a dust cover for this application and you will need to use one from a Buick application and will need to modify it accordingly.

CLUTCH LINKAGE:

We do not offer and linkage brackets for the bellhousing for either a hydraulic or mechanical linkage. Two holes have been provided on the side of the bellhousing for the mounting of a fabricated bracket. These photos show a bracket that was fabricated to fit a Toyota Land Cruiser slave cylinder to this bellhousing.



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PAGE 3 OF 3 Page Rev. Date: 12-07-17
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NOTES:

1. Be sure to grease inside pocket diameter of bearing. This will provide lubrication on the bearing retainer.
2. Release bearing should have .060" clearance between fingers and face of bearing.
3. Clutch disc should have .030" clearance between flywheel and disc when fully disengaged.

CLUTCH ITEMS:

CLUTCH PRESSURE PLATE (PART #CF360056, HIGH-PROFILE.)
CLUTCH DISC. (PART #383271, 1-1/8" 10 SPL.) (T4, T5, SR4 & T176)
CLUTCH DISC. (PART #381021, 1-1/16" 10 SPL.) (T150)
CLUTCH RELEASE BEARING (PART #N1714)

RECESSED FLYWHEEL CLUTCH ITEMS:

CLUTCH PRESSURE PLATE. (PART #CF361662)
CLUTCH DISC. (PART #383271, 1-1/8" 10 SPL.) (T4, T5, SR4 & T176)
CLUTCH DISC. (PART #381021, 1-1/16" 10 SPL.)
CLUTCH RELEASE BEARING (PART #N1178) *The transmission bearing retainer snout may require machining.
This release bearing has a 1.377" I.D.*
Flywheel should not require a change in thickness.

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