



P.O. Box 247, 4320 Aerotech Center Way
Paso Robles, CA 93447
Telephone: (800) 350-2223 Fax: (805) 238-4201
PAGE 1 OF 4 Page Rev. Date: 01-17-19
P/N: 712548

CHEVY BELLHOUSING FOR USE WITH JEEP T4, T5, SR4 & T176 TRANSMISSIONS

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	712548-BLK	BELLHOUSING
2.	1	712548-PLT	DUST COVER PLATE
3.	1	716158	PILOT BEARING (.670")
4.	1	716170	PILOT BEARING (.590")
5.	1	716180	BALL PIVOT (Installed)
6.	1	716184-A	SPRING CLIP
7.	4	723103	5/16" LOCK WASHER
8.	4	723123	5/16" x 1/2" LONG H.H.C.S.
9.	6	723722	H.H.C.S. 3/8"-16 x 1-1/4" LONG
10.	2	723730	S.H.C.S. 3/8"-16 x 1-1/4"

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.

***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.*

***When using this kit with our 712500M Gen III & IV flywheel kit, the release bearing in the flywheel kit only come with a 1.373 I.D. The Jeep transmission retainer will require the snout to be turned down to fit. The Jeep snout is 1.433 and the snout should be turned down to 1.371 to 1.370*

INSTALLATION INSTRUCTIONS:

This bellhousing is for use with the original Jeep 4 & 5 speed transmissions. The clutch linkage will be all original Jeep parts. You must install the original release arm, release arm spring and boot assembly into the new bellhousing when replacing the original in-line 6 cylinder. The release bearing will be the same as the original Jeep. 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 bushing. We have included two different pilot bushings with this new bellhousing kit. Select the proper bushing and install it into the engine crank. We recommend that you trial fit the pilot bushing, input shaft and clutch assembly prior to installation into the vehicle. The clutch disc will be 1-1/8"-10 spline except for the T150 3 speed transmissions that will require a 1-1/16"-10 clutch disc. If you are going to use a slave cylinder for clutch control, we recommend a high diaphragm clutch. If the original mechanical linkage is going to be retained, then the clutch must be the high profile diaphragm type. When assembling all of the Jeep clutch linkage, make sure that the arm has sufficient clearance when extending back towards the transmission. 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. If you are going to install this into a vehicle that was not previously equipped with the correct Jeep parts, then we have included a list below of the necessary items: **(NOTE: The clutch fork spring may need to be shortened to keep tension between the clutch fork and ball pivot.)**

PARTS NEEDED WHEN REPLACING A 4 CYLINDER:

Jeep Release Arm	#J5361620 - AA P/N 716334
Bellhousing Boot	#J3238430 - AA P/N 716332
Return Spring	#J3222799 - AA P/N 716333

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 N1439 release bearing. When using the 153T flywheel, starter pocket modifications will also be necessary, or you will need to purchase an aftermarket starter.

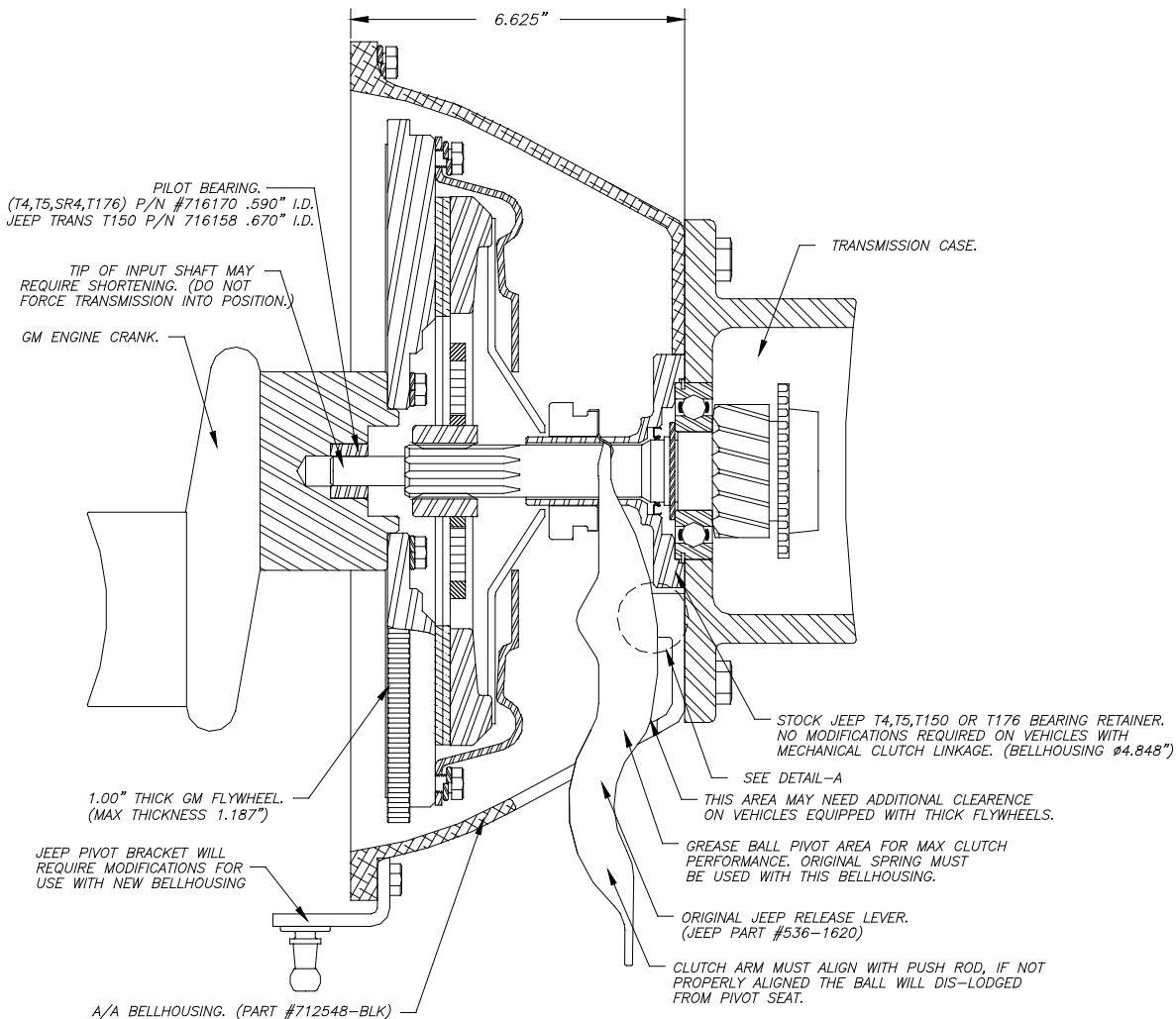
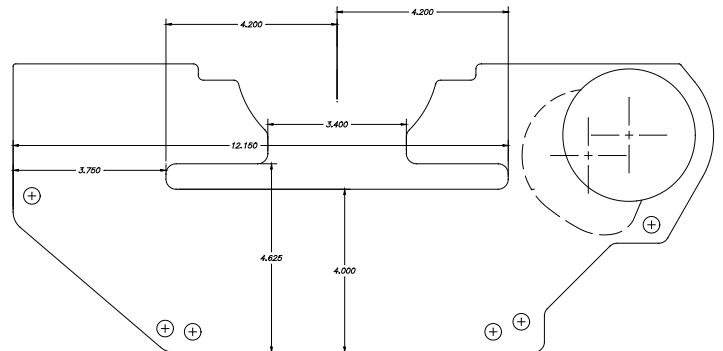
SPECIAL NOTE: The components packaged in this kit have been assembled and machined for specific type of conversions. Modifications to any of the components will void any possible warranty or return privileges. If you do not fully understand modifications or changes that will be required to complete your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



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***When replacing a 4 cylinder, you must change the throw out arm to either a -
Jeep# 536-1620 (AA# 716334), or
GM# 15687296 (AA# 716176 & 716176SC).**

When using the AA#716176 arm, you must change to the **N1714** throw out bearing. You will need to grind a bit on the throw out arm to fit over this bearing.

On hydraulic applications, you may need to grind the slave cylinder mounting face for better alignment of the push rod to the throw out arm.

JEEP SLAVE CYLINDER

JEEP PART REQ'D WHEN REPLACING AMC 4-CYLINDERS.

RELEASE ARM - PART #536-1620 (JEEP)

RELEASE ARM - A/A PART #716176 & clip 716176SC

BOOT - PART 3323-8430

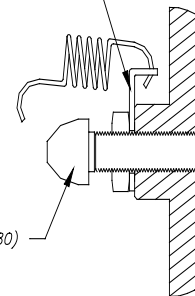
SPRING. PART #322-2799

SLAVE CYLINDER - PART #J3241867

SLAVE CYL. HOSE - PART #53004164

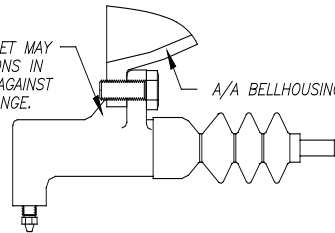
SLAVE CYL. HOSE - PART #716130H

SPRING CLIP. (PART #716184-A)



BALL PIVOT. (PART #716180)

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



A/A BELLHOUSING. (REF)

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 #383735 1-1/8" 10 SPL.) (T4, T5, SR4 & T176)

11" CLUTCH DISC. (PART #281226 1-1/16" 10 SPL.) (T150)

CLUTCH RELEASE BEARING (PART #N1439 / N1714)

10.5" CLUTCH ITEMS:

10.5" CLUTCH PRESSURE PLATE. (PART #CF360056 HIGH-PROFILE.)

10.5" CLUTCH DISC. (PART #383271 1-1/8" 10 SPL.) (T4, T5, SR4 & T176)

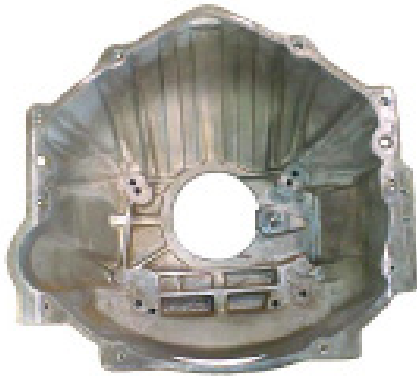
10.5" CLUTCH DISC. (PART #716104 1" 14 SPL.) (T4, T5, AMC 4 CYL.)

10.5" CLUTCH DISC. (PART #381021 1-1/16" 10 SPL.) (T150)

CLUTCH RELEASE BEARING (PART #N1439 / N1714)

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Bellhousing



Slave installation



GM release arm



AMC release arm



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

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