

JEEP 4.0 & 4.2 MANUAL TRANS TO CUMMINS 2.8L DIESEL

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1		ADAPTER PLATE CUMMINS TO JEEP
2.	1		FLEXPLATE FOR CUMMINS ENGINE
3.	1		CUMMINS CRANK ADAPTER
4.	2		DOWEL BOLTS WITH NUT AND WASHER
5.	6		12MM -1.25 X 38MM HHCS/ CRANK ADAPTER TO FLEXPLATE
6.	6		12MM FLAT WASHERS FOR 12MM BOLTS
7.	12		10MM-1.5 X 35MM SHCS FOR ADAPTER TO CUMMINS ENGINE
9.	1		JEEP PILOT BUSHING

NOTES:

This adapter takes the Cummins 2.8L and adapts it to a Jeep manual transmission bellhousing. This kit will require the use of a stock manual Jeep flywheel and clutch assembly. The adapter has two custom made bolts that should be installed first. These bolts have a square head that indexes the bolt to the plate and then they have a dowel section that indexes the Jeep bellhousing to the new adapter.



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.

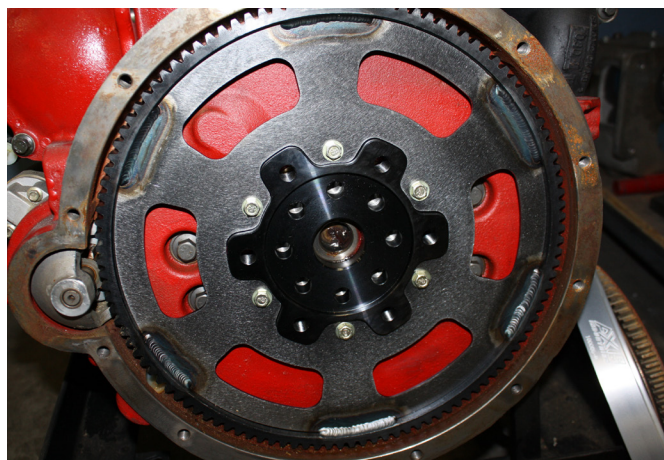
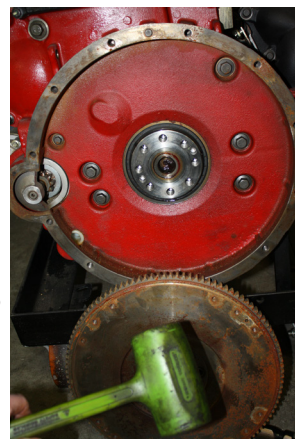
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The new square headed dowel bolts need to be installed into the new adapter. the dowel portion of the bolt is a light press fit into the adapter.



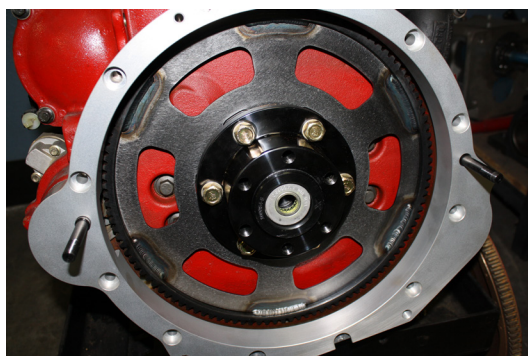
The Cummins block should have a factory flywheel or at least the factory crank bolts. The flywheel needs to be removed and the bolts retained for the new flex plate. The stock flywheel if equipped just needs a light tap on the bottom edge to remove it from the crank. The flywheel is not going to be reused.



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Once the crank is exposed, install the new flex plate onto the block as shown. Use the factory bolts to secure the flex plate to the crank and torque to 55 ft.lbs. The crank adapter will need to be mated to the flex plate as shown and then secured using the 12MM bolts and flat washers, torque bolts to 55ft.lbs. If your block has the factory dowel pins located at 12 & 6 o'clock, they will need to be removed.



Install the SHCS bolts to the Cummins engine and torque to 30 ft.lbs



The dowel bolts shown installed onto a Jeep bellhousing. Use the flat washer and locking nut to retain.



The new Jeep pilot bushing must be pressed into the crank adapter. This is a light press fit and has a machined pilot step for an easy install.

The stock Jeep 4.0L & 4.2L flywheel and clutch assembly will need to be installed to the new crank adapter and the factory Jeep crank bolts used.

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