

NV3550/AX15 TO AMC BLOCK BOLT PATTERN

(BELLHOUSING HAS FLYWHEEL SENSOR PROVISION for engines up to 2004)

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	712586E	PIVOT BALL-CLUTCH RELEASE ARM
2.	1	712590-A	NV3550/AX15 BELL
3.	1	712590-B	RELEASE LEVER
4.	1	712590-C	RELEASE BEARING
5.	1	712590-D	SPRING-CLUTCH THROWOUT
6.	1	716164	AMC PILOT BUSHING
7.	9	720030	10mm 1.25 x 30mm S.H.C.S.
8.	1	723701	NUT 3/8 -16 PLATED GRD 5
9.	9	724337	INSIDE STAR WASHER
10.	3	723123	HCS 5/16 -18 X 1/2 PLTD (dust cover)
11.	5	723103	LOCK WASHER 5/16 PLATED
12.	2	723134	5/16 -18 X 1-1/4 H.H.C.S. (slave cly bolts)



The bellhousing is designed to be used with a stock 1989 to 2006 Jeep clutch assembly, or Centerforce pressure plate (P/N CF361890) & clutch disc (P/N 384193). The release bearing on this bellhousing is designed to ride constantly against the pressure plate. The recommended slave cylinder has a certain push rod length for proper clutch operations. If the incorrect pressure plate or disc is used, or the stock flywheel has been resurfaced, proper clutch operations may be effected. **The flywheel should be 1" thick.** **Note:** AX15's 1989-1993 had an internal release bearing and a .590 pilot tip. We offer a kit 712590-IR that is designed for these applications.

NOTE: The 1987 Jeep YJ did use a thicker flywheel than the 1988 and 89 models. The new bellhousing will not work with this thicker flywheel (1.3125"). You can modify the thickness of the flywheel; however, we do offer a new flywheel for this 1987 YJ which will also require a new starter. P/N CF53005524 FLYWHEEL-JEEP, CAST STEEL. REQUIRES NAPA STARTER P/N NAE 17006. Note: the Napa starter will require some wiring changes on the vehicle since the solenoid is part of the starter.

This bellhousing can be used with a stock Jeep slave cylinder from the 1994 & 2006 Jeep "Wranglers"; however, the slave cylinder from Chrysler is only sold as an assembly which includes a master cylinder and plastic hose. This assembly retails for close to \$180.00. The biggest downside of this assembly is when trying to use it on an early style "YJ". The slave cylinder is the only part you can retain, and you would still require some additional components for this slave cylinder to work properly. We have devised a slave cylinder kit (P/N 716340) that includes all of the necessary components to fit this bellhousing and to work with your stock Jeep master cylinder.

This bellhousing uses a dowel pin alignment to both the engine and transmission. The bellhousing must be bolted to the transmission before being installed into the vehicle. The stock Jeep dust shield from a AX15, Peugeot, or NV3550 should be used and the starter must index into this sheet metal pieces. A new pilot bushing has been supplied and must be installed fully into the stock engine crank.

Reinstall the new or stock clutch components. Install the transmission and bellhousing up to the Jeep engine. Use the stock bolts from the engine to fasten the bellhousing to the block. Make sure the dowel pins are installed in the block before bolting on the bellhousing. If your engine requires a flywheel sensor for emissions control, install the flywheel sensor using the stock dowel bolts to obtain the proper alignment. If you are not going to use a flywheel sensor but want to cover the access hole, you will need to fabricate a cover using either a piece of rubber or thin piece of sheet metal. This should be installed before the bellhousing and transmission are installed in the vehicle.

These components are designed to slip together. **Do not pull components together with the bolts as damage to the assembly can occur.** When installing the transmission and the bellhousing into the vehicle, you will be required to loosen the exhaust from off of the exhaust manifold. This will allow proper clearance to fit the bellhousing between the body and exhaust system. We also recommend that the transmission shift tower be removed so that the transmission can fit closer to the floorboard - allowing for an easier clutch alignment to the input shaft of the transmission. Be sure to cover the shift tower hole in the transmission to avoid debris from entering the transmission.

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.