

COYOTE 4.6/5.0/5.4 BELLHOUSING KIT W/ HYDRAULIC SLAVE CYLINDER

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	712546A	BELLHOUSING- COYOTE 4.6/5.0/5.4 MODULAR MODIFIED
2.	1	712546B	BRACKET- SLAVE CYL
3.	1	712546C	CLUTCH RELEASE ARM
4.	1	712546D	STARTER INDEX PLATE
5.	1	712546E	PIVOT BALL CLUTCH RELEASE ARM
6.	1	712546F	FITTING -4 JIC TO 1/8" NPT
7.	1	716169C	BUSHING- CRANK- 5.0 COYOTE TO .750 PILOT TIP
8.	1	716329	SLAVE CYL -PULL TYPE WILLWOOD
9.	1	716329-1	PUSH ROD SPACER
10.	1	723118	H.H.C.S. 5/16 -18 X 1-3/4 LG
11.	2	722534	1/4 X 20 X 1-1/2 S.H.C.S.
12.	1	723141	5/16 -18 NYLOC HEX NUT
13.	1	723156	STUD BOLT-5/16 -24 X 2 (slave cylinder bolt)

Note:
.8125" bore master
cylinder recommended

Optional items:
712546G clutch disc
CF260000 presure plate
N1714 release bearing

INSTALLATION INSTRUCTIONS:

The Ford Modular engine consist of the 4.6, 5.0 & 5.4L V8's and this kit is designed for the Gen 2 (8 bolt flywheel). The bellhousing adapters and transmission options for these engines are limited due to the clutch linkage. We decided to open the market up to a few different transmission options. We modify a stock Tremec bellhousing equipped for the Mustang cable clutch linkage and added a bracket to it. This modified bellhousing is now equipped with a hydraulic linkage set up.

This particular bellhousing was developed for use with one of our adapter plates which would allow an AX15, TR4050 or Dodge NV4500 transmission couple up to the Ford Modular engine. This kit comes with a .750 pilot bushing that is equipped for these transmission pilot tips. (note: early AX15 transmissions had a .590" pilot tip. We do not offer a pilot bushing for this early AX15 transmission.

The Ford flywheel is a 164T, same as the early Ford blocks, This flywheel is 1.028" thick. The dual mass flywheel can not be used and a new earlier flywheel must be purchased.

The flywheel has a standard Ford bolt pattern for the pressure plate and we recommend the Centerforce P/N CF260000

This adaper kit does require a special clutch disc, We use a McLeod **P/N 712546G**. This 11" 1-1/8"-10 spl GM disc has an offset hub with a small spline chamfer that allow for more input shaft spline contact, it also allows for clearance on the flywheel side for the extened pilot bushing.

The release bearing is a P/N N1714.



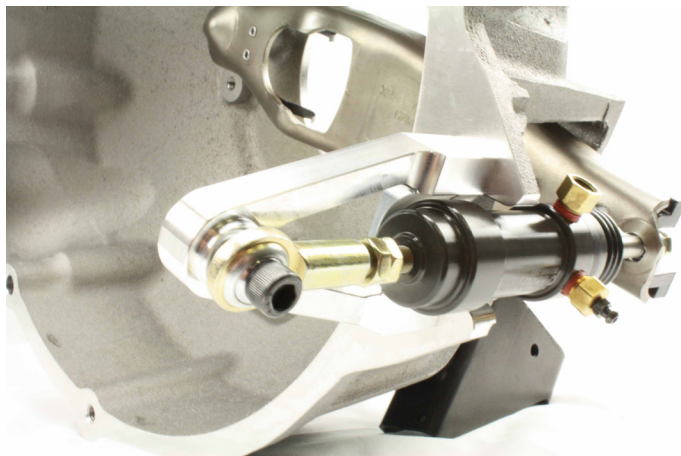
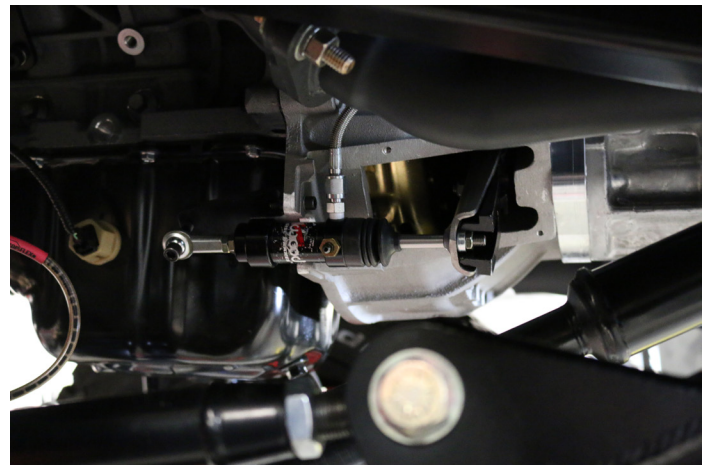
Spline Chamfer P/N712546G vs 383735



Clutch hub clearance on the flywheel P/N712546G vs 383735

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 slave cylinder comes in the box looking like the slave cylinder on top. The slave cylinder does require the heim to be switched to the other side. We also have included a new 5/16 stud bolt to be installed on the back side of the cylinder. This stud bolt should be threaded in no more than 5/8". A jam nut to hold it in place and then the heim. The bottom slave should be the final product with the heim on the back and the rounded bushing and (1) spacer connecting on the front or to the arm.

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