

CHEVY LS TRANS TO CUMMINS 2.8L DIESEL

KIT CONSISTS OF:

No.	Qty	Part No.	Description
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1. KIT 712594B

consisting of:

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| 1. | 1 | | ADAPTER PLATE CUMMINS TO GM |
| 2. | 1 | | FLEXPLATE FOR CUMMINS ENGINE |
| 3. | 1 | | CUMMINS CRANK ADAPTER |
| 4. | 2 | | GM DOWEL PINS |
| 5. | 6 | | 12MM -1.25 X 38MM HHCS/ CRANK ADAPTER TO FLEXPLATE |
| 6. | 6 | | 12MM FLAT WASHERS FOR 12MM BOLTS |
| 7. | 9 | | 10MM-1.5 X 35MM SHCS FOR ADAPTER TO CUMMINS ENGINE |
| 8. | 8 | | 10MM -1.5 X 40MM FLANGED BOLTS/ GM TRANSMISSION TO ADAPTER |
| 9. | 1 | | 10MM -1.5 X 30MM FLANGED BOLTS/ GM TRANS TO ADAPTER NEAR CUMMINS STARTER |

NOTES:

This adapter takes the Cummins 2.8L and adapts it to the GM LS bolt pattern. This allows the use of the popular electronically controlled GM transmissions to work with this engine. The Cummins is a drive by wire application and it is not recommended to use the earlier version transmission that require a mechanical kick down. With that said, if you are determined to use the early style GM like a TH350 or Th400, you will need to either make the transmissions a manual value body or figure out a kick down system.

The earlier GM transmissions would require an additional flex plate adapter to the Gen 2 P/N 712500A. The 712500A offsets the crank and provides the proper torque converter pattern for the early style GM transmission.

If you are planning on going to a manual transmission, P/N 712500M is required and a new adapter bellhousing may be needed.



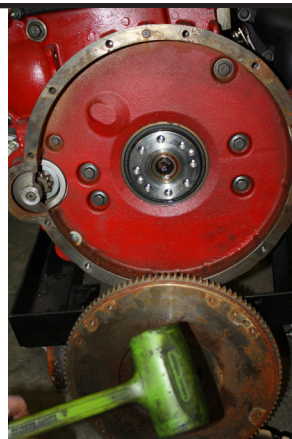
SPECIAL NOTE:

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 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.

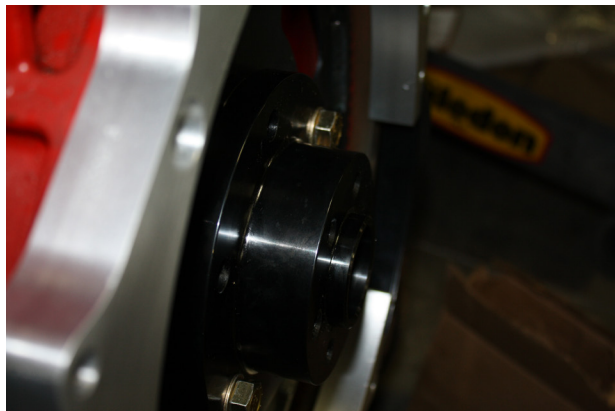


Once the crank is exposed, install the new flex plate onto the block as shown. Use the factory bolts to secure the flex plate to the crank and torque to 55 ft.lbs. The crank adapter will need to be mated to the flex plate as shown and then secured using the 12MM bolts and flat washers, torque bolts to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



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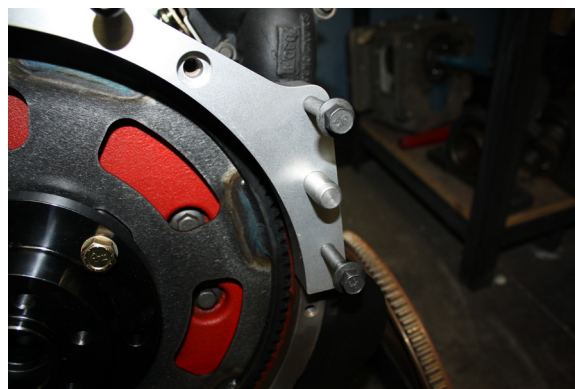
The crank adapter with the adapter plate mounted should be a positive stick out of .300" which is the same as the GM as engines. Install the SHCS bolts to the Cummins engine and torque to 30 ft.lbs



The bolts that mount the GM transmission to the new adapter plate are all 40MM long except one that is 30MM. That bolt must be installed in the location shown and torqued to 30 ft.lbs.



The GM dowels must be installed before installing any GM transmission. These can be installed before starting the installation process or tapped in place once the adapter is installed to the Cummins engine.



The stock GM flex plate will need to be installed to the new crank adapter and the factory GM crank bolts used. The black cover on the new adapter will have to be removed to gain access to the torque converter bolts and then re-installed.

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