

NV4500 TRANS TO GM 5.125" DIAMETER BELLHOUSING

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	712550-PLT	ADAPTERPLATE
2.	1	716168	PILOTBUSHING .750"
3.	4	724303	7/16" LOCKWASHERS
4.	4	725025	S.H.C.S. 1/2"-13 x 1-1/4" LG
5.	4	724349	H.H.C.S. 7/16"-14 x 1-1/2" LG
6.	1	NV001	NVINSTRUCTIONMANUAL

NOTE:

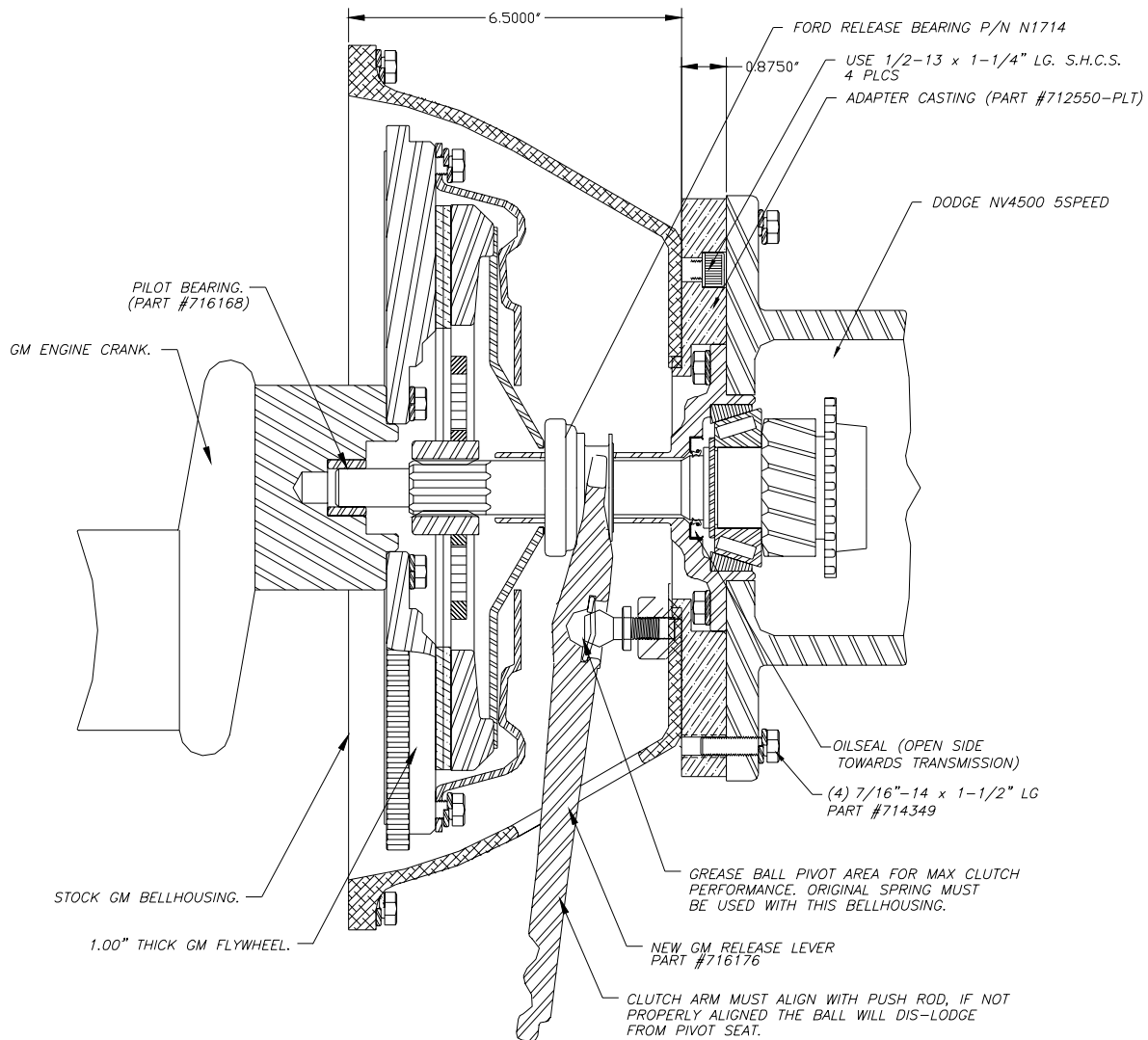
Most 1999 & up GM V8 & V6 engines had a larger crank I.D. The pilot bushing in this kit requires a steel sleeve, P/N 716155.

GENERAL INFORMATION

1. This adapter plate is only compatible with Dodge NV4500 transmissions that were used with the gas engines. It is not compatible with transmissions that were used with diesel applications. The input shaft on the front of the transmission must stickout 7-1/2". The clutch spline on the input shaft must be 1-1/8"-10 spline.
2. The bellhousing on the GM engine must have the larger 5.125" bore. This adapter plate is not compatible with the smaller 4.686" bellhousing.
3. The bearing retainer snout on the new Dodge transmission is the same size as a Ford release bearing. Depending on the application, you have two options. You can use a Ford flat faced release bearing #N1714, you will be able to install the transmission without removing the stock bearing retainer. This release bearing will fit perfectly over the new Dodge transmission and is compatible with the Chevrolet throw out arm. The Chevy arm will need to be slightly modified by shortening the lugs that slip into the new release bearing. It is best to trial fit these two parts prior to assembly. The second option is to use a standard Chevy release bearing and turn down the diameter of the retainer snout. Chevy Vortec engines will require the retainer to be modified to use a GM release bearing.
4. Be sure to inspect the new pilot bushing on the tip of the new transmission input shaft. Make sure that the inside diameter properly matches the Dodge 5 speed transmission. The pilot bushing must be installed into the back of the GM engine crank. It may be necessary to shorten the tip of the input shaft in order to prevent bottoming out in the GM engine crank. **DO NOT FORCE** the transmission into position prior to checking the input shaft depth.
5. The clutch release mechanism can either be mechanical or hydraulic. The exact configuration will depend on what your vehicle was originally equipped with and which type of bellhousing you are using.

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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NOTE:

If you are using the Heavy Duty Dodge NV4500, you will need to obtain a Dodge standard duty bearing retainer. It will need to be turned down to a diameter of 1.431". The clutch disc must be a 1-1/4"-10 spline.

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