



P.O. Box 247, 4320 Aerotech Center Way
Paso Robles, CA 93447
Telephone: (800) 350-2223 Fax: (805) 238-4201
PAGE 1 OF 3 Page Rev. Date: 02-18-19
P/N: 712549

CHEVY BELLHOUSING TO FORD TRANSMISSIONS(Jeep T18 77-79)

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	712548-BLK	BELLHOUSING
2.	1	712548-PLT	DUST COVER PLATE
3.	1	716139	CLUTCH ARM PIVOT WEDGE
4.	1	716176	RELEASE LEVER
5.	1	716176SC	THROW-OUT LEVER SPRING CLIP
6.	1	716180	BALL PIVOT
7.	1	716193	PILOT BUSHING
8.	1	716332	BOOT
9.	4	723103	5/16" LOCK WASHER
10.	4	723123	5/16" x 1/2" LONG H.H.C.S.
11.	6	723722	H.H.C.S. 3/8"-16 x 1-1/4" LONG
12.	2	723730	S.H.C.S. 3/8"-16 x 1-1/4"

NOTE:

Most 1999 & up GM V8 & V6 engines had a larger crank I.D. The pilot bushing in this kit requires a steel sleeve, P/N 716155.

Using this kit with a Gen 3 Chevy engine will require some additional modifications to the front retainer and the clutch components.

Note: This bellhousing will bolt to the GM 6.2 & 6.5 diesels. A new starter may be required that does not have a nose cone or the bellhousing pocket may need clearance. This kit should not be used in a Chevy 4WD truck due to front drive shaft interference on the slave cylinder.

INSTALLATION INSTRUCTIONS: 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 recommend that you trial fit the pilot bearing, input shaft and clutch assembly prior to installation into the vehicle. 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.

The recommended clutch assembly for this bellhousing is an 11" diaphragm type that has the high profile design. The ball pivot and clutch release arm are designed for a location that is limited to only the high diaphragm type clutch. The 11" clutch assembly will require the use of the 168 tooth flywheel.

If a 10-1/2" clutch with a 153 tooth flywheel is going to be used, make sure that a high diaphragm type clutch is installed with the same N1714 release bearing. When using the 153T flywheel, starter pocket modifications will also be necessary, or you will need to purchase an aftermarket starter.

A Ford input shaft is normally 1-1/16" 10 spline, which will require the use of Centerforce# 281226 clutch disc or equivalent. You will need to use a GM high profile pressure plate (Centerforce# CF165552) and a N1714 throw out bearing.

The bellhousing is drilled and tapped to accept the stock transmissions 7/16" -14 bolts. 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.

RELEASE ARM The two cogs on the release arm that fit over the release bearing will require a small bit of grinding to properly fit the N1714 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 photo page 2

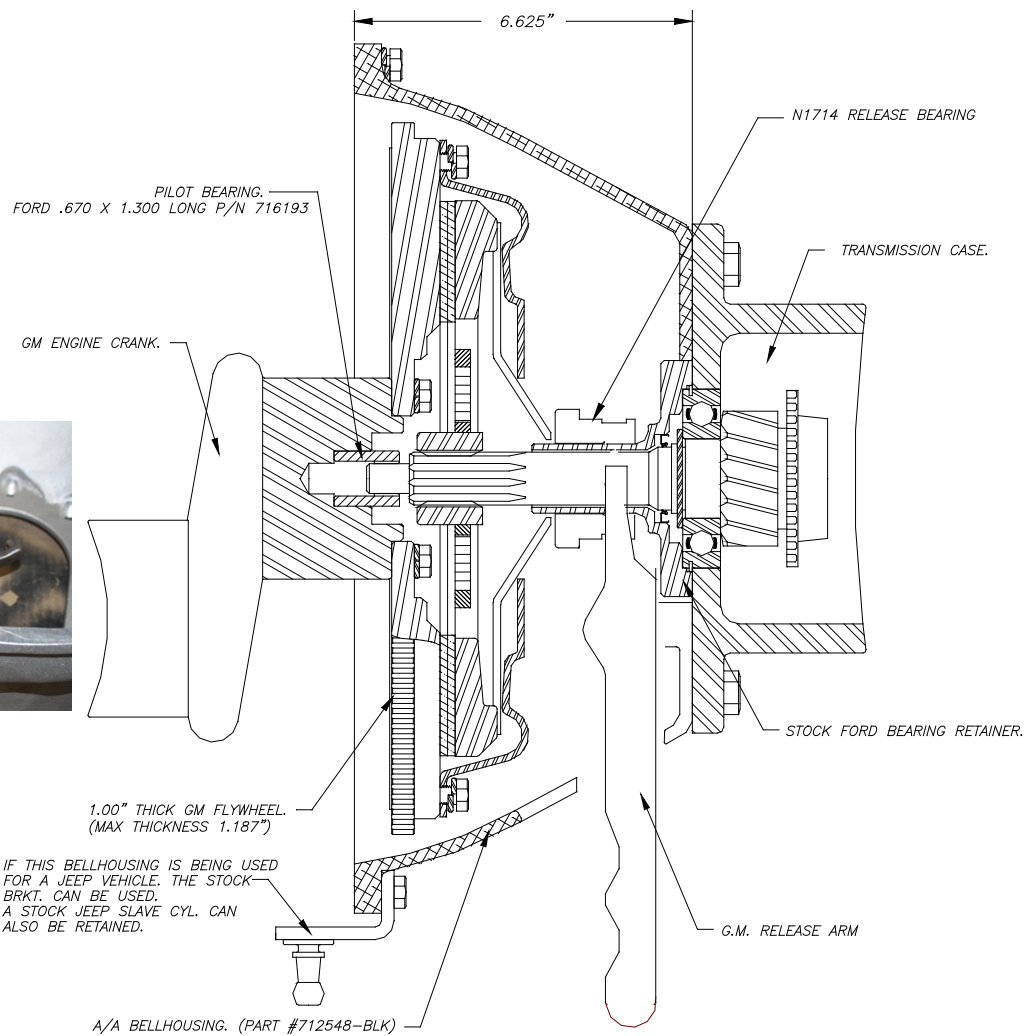
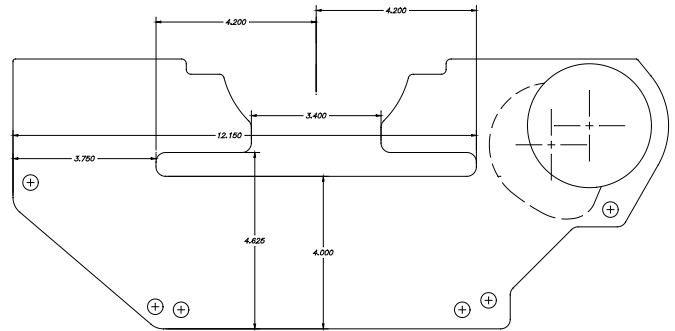
SPECIAL NOTE: The components packaged in this kit have been assembled and machined for specific type of conversions. Modifications to any of the components will void any possible warranty or return privileges. If you do not fully understand modifications or changes that will be required to complete your 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.

CHEVY BELLHOUSING TO FORD TRANSMISSIONS (Jeep T18 77-79)

DUST COVER INSTALLATION

The dust cover that we have furnished with this kit will fit all Chevy engines up to 1985. If your engine is 1986 or newer and uses the larger rear main seal, you will need to modify the inside diameter of the steel sheet metal plate to allow for clearance around the rear main seal area.

GEN 3 blocks have some interference with the aluminum oil pan. The drawing shows the modifications required



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.

CHEVY BELLHOUSING TO FORD TRANSMISSIONS(Jeep T18 77-79)



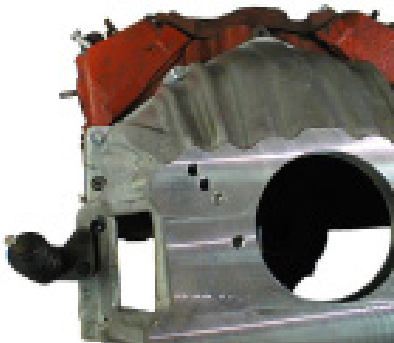
Bellhousing



GM release arm

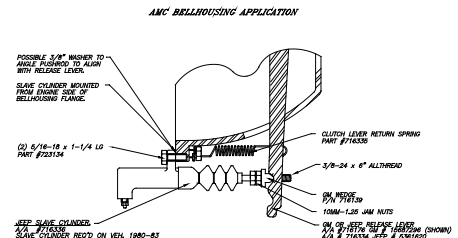


Slave installation



SLAVE CYL. GUSSET WILL
NEED MODIFICATIONS IN
ORDER TO SEAT AGAINST
BELLHOUSING FLANGE

P/N 716331
(KIT)



Grinding may be necessary on the slave bracket to provided clearance between the bracket the the bellhousing bolt.

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.
4. On large diameter 168 tooth flywheels, it may be necessary to grind additional clearance on the lower inside diameter of bellhousing. The bellhousing is designed for maximum flywheel thickness of 1.188".

11" CLUTCH ITEMS:

11" CLUTCH PRESSURE PLATE (PART #CF165552 HIGH -PROFILE.)
11" CLUTCH DISC. (PART #281226 1-1/16" 10 SPL.)
CLUTCH RELEASE BEARING (PART #N1714)

10.5" CLUTCH ITEMS:

10.5" CLUTCH PRESSURE PLATE. (PART #CF360056 HIGH-PROFILE.)
10.5" CLUTCH DISC. (PART #381021 1-1/16" 10 SPL.)
CLUTCH RELEASE BEARING (PART #N1714)

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.